



# CITY OF FIRCREST

## 2026-2031

### Transportation Improvement Program



**ACKNOWLEDGEMENTS**

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## **PREFACE**

Chapters 35.77.010 and 35.77.015 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 that 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 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. The Program may be revised at any time by a majority vote of the City Council, but only after a public hearing.

## **NON-DISCRIMINATION**

The City of Fircrest assures that no person shall, on the grounds 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 City recognizes the critical need to maximize the use of local funds through grant applications, particularly given the reduction in available funding for transportation-related capital improvements. This program aims not only to identify and schedule projects for funding but also to secure City Council approval for submitting grant applications for projects included in the program. By doing so, the City ensures a strategic approach to obtaining necessary financial resources for vital transportation infrastructure improvements.



## ABOUT THE CITY OF FIRCREST

Fircrest is a non-charter code city operating under a Council-Manager form of government. The city manages an annual General Fund budget of **\$12.1 million** and a total budget exceeding **\$32.6 million**. As a full-service city, Fircrest provides a wide array of services, including police and fire protection, animal control, emergency medical aid, building safety regulation and inspection, and comprehensive land use planning and zoning. The city also supports housing and community development, as well as recreational and cultural programs. Additionally, Fircrest is responsible for traffic safety and improvements, along with the maintenance and enhancement of streets, and water, sewer, and stormwater systems.

Incorporated initially as a town in **1925** and later recognized as a city in 1990, Fircrest covers an area of 1.58 square miles. It is strategically located 32 miles south of Seattle and 31 miles north of the state capital, making it a prime residential area for those working in these major urban centers. Fircrest is celebrated as **“The Jewel of Pierce County”** and is known for its suburban charm, master-planned community origins, and vibrant local life. The city features six parks, an urban forest of fir trees, and the private Fircrest Golf Club.

Home to **6,774 residents**, Fircrest maintains a strong local history and an engaged community. The city manages 27.1 acres of land, offering diverse recreational opportunities and hosting a variety of community events. Fircrest is known for its quiet, residential character, livable neighborhoods, and high-quality recreational facilities. The city is committed to community-oriented policing and is actively planning for future growth while preserving its green spaces, safe and friendly atmosphere, sustainability, and historical charm.





## **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 2025 budget it is anticipated that revenue received from the state gas tax for the Street Fund will be \$131,000. This is the same that is anticipated to be received in 2026 and therefore should be relatively accurate.

### **TRANSPORTATION IMPROVEMENT BOARD**

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, that 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 several statewide competitive programs which use criteria developed by the TIB for the prioritization of projects. The TIB programs in which the City of Fircrest can compete are as follows:

#### **Urban Arterial Program (UAP)**

The Urban Arterial Program funds projects that enhance arterial safety, support growth and development, improve mobility and physical condition. Projects are also rated on sustainability and constructibility. The program requires sidewalks on both sides of the streets and funds bike lanes when included in a local transportation plan.

#### **Active Transportation Program (ATP)**

The Active Transportation Program establishes highly connected human scale transportation networks in downtowns and activity centers. The program constructs and replaces sidewalks and bike lanes to improve safety, create system continuity, link generators, extend the system and complete gaps on federally classified routes. Projects must be transportation related and not for recreation only.

#### **Arterial Preservation Program (APP)** (For urban cities with assessed valuation below \$3 billion)

The Arterial Preservation Program enables larger scale preservation projects at lower unit costs. The program provides funding for overlay or seal coat treatments of federally classified arterial streets. The APP also funds required ADA ramp upgrades, and minor associated sidewalk repairs.

#### **Complete Streets Program (CSP)**

The Complete Streets Program incentivizes roadway design for all users including bicyclists, pedestrians, and transit. All cities and counties with an adopted complete streets ordinance are eligible for this program.



## **ADDITIONAL FUNDING SOURCES**

In years past, proceeds from the sale of the City's power utility were used to fund capital street projects. However, these funds have not been sufficient to fully execute all the projects included in the Six-Year Transportation Improvement Program. The City will continue to actively pursue grant funding in an effort to minimize the use of these limited funds and to maintain a healthy reserve that can help sustain operations during challenging economic times.

### **Real Estate Excise Taxes**

The City can also use the Real Estate Excise Tax (REET) it receives to fund, in whole or in part, any capital project associated with the work identified in this plan.

### **Washington State Department of Transportation (WSDOT)**

#### **Puget Sound Regional Council (PSRC) Regional Planning Agency**

### **Safe Routes to School / Pedestrian Bicyclist Program**

The Purpose of the SRTS Program is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding for this program is for projects within two miles of primary, middle and high schools (K-12).

### **Surface Transportation Block Grant (STBG)**

WSDOT allocates STBG funds to Metropolitan Planning Organizations (MPO's) and County Lead Agencies for prioritizing and selecting projects that align with their regional priorities involving all entities eligible to participate in a public process. In addition, WSDOT sets annual delivery targets for each MPO and county lead agency. Eligible projects include highway/bridge construction/repair; transit capital projects; bicycle, pedestrian and recreational trails; and construction of ferry boats and terminals.

### **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 number 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 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: 2026-2031 TRANSPORTATION FACILITY IMPROVEMENTS

## City of Fircrest Six-Year Comprehensive Transportation Improvement Program (2026 to 2031)

Transportation Facility Improvements		2026	2027	2028	2029	2030	2031	TOTAL
<b>Capital Appropriations</b>								
1	Major Pavement Patching: Citywide	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000.00
<b>Grind and Overlays</b>								
2	Regents Blvd: Alameda Ave to 67th Ave W (Design Complete)	\$ 1,100,000						\$ 1,100,000.00
3	South Orchard St from Columbia Ave to Regents Blvd					\$ 800,000		\$ 800,000.00
<b>Pedestrian, Non-Motorized / Active Transportation Program</b>								
4	Alameda Ave: 44th St W to Emerson St (curb/gutter, bike lane, sidewalk - east side of ROW)			\$ 1,200,000				\$ 1,200,000.00
5	44th St: 67th Ave to 60th Ave (TIB funded for construction in the 2027-2028 cycle) (curb/gutter, bike lane, sidewalk - north side) (\$3.5 Million - 50/50 split with University Place)		\$ 1,750,000					\$ 1,750,000.00
6	Alameda Ave: Emerson St to Rosewood Ln (curb/gutter, bike lane, sidewalk - east side)				\$ 1,900,000			\$ 1,900,000.00
<b>Total Capital Appropriations</b>								
		\$ 1,200,000	\$ 1,850,000	\$ 1,300,000	\$ 2,000,000	\$ 900,000	\$ 100,000	\$ 7,350,000.00

## FIGURE1: 2026-2031 PROJECTS MAP

As listed in Table 1, Map 1 illustrates the transportation facility improvements for the 2026-2031 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 (red)**

Grind and overlay is a process used in road construction and maintenance to rehabilitate an existing asphalt pavement surface by removing the top layer of asphalt (known as the “grind”) and then replacing it with a new layer of asphalt (known as the “overlay”). The milling process involves the use of a large machine that grinds off the existing surface layer of the pavement to a specified depth, typically between 1 and 4 inches. The grinding machine removes the old asphalt and any damaged or deteriorated sections of the underlying pavement.

After the grinding is completed, the surface is cleaned and inspected for any additional repairs that may be necessary. Once the surface is deemed ready, a new layer of asphalt is applied, which typically ranges in thickness from 2 to 4 inches. The new layer of asphalt is then compacted using heavy equipment to create a smooth, even surface.

Grind and overlay is a cost-effective method for extending the life of an existing asphalt pavement surface, particularly when the underlying pavement is still in good condition but the surface layer has become worn, cracked, or damaged. It can also be used to correct surface irregularities or improve the skid resistance of the pavement.

### **Pedestrian, Non-Motorized (green)**

This improvement typically involves the construction of new curbs, gutters, and sidewalk enhancements. It aims to add new sidewalks where none currently exist and to complete gaps in existing sidewalks. Additionally, this improvement can potentially provide bike lanes along designated routes, enhancing safety and accessibility for pedestrians and cyclists.

