



# CITY OF FIRCREST

2027-2032

Transportation Improvement Program

**ACKNOWLEDGEMENTS**

**Fircrest City Council**

Nikki Bufford, Mayor  
Brett L. Wittner, Mayor Pro Tempore  
David M. Viafore  
Shannon Reynolds  
Hunter T. George  
Karen Mauer-Smith  
Joe Barrentine

**City Manager**

Dawn Masko

**Public Works**

Tyler Bemis, Director  
Jeff Davis, Utility Foreman  
Russ Parsons, Utility Service Person II  
Tim Piercy, Utility Service Person II  
Salvador Marez, Utility Service Person II  
Hayden Davey, Utility Service Person I  
Sherry Canavan, Office Coordinator  
Holly Veliz, Utility Billing Clerk

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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 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. 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 which operates under a Council-Manager form of government. The city boasts an annual General Fund budget of \$12 million and a total budget exceeding \$34 million. As a full-service city, Fircrest offers a wide array of services. These services include police and fire protection, animal control, emergency medical aid, building safety regulation and inspection, comprehensive land use planning, and zoning. The city also provides housing and community development along with recreational and cultural programs. The city also maintains traffic safety and improvements, as well as maintenance and enhancement of streets, water, sewer, and storm systems.

Incorporated initially as a town in 1925 then 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 has six parks, an urban forest of fir trees, and the private Fircrest Golf Club.

Home to 7,235 residents, Fircrest maintains a strong local history and an engaged community. The city manages 27.1 acres of land, providing diverse recreational opportunities and community events. Fircrest also embodies the reputation as a quiet, residential community with livable neighborhoods and high-quality recreational facilities. Fircrest is committed to community-oriented policing and is planning for future growth while preserving its green character, safe and friendly atmosphere, sustainability, and historical elements.



## FUNDING SOURCES

### MOTOR VEHICLE FUEL TAX FUNDS

By law, each city receives a proportionate share of the total State Motor Vehicle Fuel Tax based on population. The exact amount varies depending on the amount of fuel sold in the State. In the City's 2026 budget, revenue received from the state gas tax for the Street Fund is anticipated to be \$132,709. This is the same as expected to be received in 2027 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 that 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 in one of the following bands: Safety, Commercial Growth and Development, Mobility, and Physical Condition.

#### Active Transportation Program (ATP)

The Active Transportation Program provides funding to improve pedestrian and cyclist safety, enhance pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities.

#### Arterial Preservation Program (APP)

The Arterial Preservation Program (APP) provides funding for the overlay of federally classified arterial streets (principal, minor) in cities with a population greater than 5,000 and an assessed valuation of less than \$3 billion. Although the program offers critical preservation assistance, it is not enough to substitute for a city's street maintenance program. Therefore, the program is limited to overlay to defray high-cost preservation projects, allowing cities to concentrate limited resources on lower-cost preventative maintenance.

#### Complete Streets Program (CSP)

Complete Streets is an approach to planning, designing, building, operating, and maintaining the transportation system that enables safe and convenient access to destinations for all people, including pedestrians, bicyclists, motorists, and transit riders. It uses a set of tools or treatments that create a more balanced and resilient transportation system.

## **ADDITIONAL FUNDING SOURCES**

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

### **REAL ESTATE EXCISE TAXES**

Real Estate Excise Tax is levied on all real estate sales, measured by the full selling price. The City has authorized a locally imposed tax of 0.5% in two 0.25% increments. These revenues are restricted to financing capital projects, in whole or in part, as specified in this plan.

### **WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT)**

#### **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 (MPOs) and County Lead Agencies to prioritize and select 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. The City's MPO is the Puget Sound Regional Council (PSRC).

### **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 SWMP is directly related to the number of capital improvement projects constructed. Because there will be little impact on 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 Transportation Improvement Program are intended to conform to the goals and policies within the City's Comprehensive Plan.

## TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS

Table 1 lists the Transportation Improvement Program projects and costs by year between 2027 and 2032.

TABLE 1: CITY OF FIRCREST SIX-YEAR (2027-2032) TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LIST

Transportation Facility Improvements		2027	2028	2029	2030	2031	2032	TOTAL
<b>Capital Appropriations</b>								
1	Major Pavement Patching: Citywide	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
<b>Grind and Overlays</b>								
2	Annapolis St from Alameda Ave to City Limits beyond Paradise Ln (grind and overlay with Whittier School Project)	\$100,000						\$100,000
3	Elm Tree Lane from Alameda Avenue to Contra Costa Avenue (grind and overlay with Whittier School Project)	\$100,000						\$100,000
4	S Orchard St from Columbia Ave to Regents Blvd (west side of roadway, grind and overlay with ADA curb ramp upgrades)				\$1,200,000			\$1,200,000
<b>Pedestrian, Non-Motorized / Active Transportation Program</b>								
5	Alameda Ave from 44th St W to Emerson St (curb/gutter, bike lane, sidewalk - east of ROW)		\$1,200,000					\$1,200,000
6	44th St W from 67th Ave W to 60th Ave W (City of UP to also fund \$1,750,000) (curb/gutter, bike lane, sidewalk - north side, funded via PSRC)	\$1,750,000						\$1,750,000
7	Alameda Ave from Emerson St to Rosewood Ln (curb/gutter, bike lane, sidewalk - east side, funded via appropriation FY26)	\$850,000						\$850,000
8	Alameda Ave from Annapolis St to S 19th St/Columbia Ave (bike lane striping and signage project)					\$300,000		\$300,000
9	Emerson St from 67th Ave W to Woodside Dr (south side curb & gutter, bike lane, sidewalk, some retaining wall)	\$800,000						\$800,000
10	Regents Blvd from Alameda Ave to S Orchard St (bike lane striping and signage project)						\$200,000	\$200,000
11	Regents Blvd and Alameda Ave Intersection (pedestrian safety crossing project)			\$400,000				\$400,000
12	Alameda Ave from Regents Blvd to Greenway Ave (west side curb & gutter, "shared use" bike lane, sidewalk)		\$1,700,000					\$1,700,000
13	Alameda Ave from Greenway Ave to Emerson St ("shared use" bike lane and signage project)						\$200,000	\$200,000
<b>Total Capital Appropriations</b>		<b>\$3,700,000</b>	<b>\$3,000,000</b>	<b>\$500,000</b>	<b>\$1,300,000</b>	<b>\$400,000</b>	<b>\$500,000</b>	<b>\$9,400,000</b>

As listed in Table 1, Figure 1 illustrates the transportation facility improvements for the 2027-2032 Six-Year Transportation Improvement Program planned for the City of Fircrest. Below is a brief description of the work for these projects.

**GRIND AND OVERLAYS**

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 1.5 to 2 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 / ACTIVE TRANSPORTATION PROGRAM**

These improvements typically involve the construction of new curbs, gutters, and sidewalk enhancements. The program aims to add new sidewalks where none currently exist and to complete gaps in existing sidewalks. Additionally, these improvements can potentially provide bike lanes along designated routes, enhancing safety and accessibility for cyclists.

FIGURE 1: 2027-2032 TRANSPORTATION IMPROVEMENT PROGRAM MAP

