Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program (Program) and 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 program for that region.

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 preservation 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 Lakewood 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 at any time be revised by a majority of the City Council, but only after a public hearing.

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 Lakewood was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.
The City of Lakewood has, as part of its Comprehensive Plan, a Transportation Element with a Master Goal to “Ensure that the transportation and circulation system is safe, efficient and serves all segments of the population and reduces reliance on single-occupant vehicles and increase use of other modes of transportation.”

Specific goals include the following.

1. To provide a safe, comfortable and reliable transportation system.

2. To reduce consumption of energy through an efficient and convenient transportation system.

3. To enhance options for future improvements to the transportation system by taking advantage of advances in technology and transportation research.

4. To keep travel times for people and goods as low as possible.

5. To emphasize the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.

6. To establish a minimum level of adequacy for transportation facilities through the use of consistent and uniform standards.

7. To protect the capital investment in the transportation system through adequate maintenance and preservation of facilities.

The projects in the Six-Year Comprehensive Transportation Program are intended to conform to the goals within the City’s Comprehensive Plan.

**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

The Motor Vehicle Fuel Tax Funds have been programmed to provide matching funds for federal aid and urban arterial projects and for projects to be implemented with Motor Vehicle Fuel Tax Funds only.

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. The dollars shown in this year’s Program reflect the revenues from this source expected to be received by the City of Lakewood. It is anticipated that revenue received from gas tax for the Streets Capital Projects Fund will be: $350,000 FY 2013.

B. Federal Aid Funding Programs (TEA-21, SAFETEA, BROS, and BRM)

Each of the Federal aid programs listed below has specific requirements a project must meet to qualify for funding under the individual program. For a project to receive funding from any of these sources it must compete with other public agency projects.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) restructured Federal highway programs and its successor the Transportation Efficiency Act of 1998 (TEA-21). On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Project prioritization and selection must be done by the Metropolitan Planning Organization (MPO) in areas of greater than 200,000 population. The MPO for this region (in which the City of Lakewood is located) is the Puget Sound Regional Council (PSRC).

There are a number of specific funding programs under TEA-21 / SAFETEA. These include the following:

1. STPC Surface Transportation Program - Competitive: This is a statewide competitive program.

2. STPE Surface Transportation Program - Enhancements: This is a regionally competitive program for transportation facility enhancement projects.

3. STP Surface Transportation Program: This is a regionally competitive program.

4. CMAQ Congestion Mitigation and Air Quality: This is a regionally competitive program intended for projects that significantly improve air quality.
5. **BRM Bridge Replacement On System.** This is a statewide competitive program for the rehabilitation and replacement of bridges that are on the federal aid highway system.

6. **BROS Bridge Replacement Off System:** This is a statewide competitive program for the rehabilitation and replacement of bridges that are not on the federal aid highway system.

C. **Washington State 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.

3. **SP Sidewalk Program.** This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity.

D. **Community Development Block Grants (CDBG)**

This is a program to provide physical improvements within low-income census tracts or to promote economic development within the City. In 2008, the City was awarded one grant from this funding source for $10,000 for street lighting within low income residential neighborhoods. In 2009-2010, CDBG funds were awarded to support the sewer extension to Tillicum and Woodbrook neighborhoods. In the near future, funding from this source is anticipated to be sporadic and focused on specific economic development projects that help develop new jobs within the City.

E. **City Funding Sources**

1. **Real Estate Excise Tax (REET).** This funding source comes from the two ¼% REET’s charged by the City on the sale of real estate within the City limits. The City’s REET is designated entirely for transportation related capital improvements. Revenue from REET has gone from $1.8 Million (FY2007) to $550,000 (FY 2011). It is anticipated that there will be two more years of economic recovery before the REET reaches a more steady level of $900,000 annually.
2. General Fund Transfer In. This funding source comes from several different sources that make up the General Fund revenue including: property tax, sales tax, and utility tax and fees. The Street Capital Projects Fund is budgeted to receive approximately $40,000 in 2012.

F. Washington State Department of Transportation

1. Pedestrian and Bicycle Program: This is a statewide competitive program specifically oriented toward the elimination of hazards to the pedestrian and bicyclists. The recent call for projects has expanded the program’s scope to emphasize “complete streets” – accommodation of all roadway users from vehicles to bicyclists to pedestrians. The programs focus for “complete streets” is for “main street” urban arterials and corridors. Historically, the city has not received much funding from this program. However, given the change in the grant scope, there may be opportunities from this source in the future.

2. Safe Routes to Schools Program: This is a statewide competitive program specifically oriented toward pedestrian and bicycle safety near schools.

G. Surface Water Management Program:

The City’s Surface Water Management (SWM) Program 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. SWM participation in roadway projects averages about $300,000 annually.
PROJECT NUMBERING SYSTEM

Project numbers within most sections of the Program are discontinuous in order to maintain consistency in project numbering from year to year.

Completed projects are removed from subsequent years’ programs, thereby eliminating some project numbers.

Projects carried forward from previous year(s) retain the same project numbers from the previous year(s).

AMENDMENT 1 SUMMARY (MARCH 2013)

3.12 Traffic Signal Replacement Program: FY2013 reduced to $0.00 (zero dollars) due to signal replacement be accomplished through other projects.

3.14 So. Tacoma Way / 92nd Traffic Signal: Project moved out to FY2015 and FY2016 due to developer postponing project.

3.15 City Safety Program (2013-2015): Total project budget increased from $380k to $961k due to additional grant award.

3.18 Custer / John Dower Signal Replacement: Project added due to new grant award.
**PROJECT COSTS IN THOUSANDS OF DOLLARS**

**EXPENDITURE PLAN**

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**Notes:**
- Project 1.24 will complete Union/Berkeley intersection and some improvements from Berkeley to W. Thorne Lane.
- Widen GLD from Nyanza to I-5 SB on-ramp to provide dedicated right-turn lane. Traffic signal upgrades; bridge widening; r/w acquisition.
- Widen to add turn lane, shared bike/travel lane, sidewalks, street lighting. Intersection improvements.
- Widen 96th St. from 500’ east of So. Tac. Wy to I-5 underpass to provide 2-way left turn lane.
- Realign 123rd ST SW as it enters Bridgeport
- Provide capacity for Woodbrook Industrial development: widening of Murray Road and 150th; bike/pedestrian facilities; structural pavement section improvements
- Two-way connector road between Tillicum and Gravelly Lake Drive. Signalization.
- Planning and design coordination only.
- Assume multiple phases; multiple years
- Widen to Thorne Connector
- Signalization.
- Two-way connector road between Tillicum and Gravelly Lake Drive.
- Planning and design coordination only.
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**NOTE:** BOLD and ITALICIZED numbers denote grant is secured
## PROJECT COSTS IN THOUSANDS OF DOLLARS

### EXPENDITURE PLAN

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### SECTION 2 ROADWAY IMPROVEMENTS

#### 2.4 John Dower Road - Custer to 78th

- **Note:** 2012 Safe Routes to Schools Grant
- Curb, gutter, sidewalks, drainage, crossing improvements, lighting, etc.
- **City:** 50
- **Grant:** 250
- **Other:** 0
- **Total:** 300

#### 2.26 Safety Improvements in the Vicinity of Schools

- May include sidewalks, crossing improvements, signage, etc. in vicinity of schools.
- **City:** 50
- **Grant:** 1,000
- **Other:** 0
- **Total:** 0

#### 2.29 Steilacoom Blvd. Custer to 88th Street

- **Total Estimated Cost $1,975**
- Curbs, gutters, sidewalks, street lighting, on both sides. Signal modifications. Signal replacement Custer/Ardmore. Overlay.
- **City:** 100
- **Grant:** 1,400
- **Other:** 0
- **Total:** 1,500

#### 2.41 Steilacoom Blvd - Bridgeport Way to Fairlawn

- **Total Estimated Cost $1,400**
- Note: Preliminary design completed via previous TIB grant
- Curbs, gutters, sidewalks, on both sides. Overlay.
- **City:** 10
- **Grant:** 2,600
- **Other:** 0
- **Total:** 2,700

#### 2.49 Bridgeport Way - 83rd to 75th

- **Total Estimated Cost $3,756**
- Notes: Combined project limits of prev. project 2.52
- Curb, gutters, sidewalks, street lighting, widening for 2-way left turn lane, drainage. Overlay.
- **City:** 100
- **Grant:** 2,600
- **Other:** 0
- **Total:** 2,700

#### 2.50 Gravelly Lake Drive - 100th to Bridgeport Way

- **Total Estimated Cost $1,500**
- Note: grant for design, environ., & r/w FY2011-2012
- **City:** 100
- **Grant:** 100
- **Other:** 0
- **Total:** 1,600

#### 2.54 Minor Pedestrian Safety Improvements

- Non-hardscape improvements. Shoulder widening on high-volume roads where less than 2’ walkway exists.
- **City:** 50
- **Grant:** 0
- **Other:** 0
- **Total:** 1,000
### PROJECT COSTS IN THOUSANDS OF DOLLARS

#### EXPENDITURE PLAN

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**NOTE:** BOLD and ITALICIZED numbers denote grant is secured.

- Curb, gutter, sidewalks, street lighting, drainage, overlay.
- On-going program to gradually upgrade existing facilities to current ADA standards.
- May include sight distance corrective measures, signal modifications, etc. at one of top 25 accident locations.
- Curb, gutter, sidewalks, street lighting, drainage, overlay. 
- May include sight distance corrective measures, signal modifications, etc. at one of top 25 accident locations.
- Design starting FY2011

**Total Estimated Cost $3,460**

**Total Estimated Cost $3,100**

**Total Estimated Cost $3,500**
### PROJECT COSTS IN THOUSANDS OF DOLLARS

#### EXPENDITURE PLAN

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#### TOTALS

|  | City | 520 | 570 | 300 | 750 | 600 | 1,000 | 3,740 |
|  | Grant | 3,619 | 5,446 | 2,550 | 5,150 | 5,150 | 5,400 | 23,515 |
|  | Other | 416 | 1,150 | 1,550 | 1,700 | 100 | 200 | 5,116 |
|  | Total | 4,555 | 7,166 | 4,400 | 7,600 | 2,050 | 6,800 | 32,371 |

**NOTE: BOLD and ITALICIZED numbers denote grant is secured**
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<th>PROJECT COSTS IN THOUSANDS OF DOLLARS</th>
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| 3.7 Washington Blvd. and Interlaaken Drive |
| Signal and intersection improvement      |
| Total Estimated Cost $375               |
| City                                 | 75 |
| Grant                                | 0 |
| Other                                | 75 |
| Total                                | 375 |

| 3.8 Traffic Signal Timing Upgrades |
| on-going technical support          |
| incl. turning movement counts       |
| City                                 | 0 |
| Grant                                | 0 |
| Other                                | 10 |
| Total                                | 60 |

| 3.10 South Tacoma Way & 88th Street |
| Total Estimated Cost $150           |
| City                                 | 0 |
| Grant                                | 75 |
| Other                                | 75 |
| Total                                | 150 |

| 3.11 City-Wide Traffic Signal Management System |
| Total Estimated Cost $2,000              |
| City                                 | 15 |
| Grant                                | 100 |
| Other                                | 15 |
| Total                                | 265 |

| 3.12 Traffic Signal Replacement Program |
| Feb 2013 Amendment: signal replacement reduced to 0.00 in 2013 due to signal replacements being accomplished through other projects. | 2013: 250, 2014: 250, 2015: 250, 2016: 250 |
| City                                 | 250 |
| Grant                                | 0 |
| Other                                | 0 |
| Total                                | 250 |
## PROJECT COSTS IN THOUSANDS OF DOLLARS

### EXPENDITURE PLAN

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## PROJECT COSTS IN THOUSANDS OF DOLLARS

### EXPENDITURE PLAN

#### SECTION 4

**TRANSPORTATION PLANNING**

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| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 45 | 90 | 35 | 35 | 10 | 35 | 250 |
## PROJECT COSTS IN THOUSANDS OF DOLLARS

### EXPENDITURE PLAN

#### SECTION 5

**BIKEWAYS**

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## PROJECT COSTS IN THOUSANDS OF DOLLARS

### EXPENDITURE PLAN

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### SECTION 6

#### STREET LIGHTING

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<th>Install street lighting in requested areas based on ranking criteria</th>
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<th>Update existing street lighting to LED. Coordinate with purveyors on rebates.</th>
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### PROJECT COSTS IN THOUSANDS OF DOLLARS

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*NOTE: BOLD and ITALICIZED numbers denote grant is secured*
## PROJECT COSTS IN THOUSANDS OF DOLLARS

### EXPENDITURE PLAN

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May include speed humps, traffic circles, signage, etc.
## PROJECT COSTS IN THOUSANDS OF DOLLARS

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<td><strong>3,500</strong></td>
<td><strong>3,500</strong></td>
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<td><strong>3,500</strong></td>
<td><strong>18,000</strong></td>
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### BIKEWAYS

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<tbody>
<tr>
<td>City</td>
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<td>770</td>
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<td>340</td>
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<td>800</td>
<td>3,000</td>
<td>9,060</td>
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### NEIGHBORHOOD TRAFFIC MANAGEMENT

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<td>0</td>
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<tr>
<td>Other</td>
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<tr>
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<td>20</td>
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<td>20</td>
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### OTHER

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<tr>
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### GRAND TOTAL (2013-2018)

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<tr>
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<td>3,740</td>
<td>4,777</td>
<td>4,551</td>
<td>6,547</td>
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<td>5,877</td>
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<td>Grant</td>
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<td>14,042</td>
<td>7,815</td>
<td>12,165</td>
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<td>8,700</td>
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<tr>
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<td>2,685</td>
<td>4,660</td>
<td>17,870</td>
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<td>36,582</td>
<td>23,761</td>
<td>16,627</td>
<td>122,515</td>
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Notes:

LID = Property owner participation through a Local Improvement District (LID).
Dev. Contr. = Funds provided through private (developer) contribution
TIB = Transportation Improvement Board grant funding
TEA-21 = Transportation Efficiency Act grant funds.
State = other state grant funding programs
CDBG = Community Development Block Grant funds.
FED = Federal Grant dollars (TEA-21, SAFETEA, Enhancement, etc.)
SWM = Surface Water Management funds
S.T. = Sound Transit