

# Resolution No. 2009-18

[City Council meeting minutes of Aug 3 2009](#)

## RESOLUTION NO. 2009-18

A RESOLUTION of the City Council of the City of Lakewood, Washington, adopting a Six-Year Comprehensive Transportation Improvement Program for 2010 through 2015

WHEREAS, pursuant to Section 35.77.010 of the Revised Code of Washington, cities are required to adopt and annually update a six-year Transportation Improvement Plan; and,

WHEREAS, a public hearing was held before the Lakewood City Council at a meeting on July 20, 2009, to hear and receive public comment on the proposed, updated six-year plan; and,

WHEREAS, the 2010-2015 Program was developed under the guidance of the Citizen Transportation Review Committee and was sent to the Chamber of Commerce, neighborhood associations, Rotary clubs, utility providers, Pierce Transit, Clover Park School District, Clover Park Technical College, Pierce College, and other recognized groups and organizations in Lakewood soliciting comments prior to the public hearing; and,

WHEREAS, public comments were received at the public hearing held on July 20, 2009; and,

WHEREAS, after considering all of the information presented the City Council finds that prioritized road and street capital improvement projects are essential to proper planning and the improvement of transportation within the City, and that planning as provided under the RCW is necessary to obtain available state and federal funding.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON HEREBY RESOLVES, as Follows:

Section 1. That the Six-Year Comprehensive Transportation Improvement Program for 2010 through 2015, a copy of which is attached hereto, marked as [Exhibit "A"](#), and incorporated by this reference, be and the same is adopted, and that the City Council authorizes the City Manager or designee to use the same in applications for grant funding for transportation related projects, and further authorizes the City Manager or designee to apply for such grants based thereon.

Section 2. That this Resolution shall be in full force and effect upon passage and signatures heron.

PASSED by the City Council this 3<sup>rd</sup> day of August, 2009.

CITY OF LAKEWOOD

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Douglas G. Richardson, Mayor

Attest:

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Alice M. Bush, MMC, City Clerk

Approved as to Form:

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Heidi Ann Wachter, City Attorney



**CITY OF LAKEWOOD**  
**SIX-YEAR COMPREHENSIVE**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**2010-2015**

# 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 (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. 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 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 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: \$400,000 FY 2009.

### **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 within the City. In 2008, the City only was awarded one grant from this funding source for \$10,000. In the near future, there does not appear to be additional funding available from this source.

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. In 2007, the City of Lakewood received \$1,800,000 from this funding source. This is well above the \$1,300,000 that was budgeted.. However, based on the current state of the economy, it is not believed that REET revenues will continue at this level. Thus, for the purpose of this program anticipating approximately \$1,000,000 annually from this funding source is more realistic. Currently, 3 months of 2008 REET revenue projects at only \$915,000 FY2008.
2. Utility Tax. This funding source comes from a portion of the revenues derived from the City's 6% Utility Tax on natural gas, cable TV, and telephone. This tax on electricity is to 5%. The Street Capital Projects Fund anticipates receiving approximately \$185,000 in 2009.

F. Washington State Department of Transportation

1. Pedestrian and Bicycle Safety Program: This is a statewide competitive program specifically oriented toward the elimination of hazards to the pedestrian and bicyclists.
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. Because of extensive storm water projects in the next three years, it is anticipated the SWM Program will pay for approximately \$4,500,000 of drainage improvements. The bulk of this funding is for the Pacific Highway – Gravelly Lake Drive to Bridgeport Way improvements (\$3,000,000). After the first 3 years, the City anticipates the SWM Program funding to decrease to approximately \$250,000 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).



PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN									TOTAL FUNDS	
SECTION 1 NEW CONSTRUCTION ARTERIAL STREET PROJECTS			2010	2011	2012	2013	2014	2015	2010-2015	
<b>1.2 Gravelly Lake Drive @ I-5 Right Turn Lane</b> <b>Total Estimated Cost \$1,600</b>	Widen GLD from Nyanza to I-5 SB on-ramp to provide dedicated right-turn lane. Traffic signal upgrades; bridge widening; r/w acquisition.	City				50	350		400	
		Grant				200	1,000		1,200	
		Other								
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>	<b>1,350</b>		<b>1,600</b>	
<b>1.3 Cross Base Highway I-5 to SR-7 (Pacific Ave)</b> <b>(WSDOT led project - coordination only)</b>	Design coordination only.	City	1	1	1	1	1	1	6	
		Grant							0	
		Other							0	
		<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	
<b>1.4 Union Avenue - Berkeley to N. Thorne Lane</b> <b>Total Estimated Cost \$5,000</b>	Widen to add 2-way left turn lane, bicycle lanes, sidewalks, street lighting.	City			50	110	250	250	660	
		Grant			350	690	750	2,250	4,040	
		Other					150	150	300	
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>800</b>	<b>1,150</b>	<b>2,650</b>	<b>5,000</b>	
<b>1.18 96th Street - 2-way left turn lane</b> <b>Total Estimated Cost \$500</b>	Widen 96th St. from 500' east of So. Tac. Wy to I-5 underpass to provide 2-way left turn lane.	City		150					150	
		Grant							0	
		Other		250						250
		<b>Total</b>	<b>0</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>
<b>1.20 123rd ST SW - Realignment</b> <b>Total Estimated Cost \$400</b>	Realign 123rd ST SW as it enters Bridgeport	City				300			300	
		Grant							0	
		Other				100				100
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400</b>
<b>1.21 Murray Road and 150th Street Corridor Capacity</b> <b>Total Estimated Cost \$10,000</b> <i>Notes: Assume multiple phases; multiple years</i>	Provide capacity for Woodbrook Industrial development including: widening of Murray Road and 150th; traffic signal, etc.	City	50	50	100	100	100	100	500	
		Grant			750	750	750	750	3,000	
		Other		300	750	750	750	750	3,300	
		<b>Total</b>	<b>50</b>	<b>350</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>1,600</b>	<b>6,800</b>
<b>TOTALS</b>		City	51	201	151	561	701	351	2,016	
		Grant	0	0	1,100	1,640	2,500	3,000	8,240	
		Other	0	550	750	850	900	900	3,950	
		<b>Total</b>	<b>51</b>	<b>751</b>	<b>2,001</b>	<b>3,051</b>	<b>4,101</b>	<b>4,251</b>	<b>14,206</b>	

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		<i>NOTE: BOLD and ITALICIZED numbers denote grant is secured</i>							TOTAL FUNDS
SECTION 2 ROADWAY IMPROVEMENTS			2010	2011	2012	2013	2014	2015	2010-2015
<b>2.26 Safety Improvements in the Vicinity of Schools</b> <i>Note: 2010 Safe Route to School Project = 2.63 Park Lodge Elem.</i>	May include sidewalks, crossing improvements, signage, etc. in vicinity of schools.	City			50		50		100
		Grant			300		300		600
		Other							0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>700</b>
<b>2.29 Steilacoom Blvd. Custer to 88th Street (north side only)</b> <b>Total Estimated Cost \$950</b>	Curbs, gutters, sidewalks, on north side. Overlay.	City					20	120	140
		Grant					50	760	810
		Other							0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>880</b>	<b>950</b>
<b>2.41 Steilacoom Blvd - Bridgeport Way to Fairlawn</b> <b>Total Estimated Cost \$950</b> <i>Note: TIB pulled original 2006 grant money. Need to reapply.</i>	Curbs, gutters, sidewalks, on one side. Overlay.	City				20	120		140
		Grant				50	760		810
		Other							0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>880</b>	<b>0</b>	<b>950</b>
<b>2.42 100th Street SW - GLD to 59th Ave</b> <b>Total Estimated Cost \$2,300</b> <i>Notes: Project design and r/w acquisition 2009-2010</i>	Curbs, gutters, sidewalks on both sides. Overlay.	City	30	1,240					1,270
		Grant	<b>100</b>	<b>760</b>					860
		Other							0
		<b>Total</b>	<b>130</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,130</b>
<b>2.48 Bridgeport Way - Steilacoom Blvd to 83rd</b> <b>Total Estimated Cost \$2,500</b> <i>Notes: Project design in 2007-2008. R/W Acquisition 2009</i>	Curb, gutters, sidewalks, street lighting, widening for 2-way left turn lane, drainage. Signal at 86th. Overlay.	City	916						916
		Grant	<b>734</b>						734
		Other	350						350
		<b>Total</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>
<b>2.49 Bridgeport Way - 83rd to Custer Road</b> <b>Total Estimated Cost \$2,400</b>	Curb, gutters, sidewalks, street lighting, widening for 2-way left turn lane, drainage. Overlay.	City				45	50	50	145
		Grant				255	850	850	1,955
		Other					150	150	300
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>1,050</b>	<b>1,050</b>	<b>2,400</b>

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		<i>NOTE: BOLD and ITALICIZED numbers denote grant is secured</i>							TOTAL FUNDS
SECTION 2 ROADWAY IMPROVEMENTS			2010	2011	2012	2013	2014	2015	2010-2015
<b>2.50 Gravelly Lake Drive - 100th to Bridgeport Way</b> <b>Total Estimated Cost \$1,500</b>	Curb, gutters, sidewalks, street lighting, drainage. Overlay.	City		60	150				210
		Grant		340	1,000				1,340
		Other							0
		<b>Total</b>		400	1,150	0	0		1,550
<b>2.52 Bridgeport Way - Custer to 75th</b> <b>Total Estimated Cost \$1,800</b>	Curb, gutters, sidewalks, street lighting, widening for 2-way left turn lane, drainage. Overlay.	City					60	150	210
		Grant					240	700	940
		Other							0
		<b>Total</b>	0	0	0	0	300	850	1,150
<b>2.53 Bridgeport Wy - 75th to N. City Lim.</b> <b>Total Estimated Cost \$2,200</b>	Curb, gutters, sidewalks, street lighting, widening for 2-way left turn lane, drainage. Overlay.	City	50	250					300
		Grant	<b>200</b>	<b>1,350</b>					1,550
		Other		200					200
		<b>Total</b>	250	1,800	0	0	0		2,050
<b>2.54 Minor Pedestrian Safety Improvements</b>	Non-hardscape improvements. Shoulder widening on high-volume roads where less than 2' walkway exists.	City	50	50	50	50	50	50	300
		Grant							0
		Other							0
		<b>Total</b>	50	50	50	50	50	50	300
<b>2.55 High Accident Location Safety Improvements</b>	May include sight distance corrective measures, signal modifications, etc. at one of top 25 accident locations.	City	50	50	50	50	50	50	300
		Grant							0
		Other							0
		<b>Total</b>	50	50	50	50	50	50	300
<b>2.57 Pacific Hwy Realigning - GLD to Bridgeport Way</b> <b>Total Estimated Cost \$6,900</b>	Road realignment, overlay, curb, gutters, sidewalks, street lighting, drainage, and storm water management facilities.	City							0
		Grant	<b>1,500</b>						1,500
		Other	1,500						1,500
		<b>Total</b>	3,000	0	0	0	0	0	3,000

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		<i>NOTE: BOLD and ITALICIZED numbers denote grant is secured</i>							TOTAL FUNDS
SECTION 2 ROADWAY IMPROVEMENTS			2010	2011	2012	2013	2014	2015	2010-2015
<b>2.60 South Tacoma Way - SR512 to 96th Street</b> <b>Total Estimated Cost \$3,300</b>	Curb, gutter, sidewalks, street lighting, drainage, overlay.	City			0	14	210	210	434
		Grant			120	120	1,140	1,140	2,520
		Other			<b>30</b>	<b>16</b>	150	150	346
		<b>Total</b>		0	150	150	1,500	1,500	3,300
<b>2.61 ADA Standards - Sidewalk Upgrades</b>	On-going program to gradually upgrade existing facilities to current ADA standards	City	50	50	50	50	50	50	300
		Grant							0
		Other							0
		<b>Total</b>	50	50	50	50	50	50	300
<b>2.62 Steilacoom Blvd - Farwest to 87th</b>	Safety improvement project including replacing existing traffic signal at Steilacoom / Farwest; traffic barrier curb; overlay	City	100						100
		Grant	<b>900</b>						900
		Other							0
		<b>Total</b>	1,000	0	0	0	0	0	1,000
<b>2.63 Park Lodge Elementary - Safe Routes to Schools</b> <i>Notes: \$321,000 grant. Design in 2009 - 2010.</i>	Safe Routes to Schools grant for sidewalk, striping improvements, education, and enforcement	City	10						10
		Grant	<b>290</b>						290
		Other							0
		<b>Total</b>	300	0	0	0	0	0	300
<b>TOTALS</b>		City	1,256	1,700	350	229	660	680	4,875
		Grant	3,724	2,450	1,420	425	3,340	3,450	14,809
		Other	1,850	200	30	16	300	300	2,696
		<b>Total</b>	<b>6,830</b>	<b>4,350</b>	<b>1,800</b>	<b>670</b>	<b>4,300</b>	<b>4,430</b>	<b>22,380</b>

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PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 3 TRAFFIC SIGNALS			2010	2011	2012	2013	2014	2015	2010-2015
<b>3.1 Steilacoom / Durango Traffic Signal</b>	Intersection meets warrants for traffic signal. Special concern with adjacent train crossing becoming active.	City		30	220				250
		Grant							
		Other							
		<b>Total</b>	0	30	220	0	0		250
<b>3.7 Washington Blvd. and Interlaaken Drive Signal and intersection improvement</b> <b>Total Estimated Cost \$375</b>	Install new signal at intersection.	City				75	300		375
		Grant							0
		Other							0
		<b>Total</b>	0	0	0	75	300		375
<b>3.8 Traffic Signal Timing Upgrades on-going technical support</b> incl. turning movement counts	Upgrade traffic signal timing and coordination.	City	10	10	10	10	10	10	60
		Grant							0
		Other							0
		<b>Total</b>	10	10	10	10	10	10	60
<b>3.9 Traffic Signal Controller Upgrades</b> <b>Total Estimated Cost \$500</b> <i>Note: Start project in 2009 with Dept. of Energy grant</i>	Upgrade traffic signal equipment along major corridors for more efficient operations.	City	0						0
		Grant	250						250
		Other							0
		<b>Total</b>	250	0	0	0	0	0	250
<b>3.10 South Tacoma Way &amp; 88th Street</b> <b>Total Estimated Cost \$150</b>	Developer would like to add 4th leg to existing signal. Eliminate adjacent driveways. Improve access.	City					75		75
		Grant							0
		Other					75		75
		<b>Total</b>		0					150
<b>3.11 City-Wide Traffic Signal Management System</b> <b>Total Estimated Cost \$1,000</b>	Upgrade interconnect on major corridors with fiber optic to provide video feed and data collection streaming capability for dynamic traffic management. Develop web based traffic info.	City		15	50	50			115
		Grant		85	400	400			885
		Other							0
		<b>Total</b>	0	100	450				1,000

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PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 3 TRAFFIC SIGNALS			2010	2011	2012	2013	2014	2015	2010-2015
<b>3.12 Traffic Signal Replacement Program</b>	Replace aging traffic signals. Priorities based on maintenance history. (one signal every 3rd year)	City				250			250
		Grant							
		Other							
		<b>Total</b>	0	0	0	250	0	0	250
<b>3.13 Gravelly Lake Drive / Avondale Traffic Signal</b>	Intersection meets warrants for traffic signal. Increased volumes in and around Towne Center. Increase in accidents.	City				100			100
		Grant							0
		Other				150			150
		<b>Total</b>	0	0	0	250	0		250
<b>TOTALS</b>		City	10	55	280	485	385	10	1,225
		Grant	250	85	400	400	0	0	1,135
		Other	0	0	0	150	75	0	225
		<b>Total</b>	260	140	680	1,035	460	10	2,585

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 4 TRANSPORTATION PLANNING			2010	2011	2012	2013	2014	2015	2010-2015
4.1 Pavement Management System	Semi-Annual evaluation of pavement condition	City	30	5	30	5	30	5	105
		Grant							0
		Other							0
		<b>Total</b>	<b>30</b>	<b>5</b>	<b>30</b>	<b>5</b>	<b>30</b>	<b>5</b>	<b>105</b>
4.2 Transportation Model	On-going updates of travel demand model.	City	5	5	5	5	5	5	30
		Grant							0
		Other							0
		<b>Total</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>30</b>
4.4 Traffic Impact Fee Program Development		City	10						10
		Grant							0
		Other							0
		<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
4.6 Lakewood Station Connection Study	Look at connecting back side of Lakewood Station via pedestrian bridge. Review supporting land use, etc. Study only. Formerly "Kendrick St...(2.59)"	City	15						15
		Grant	<b>85</b>						85
		Other							0
		<b>Total</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>
<b>TOTALS</b>		City	60	10	35	10	35	10	160
		Grant	85	0	0	0	0	0	85
		Other	0	0	0	0	0	0	0
		<b>Total</b>	<b>145</b>	<b>10</b>	<b>35</b>	<b>10</b>	<b>35</b>	<b>10</b>	<b>245</b>

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 5 BIKEWAYS			2010	2011	2012	2013	2014	2015	2010-2015
5.1 Miscellaneous Bikeway Markings / Signage	City		20	20	20	20	20	20	120
	Grant								0
	Other								0
	<b>Total</b>		20	20	20	20	20	20	120
5.4 Miscellaneous Bike Lane Construction	City			50		50		50	150
	Grant								0
	Other								0
	<b>Total</b>		0	50	0	50	0	50	150
5.5 North Thorne Lane to Gravelly Lake Drive Non-Motorized Trail	City	Provide non-motorized path prior to Cross Base Highway "Gravelly to Thorne Connector" construction. Sound wall required as part of Cross Base		20	30	350			400
	Grant			100	170	1,650			1,920
	Other				180	2,500			2,680
	<b>Total</b>		0	120	380	4,500	0	0	5,000
5.6 Gravelly Lake Non-Motorized Trail	City	Provide non-motorized path around Gravelly Lake along Gravelly Lake Drive and Nyanza Drive			20	30	350		400
	Grant				100	170	1,830		2,100
	Other								0
	<b>Total</b>		0	0	120	200	2,180	0	2,500
<b>TOTALS</b>	City		20	90	70	450	370	70	1,070
	Grant		0	100	270	1,820	1,830	0	4,020
	Other		0	0	180	2,500	0	0	2,680
	<b>Total</b>		20	190	520	4,770	2,200	70	7,770



PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 6 STREET LIGHTING			2010	2011	2012	2013	2014	2015	2010-2015
<b>6.2 Arterial Street Lighting</b>	Install street lighting in requested areas based on ranking criteria	City	30	30	30	30	30	30	180
		Grant							0
		Other							0
		<b>Total</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>
<b>6.4 Low income area street lighting</b>	Install street lighting in various low income areas	City	30	30	30	30	30	30	180
		Grant							0
		Other							0
		<b>Total</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>
<b>TOTALS</b>		City	60	60	60	60	60	60	360
		Grant	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Total</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>

CDBG

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 7 BRIDGES			2010	2011	2012	2013	2014	2015	2010-2015
7.1 Bridge Inspection	On going biannual bridge inspection.	City	8		9		9		26
		Grant							0
		Other							0
		<b>Total</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>26</b>
<b>TOTALS</b>		City	8	0	9	0	9	0	26
		Grant	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Total</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>26</b>

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 8 BEAUTIFICATION PROJECTS			2010	2011	2012	2013	2014	2015	2010-2015
8.8 Bridgeport Way - South Gateway	Potentially conduct design with Pac Hwy Phase 4 grant dollars in 2010	City	10						10
		Grant	50						50
		Other							0
		Total	60	0	0	0	0	0	60
8.9 Bridgeport Way - North Gateway		City							0
		Grant							0
		Other	95						95
		Total	95	0	0	0	0	0	95
									Dev. Contr.
<b>TOTALS</b>		City	10	0	0	0	0	0	10
		Grant	50	0	0	0	0	0	50
		Other	95	0	0	0	0	0	95
		Total	155	0	0	0	0	0	155

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN		<i>NOTE: BOLD and ITALICIZED numbers denote grant is secured</i>							TOTAL FUNDS
SECTION 9 ROADWAY RESTORATION PROJECTS			2010	2011	2012	2013	2014	2015	2010-2015
9.7 Resurfacing Program - Various Locations	City	500	500	500	500	500	500	500	3,000
	Grant								0
	Other								0
	<b>Total</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>3,000</b>
9.9 Pacific Hwy Overlay - GLD to Bridgeport Total Estimated Cost \$300	City								0
	Grant	150							150
	Other	150							150
	<b>Total</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>
9.10 Steilacoom Boulevard - 87th to Phillips Road Total Estimated Cost \$2.0 Million	City	15	300						315
	Grant	85	1,600						1,685
	Other								0
	<b>Total</b>	<b>100</b>	<b>1,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>
<b>TOTALS</b>		City	515	800	500	500	500	500	3,315
	Grant	235	1,600	0	0	0	0	0	1,835
	Other	150	0	0	0	0	0	0	150
	<b>Total</b>	<b>900</b>	<b>2,400</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>5,300</b>

SWM

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 10 NEIGHBORHOOD TRAFFIC MANAGEMENT			2010	2011	2012	2013	2014	2015	2010-2015
10.1 Neighborhood Traffic Management Various Locations	May include speed humps, traffic circles, signage, etc.	City	15	15	20	20	20	20	110
		Grant							
		Other							
		<b>Total</b>	<b>15</b>	<b>15</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>
<b>TOTALS</b>		City	15	15	20	20	20	20	110
		Grant	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		<b>Total</b>	<b>15</b>	<b>15</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>110</b>

PROJECT COSTS IN THOUSANDS OF DOLLARS									
EXPENDITURE PLAN									TOTAL FUNDS
SECTION 11 OTHER			2010	2011	2012	2013	2014	2015	2010-2015
11.1 On-call technical assistance	City		20	25	25	25	25	25	145
	Grant								0
	Other								0
	<b>Total</b>		20	25	25	25	25	25	145
<b>TOTALS</b>	City		20	25	25	25	25	25	145
	Grant								0
	Other								0
	<b>Total</b>		20	25	25	25	25	25	145

**ARTERIAL STREETS**

	2010	2011	2012	2013	2014	2015	2010-2015
City	51	201	151	561	701	351	2,016
Grant	0	0	1,100	1,640	2,500	3,000	8,240
Other	0	550	750	850	900	900	3,950
<b>Total</b>	<b>51</b>	<b>751</b>	<b>2,001</b>	<b>3,051</b>	<b>4,101</b>	<b>4,251</b>	<b>14,206</b>

**STREETLIGHTS**

	2010	2011	2012	2013	2014	2015	2010-2015
City	60	60	60	60	60	60	360
Grant	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
<b>Total</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>360</b>

**ROADWAY IMPROVEMENTS**

	2010	2011	2012	2013	2014	2015	2010-2015
City	1,256	1,700	350	229	660	680	4,875
Grant	3,724	2,450	1,420	425	3,340	3,450	14,809
Other	1,850	200	30	16	300	300	2,696
<b>Total</b>	<b>6,830</b>	<b>4,350</b>	<b>1,800</b>	<b>670</b>	<b>4,300</b>	<b>4,430</b>	<b>22,380</b>

**BRIDGES**

	2010	2011	2012	2013	2014	2015	2010-2015
City	8	0	9	0	9	0	26
Grant	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
<b>Total</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>26</b>

**TRAFFIC SIGNALS**

	2010	2011	2012	2013	2014	2015	2010-2015
City	10	55	280	485	385	10	1,225
Grant	250	85	400	400	0	0	1,135
Other	0	0	0	150	75	0	225
<b>Total</b>	<b>260</b>	<b>140</b>	<b>680</b>	<b>1,035</b>	<b>460</b>	<b>10</b>	<b>2,585</b>

**BEAUTIFICATION**

	2010	2011	2012	2013	2014	2015	2010-2015
City	10	0	0	0	0	0	10
Grant	50	0	0	0	0	0	50
Other	95	0	0	0	0	0	95
<b>Total</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>

**TRANSPORTATION PLANNING**

	2010	2011	2012	2013	2014	2015	2010-2015
City	60	10	35	10	35	10	160
Grant	85	0	0	0	0	0	85
Other	0	0	0	0	0	0	0
<b>Total</b>	<b>145</b>	<b>10</b>	<b>35</b>	<b>10</b>	<b>35</b>	<b>10</b>	<b>245</b>

**RESTORATION**

	2010	2011	2012	2013	2014	2015	2010-2015
City	515	800	500	500	500	500	3,315
Grant	235	1,600	0	0	0	0	1,835
Other	150	0	0	0	0	0	150
<b>Total</b>	<b>900</b>	<b>2,400</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>500</b>	<b>5,300</b>

**BIKEWAYS**

	2010	2011	2012	2013	2014	2015	2010-2015
City	20	90	70	450	370	70	1,070
Grant	0	100	270	1,820	1,830	0	4,020
Other	0	0	180	2,500	0	0	2,680
<b>Total</b>	<b>20</b>	<b>190</b>	<b>520</b>	<b>4,770</b>	<b>2,200</b>	<b>70</b>	<b>7,770</b>

**OTHER**

	2010	2011	2012	2013	2014	2015	2010-2015
City	20	25	25	25	25	25	145
Grant	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
<b>Total</b>	<b>20</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>145</b>

**NEIGHBORHOOD TRAFFIC MANAGEMENT**

	2010	2011	2012	2013	2014	2015	2010-2015
City	15	15	20	20	20	20	110
Grant	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
<b>Total</b>	<b>15</b>	<b>15</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>110</b>

**GRAND TOTAL (2010-2015)**

	2010	2011	2012	2013	2014	2015	2010-2015
City	2,025	2,956	1,500	2,340	2,765	1,726	13,312
Grant	4,344	4,235	3,190	4,285	7,670	6,450	30,174
Other	2,095	750	960	3,516	1,275	1,200	9,796
<b>Total</b>	<b>8,464</b>	<b>7,941</b>	<b>5,650</b>	<b>10,141</b>	<b>11,710</b>	<b>9,376</b>	<b>53,282</b>

**GRAND TOTAL Minus Misc. Resurfacing Program (funded by 101 fund) (2010-2015)**

	2010	2011	2012	2013	2014	2015	2010-2015
City	1,510	2,156	1,000	1,840	2,265	1,226	9,997
Grant	4,109	2,635	3,190	4,285	7,670	6,450	28,339
Other	1,945	750	960	3,516	1,275	1,200	9,646
<b>Total</b>	<b>7,564</b>	<b>5,541</b>	<b>5,150</b>	<b>9,641</b>	<b>11,210</b>	<b>8,876</b>	<b>47,982</b>



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