

Element 7

# ***CAPITAL FACILITIES***



## I. Introduction

The City of Fife adopted its current Comprehensive Plan on May 28, 1996. It is updated annually. This Plan contains elements (sections) on land use, housing, transportation, utilities, and capital facilities.

Section 36.70A.070 of the Revised Code of Washington (RCW) sets forth the requirements of the capital facilities element:

- a) *An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;*
- b) *A forecast of the future needs for such capital facilities;*
- c) *The proposed locations and capacities of expanded or new capital facilities;*
- d) *At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and*
- e) *A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities element.*

Title 36.70A of the RCW does not define capital facilities. However, it defines “public facilities” to include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreation facilities, and schools. It defines “public services” to include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other government services. Capital projects could include acquisition of land for public purposes, construction of new facilities such as a school, water line, or street intersection improvement, rehabilitation or major repair of an existing facility, or any planning, feasibility, engineering, or design studies related to a designated capital improvement program or project.

The Plan’s Capital Facilities Element (CFE) has served as a basis for delineating planned capital projects through its six year schedule of needed major capital expenditures to purchase, construct, replace, repair, rehabilitate, or study projects for public facilities. The CFE includes an inventory of the condition and adequacy of existing public facilities, recommends proposed improvements, and establishes an implementation schedule. The eight categories analyzed in this element are water, sewer, stormwater, transportation, fire protection, schools, community facilities, and essential public capital facilities.

The Capital Facilities Element provides a coordinated six year plan for achievable capital improvements throughout the community's Urban Growth Area from 2015 through 2020. The Six Year Capital Facilities Plan (CFP) of the Capital Facilities Element is updated annually to roll over another year in the City's capital facilities planning. It also sets level of service standards for major public facilities within the framework of coordinated land use planning.

The Capital Facilities Element relies on other plan documents and studies. The Capital Facilities Plan Element does not duplicate all the technical data, inventories, and findings contained in these other plans and studies. It serves, rather, as a summary and coordinating document that provides an integrated six-year capital improvement program based primarily on the findings of those plans.

Other Comprehensive Plan and studies include:

- Water System Plan – adopted May 26, 2009 (*Resolution 1303*)
- Sewer System Plan – November 24, 1998 (An updated Sewer Plan is currently prepared and will be brought forward for the City Council's consideration in 2015. Information from that update is included in this element.)
- Sewer System Plan Amendment – 2014 (addressing the inclusion of part of the City of Edgewood into the City's sanitary sewer service area - approved 2015)
- Comprehensive Parks, Recreation and Open Space Plan – 2014 (adopted in 2015)
- Comprehensive Stormwater Management Plan – 2002 (plan update in 2015)
- Transportation Plan – December 10, 2002 (An updated draft Transportation Plan has been prepared and will be brought forward for the City Council's consideration in 2015. Information from that draft Transportation Plan update is included in the Transportation Element and this element.)
- Facilities Study and Needs Assessment – July 2009

This Element looks at all public facilities owned and operated by the City of Fife to carry out its functions and to provide service to its citizens within the eight categories included in the Capital Facilities Element. Police, parks, recreation and open space, and municipal facilities are included under Community Facilities. The Capital Facilities Plan Element includes all lands within the Fife Urban Growth Area (UGA). It also discusses facilities and services owned, operated, and provided by other agencies within the UGA: the City of Tacoma, the City of Milton, Pierce County, Pierce Transit, and the Washington State Department of Transportation (WSDOT). Finally, it sets forth policies regarding the siting of essential public capital facilities within the Fife UGA.

## II. Purposes and City Use of the Capital Facilities Plan Element

The Capital Facilities Plan Element will be used by the City to:

1. Integrate the construction, operation, and maintenance of capital facilities with the City's annual budget.
2. Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
3. Coordinate and provide consistency among City and other agency plans developed to identify capital improvement needs.
4. Ensure the timely provision of adequate facilities as required by the Washington Growth Management Act.
5. Acquire improved ratings on bond issues for capital facilities.
6. Qualify for grants and loans from other agencies.

RCW 36.70A.120 requires the City to “make capital budget decisions in conformity with its comprehensive plan”. The Capital Facilities Plan Element provides the City with a means for planning and implementing priority public facilities projects and services for the next six years. It integrates long range comprehensive planning with capital improvements and annual budgeting. Through the development and adoption of this Element, the City assures itself of having the necessary facilities and services prior to or at the same time as new development. It assists the City in programming, budgeting, project tracking, and meeting concurrency requirements.

1. Programming – The City schedules needed capital projects through a workable implementation program, based on the goals, objectives, and policies of the Comprehensive Plan.
2. Budgeting – Preparation of the Capital Facilities Plan Element under the GMA requires the inclusion of a financial plan that identifies funding sources for all proposed capital projects during the Element's six year period. The City must be able to integrate its capital budget with its operating budget, and must maintain an achievable Capital Facilities Plan to be eligible and competitive for grants and loans.
3. Project tracking – The Element provides the City with a means of monitoring the progress of the listed projects. As a long range policy document, it provides the community decision makers and staff with a guide for implementation and plan consistency.
4. Concurrency and Level of Service Standards – Based upon the GMA, the City requires that public facilities and services necessary to support new development and needed to maintain minimum local level of service standards must be available concurrent with development. It defines “concurrent with development” as “improvements or strategies that are in place at the time of development, or that show financial commitment is in place to complete the improvement or strategies within six years”. Concurrency looks at the demand for and the capacity of capital facilities and is a key to coordinated land use and capital facilities planning. This requires development approval to be coordinated with the capital improvement projects listed in this Element.

### III. Community Goals

As part of its comprehensive planning process, the community of Fife has developed the following Vision Statement:

***Fife will be a city where there is balance between residential, commercial, and industrial growth and a city with a wholesome, restful, neighborhood-like atmosphere.***

The Introduction section of the Fife Comprehensive Plan lists eight “Framework Policies” for the Plan. These are:

1. Provide a means for the City to reach its desired future.
2. Manage growth in a logical, sustainable manner.
3. Provide for citizen involvement.
4. Conduct coordinated planning.
5. Control urban sprawl through the destination of an urban growth area, use of concurrency requirements, and other methods.
6. Provide for the conservation of natural resource lands.
7. Protect sensitive environmental areas.
8. Provide for the coordinated sustainable economic health of the community.

The Capital Facilities Element of the Plan can play a key role in promoting the type of environment described in the Vision Statement and in implementing the Plan’s Framework Policies.

The primary goal of the Capital Facilities Element is:

***To provide for the facilities and services required to support the quality of life and the growth and development concepts of the Plan’s Land Use Element.***

Objectives to achieve this goal include:

1. Develop a timetable for development of a full range of community facilities and services in an efficient manner to meet current and future needs.
2. Provide the community with a guide for the timely construction of proposed capital facility improvements to effectively accommodate new development that the City envisions in its Comprehensive Plan.
3. Provide the citizens of Fife with safe and well-maintained public facilities in logical and convenient locations to facilitate the delivery of services to meet the needs of all areas of the community.

4. Utilize available revenue sources for funding capital facilities, especially sources that require a Capital Facilities Plan in order to be eligible for grants or loans.
5. Meet concurrency requirements that sufficient public facility capacity be available as development takes place so that the level of service is maintained at the standards adopted by the City.

#### **IV. Concurrency**

Concurrency is a growth management concept that assures consistency between development and availability of municipal facilities and services such as water, sewer, transportation, parks, and schools. Section 36.70A.020 of the RCW sets forth as a planning goal:

***Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.***

To meet this goal, the City has developed a Concurrency Management System (CMS). This system sets forth the City's concurrency policies and is used to insure that development permits, approvals, and other land use decisions will not result in the reduction of the level of service below the standards set out in the Comprehensive Plan. The CMS is set forth as an Appendix to this Capital Facilities Plan Element.

If a proposed development would lower any facility's level of service below any adopted standard, the City could only approve the project if the level of service is restored. The developer and the City have several options in this regard. They include:

1. Developer Provided Improvements – The project owner or developer may provide the necessary improvements to maintain level of service standards. In such cases, the project application must include appropriate plans for improvements, documentation that such improvements are designed to provide the capacity necessary to achieve or maintain level of service standards, and recordable instruments guaranteeing the construction of such facilities.
2. Impact Fees – Impact fees are assessments levied against the developer to pay for developer-generated impacts on public facilities and services. State law permits impact fees to be levied for roads, parks and recreation facilities, municipal fire services, and schools.
3. Local Improvement Districts (LID's) – Local improvement districts can be created to assess benefiting property owners for their fair share of the costs for needed public improvements. LID's are often used to pay for road, sewer, water, and stormwater projects.

4. Project Alteration – The proposed project may be changed so that its impact on capital facilities can be met by available capacity.
5. Postponement of Development – The proposed project may be postponed to a specific year or until the City can provide the necessary additional public facilities or services capacity.
6. Land Use Amendment – If the City determines that it can no longer afford to maintain certain level of service standards, it can revise the Land Use Element of the Comprehensive Plan and amend the City’s standards accordingly.
7. Project Denial – If the proposed project results in lowering any level of service standard and no reasonable means can be found to increase the capacity of public facilities (including developer-provided improvements), the City may deny the project application.

## **V. Level of Service Standards**

The Growth Management Act requires the establishment of level of service (LOS) standards for those capital facilities for which such standards can be quantified. The individual studies and plans listed in Section I of this element establish some of the City’s LOS standards. However, some of those are engineering standards and not included in this Capital Facilities Plan Element. Other standards have not been established or should be updated.

Level of service standards should:

- Assure that the City’s most important service needs are met, but not be so restrictive that they discourage growth.
- Assure appropriate quality of facilities and services as well as quantity.
- Be realistic and capable of being maintained.
- Be appropriate for the City, based on its characteristics, needs, and priorities.
- Be flexible.
- Inspire excellence rather than perpetuate minimal acceptable standards.
- Promote efficient, effective service delivery.
- Encourage ongoing monitoring and maintenance of standards once achieved.
- Lead to correction of deficiencies within developed areas as well as assuring that facilities are provided in newly developed areas.
- Be understandable and valid, measuring what is intended to be measured.

The City should not adopt more standards that it can manage or maintain. Based on the above criteria, the following levels of service standards are hereby established for capital planning purposes.

## **Water**

*Source capacity and reliability* – The total source capacity in millions of gallons per day (mgd) should equal or exceed the design maximum demand rate plus the rate necessary to replace within 24 hours the amount of stored water for fire protection.

*Water quality* – In compliance with Sections 246-290 of the Washington Administrative Code (WAC).

*Minimum water pressure* – 30 pounds per square inch (psi) during peak hour demand, in accordance with WAC.

*Residential use equivalent* – 230 gallons per day.

*Flow rate* – 1,000 gallons per minute (pm) fire flow for residential areas.  
1,500 gpm fire flow for commercial/industrial areas.

## **Sewer**

*Residential flow standard* – 230 gallons per day.

## **Stormwater**

*Minimum flow capacity* – a 25 year storm.

## **Transportation**

*Highway capacity Manual (HCM) Level of Service* – D. (For transportation, the level of service is the traffic facility's ability to carry traffic load within a transportation corridor, such as streets and intersections. The various levels comprise levels A, B, C, D, or E, with C comprising "average delays." Level of service "D" borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. Average travel speeds are about 40 percent of free flow speed.)

*Pavement condition rating (Pavement Serviceability Rating or PSR)* – 4 (Good-Gives a first-class ride and exhibit few, if any, visible signs of surface deterioration. Flexible pavements may be beginning to show evidence of rutting and fine random cracks. Rigid pavements may be beginning to show evidence of slight surface deterioration, such as minor cracks and spalling.) Rating established by the American Association of State Highway Transportation Officials (AASHTO).

*Road coverage in storm event* – A 10 foot lane on all arterial and collector streets free of standing water during 100 year storm.

**Fire Protection**

Per City of Tacoma Standards

**Police/Courts**

*Maximum emergency response time – 5 minutes*

**Parks/Recreation/Open Space**

*Community & Neighborhood Parks: 8.5 acres/1,000 population.*

*Greenways: No numeric Level of Service.*

*Specialized Recreation Facilities: No numeric Level of Service.*

**Schools**

The Puyallup School District has adopted the following level of service standards:

*Elementary schools (K-6) – 94 square feet (sf) of permanent building per student*

*Junior highs (7-9) – 123 sf per student*

*Senior highs (10-12) – 134 sf per student*

The Fife School District has adopted the following level of service standard:

*Maximum number of students per class – 19-25*

**VI. Funding and Financing Capital Improvements**

RCW Section 36.70A.070 requires that the Capital Facilities Element of the Comprehensive Plan include “at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes”. Fife’s six-year plan includes specific capital improvement projects, timing for implementation, and sources of funding. A limitation on funding resources requires setting priorities for necessary facilities. In recent years, as federal and state assistance has diminished, Fife has financed the majority of its public improvements with local dollars, particularly in its water system. This has required the City to develop alternatives for capital improvements in case of inadequate funding. One or more of the following actions may be necessary

should shortfalls occur:

1. Increase City revenues.
2. Decrease level of service standards.
3. Decrease facility costs.
4. Decrease demand for public services and facilities.

The following is a list of most of the available major funding sources that can be used for capital improvements and the type of capital facilities that may be eligible for such funding or for which the revenue is normally used. The list does not include normal City operating revenues, such as its general mill levy, nor funds for which the City of Fife is not eligible.

### **Grants**

1. *Community Development Block Grants* – Funds local housing, public and community facilities, economic development, and planning projects that principally benefit low income households. (Water, sewer, stormwater, transportation, parks)
2. *Community Development Revitalization Board* – Provides grants to help finance public infrastructure required by business and industry. Supports industrial development, job retention, and creation. (Water, sewer, stormwater, transportation)
3. *Washington Department of Ecology* – Offers wastewater grants, water quality financial assistance, and storm water pollution grants. (Water, sewer, stormwater)
4. *Washington State Department of Commerce* – Offers grants for growth management updates. (Water, sewer, stormwater, transportation)
5. *Casino Impact Fees (2%)* – The City is eligible for grants from the Puyallup Tribe for mitigating impacts of the Emerald Queen Casino. (Any facility if impact is shown)

### **Loans**

1. *Public Works Trust Fund* – Provides low interest loans to local governments for repairing and replacing deteriorating infrastructure. (Water, sewer, stormwater, transportation)
2. *Community Development Revitalization Board* – Provides low interest loans to help finance public infrastructure required by business and industry. Supports industrial development, job retention, and creation. General Obligation bonds can

be used to pay back these loans. (Water, sewer, stormwater, transportation)

### **General Obligation bonds**

1. *Unlimited* – These bonds can be sold if approved by 60% of the voters in a bond election. They are backed by the full faith and credit of the City and can only be used for capital purposes. Property tax increases are used to pay off the bonds. (Water, sewer, stormwater, transportation, fire protection, police, parks, schools)
2. *Councilmanic Bonds (Limited Tax General Obligation Bonds)* - These may be issued by a vote of the City Council. They are backed by General Fund revenues, and may be used for any city purpose, not just capital expenditures. In Fife, Councilmanic bonds could raise as much as \$6.5 million. (Water, sewer, stormwater, transportation, fire protection, police, parks, schools)

**Revenue Bonds** – This is the most common source for funding major construction improvements. The City issues these bonds and repays the principal and interest of the bonds from water sales and sewer service to its customers. Interest on such bonds is generally higher than general obligation bonds. (Water, sewer)

**Local Improvement Districts** – These districts allow for special assessment on those properties that directly benefit from the improvement. When a capital project is going to provide a benefit that primarily or wholly benefits a portion of the City, a local improvement district (LID) can be formed as part of the project. (Water, sewer, stormwater, transportation, parks)

**Impact Fees** – These are charges against new developing property that attempt to recover the cost incurred by the City in providing the public facilities required to serve the new development. They are specifically authorized by state law only for: (1) public streets and roads; (2) publicly owned parks, open space, and recreation facilities; (3) school facilities; and (4) fire protection facilities in jurisdictions that are not part of a fire district. (Transportation, parks, schools)

**Mitigation Fees** – The State Environmental Policy Act (SEPA) grants the City wide-ranging authority to impose conditions relating to a project's environmental impacts. In order to use SEPA to impose impact fees, the City must establish a proper foundation, rationally related to impacts identified in threshold determination documents or environmental impact statements. Fees collected under SEPA may not duplicate fees collected under other sources of authority. (Water, sewer, stormwater, transportation)

**User rates** – User rates for existing customers can be adjusted to offset costs related to increasing system capacity or improving the existing level of service. (Water, sewer)

**Connection fees** – The City can amend additional hook up and connection charges to offset the costs of extending services and increasing system capacity. Surcharges are frequently applied to properties adjacent to City services where the owner petitions for the extension of City services outside municipal boundaries. (Water, sewer)

**Public Safety Fund** – The purpose of the Public Safety Fund is to segregate, budget, expend and account for monies derived from the photo red light enforcement program, pursuant to Chapter 10.60 FMC. Expenditures from the public safety fund may only be used for the purpose of paying for the costs of the red light enforcement program, including the City’s administrative costs; provided, however, if there are surplus monies in the fund, then the surplus monies may only be expended for the following purposes:

1. Purchase and installation of school zone signs and lights.
2. Pedestrian overpass/underpass design and construction.
3. Sidewalk design and construction costs.
4. Streetlight acquisition, operation and maintenance.
5. Signalized pedestrian crosswalks.
6. The purchase, design and construction of pedestrian trails that serve to redirect pedestrian traffic off streets with high traffic volumes.
7. The design and construction of similar pedestrian safety oriented improvements.

**Developer Financing** – The City requires the developer to pay for capital facilities required as part of the project. For example, the developer must provide adequate on-site detention and connections to the City stormwater system. (Water, sewer, stormwater, transportation)

**Taxes** (not including those used solely for transportation purposes)

1. *Utility Taxes* – The City of Fife levies a six percent tax on gross earnings from all utilities, including cable television. There is a City of Fife Cable television franchise fee of 5% payable to the utility.
2. *Business and Occupation Tax* – This is one of the four major revenue options given to cities by the Legislature. (The other three are property tax, sales tax, and utility tax). The City of Fife does not levy a business and occupation tax.
3. *Regulatory License Fees* – These include business license fees and professional and occupational licenses.
4. *Real Estate Excise Tax (REET)* – The City currently levies a tax of one quarter of one percent on each sale of real property within its corporate limits. State law would allow the City to levy an additional one quarter of one percent. These funds must be spent “for any capital purpose identified in a capital improvements plan and local capital improvements including streets, parks, sewer, water mains, swimming pools, and gymnasiums.” (The second one quarter percent of this tax cannot be used for acquisition of land for parks.) The City can also participate in regional capital projects using County REET

funds.

5. *Retail Sales and Use Tax* – This tax may be used for any general purpose by the City, including capital improvements.
6. *Gambling Tax* – Funds collected through this tax should be spent first on direct gambling enforcement, then on other police functions (including capital improvements) and, if that does not exhaust the money, on non-police expenditures.
7. *Leasehold Excise Tax* – This is a tax on leased publicly owned property, in lieu of a property tax. The City does not levy this tax.
8. *Hotel-Motel Tax* – This is a special excise tax. Funds may be used solely for tourism promotion and for the acquisition and/or operation of tourism-related facilities.

**Special Taxing Districts** – Examples include by Pierce County Drainage Districts 23 for maintaining and operating Stormwater facilities.

**Stormwater Utility** – The City created a Stormwater utility and assess a tax to fund stormwater capital improvements.

### **State Shared Revenues**

1. *Motor Vehicle and Camper Excise Taxes* – These revenues must be used for the purpose of police and fire protection.
2. *Liquor Receipts* – Primarily for policing costs. At least two percent of liquor taxes and profits receipts must be devoted to an approved alcoholism or drug addiction program.

### **Funding Sources for Transportation Only**

1. *State Transportation Improvement Board* – Grant funds to local governments for projects that potentially have regional or multi-jurisdictional magnitude.
2. *Surface Transportation Program* – This is a regionally administered federal transportation program.
3. *Statewide Competitive Allocation* – A state administered program using federal funds for transportation projects associated with economic development, public/private partnership, and innovative projects.
4. *Transportation Benefit District* – These are authorized for cities by RCW 35.21.225 to fund the capital improvements of City streets within the district.
5. *Municipal Gas Tax Funds (Motor Vehicle Fuel Excise Tax)* – All municipalities collect funds for street improvements. These funds are generated from the sale of gasoline and disbursed to the cities by the state, primarily based on population. The amount received by Fife is currently insufficient to use for capital purposes.
6. *Liquor Excise Taxes* – These funds are distributed by the state using a formula that is largely based on City population.
7. *Category C Funds* – This source distributes funding for those projects that expand roadway capacity for state facilities, such as SR 99 and SR 167.

8. *Miscellaneous Federal Grants* – These include Freight Action Strategy grants (FAST), Freight Mobility Strategic Improvement Board grants, and Federal Demonstration grants. The City has recently been successful in receiving funds from these three sources.

## **VII. Summary of Inventory of Existing Capital Facilities and Forecast of Future Needs**

This section summarizes and updates the facilities inventories found in the following plans:

- City of Fife Water System Plan (2009) *Resolution 1303*
- City of Fife Sewer System Plan (1998) (An updated Sewer Plan is currently prepared and will be brought forward for the City Council’s consideration in 2015. Information from that update is included in this element.)
- Sewer System Plan Amendment (2014-15) (addressing the inclusion of part of the City of Edgewood into the City’s sanitary sewer service area.)
- Comprehensive Stormwater Management Plan (2002 – plan update in 2015)
- City Transportation Plan (2002) (an updated draft Transportation Plan has been prepared and will be brought forward for the City Council’s consideration in 2015. Information from that update is included in the Transportation Element and this element.)
- City of Tacoma Fire Protection Master Plan (2003 update)
- Comprehensive Parks, Recreation and Open Space Plan (2014 – adopted 2015)
- Fife School District Capital Facilities Plan (2014-2020)
- Puyallup School District Long Range Capital Facilities Plan (2014-2019)
- Facilities Study and Needs Assessment (2009)

Forecasts of future needs are also found in those plans. Therefore, in this section, future needs forecasts are limited to Police/Courts and City Hall/Public Works.

### **Water**

A description of the existing water system and inventory is provided for in the Utilities Element.

### **Capacity**

Currently, water supply to the City of Fife is provided by one well and two wholesale intertie connections to the City of Tacoma’s water system. Although the City has a well, the City contracts with the city of Tacoma from whom the City receives a significant amount of its water supply. Tacoma serves as a wholesaler of water to the City of Fife. The City of Fife actively coordinates with the city of Tacoma to enable Tacoma to plan appropriately for water demand in Fife.

## **System Demand**

The 2009 City Water Plan has Future Water Demand Projections to 2030 and estimates 9,390 ERUS in 2015 (based on an estimated population of 9,147 and employment of 14,522) and 10,480 ERUS's by 2030 (an increase from 6,849 ERU's in 2006). The 2030 estimate is based on a population of 9,585 and employment of 16,846. What these estimates do not include, however, is consideration of reductions due to implementation of conservation measures. The Water Plan estimates that successful implementation of water conservation measures could, by 2025, reduce ERU demand by 10%.

## **Future Projects**

The 2009 Water System Plan includes a 6 Year and 20 year CIP. The improvements are generally organized as follows:

- Water main Improvements (Transmission improvements and replacement program);
- Supply improvements;
- Facility improvements;
- Planning and operational improvements; and,
- Annual Programs.

Government programs (e.g. Public Works Trust Fund, CDBG, Department of Ecology Water Quality Financial Assistance Program), Public Debt and City Revenue Funds and Reserves and General Facilities Charges are the primary sources of funding capital projects.

## **Sewer**

The existing sanitary sewer system in Fife is owned and operated by the City of Fife. A description of the existing sewer system facilities and infrastructure is provided for in the Utilities Element. Sanitary sewer service is provided to most properties within the City.

The City of Fife does not operate a sewer treatment plant. The City contracts with the City of Tacoma for sanitary sewer treatment. Capacity of the treatment plant is addressed by the City of Tacoma in its capital facilities planning. The City of Fife actively coordinates with the City of Tacoma on anticipated demand on the system to ensure adequate treatment capacity is available.

## **System Demand**

The City of Fife sanitary sewer system planning estimates that the City's Sewer Service Area ERU's are 5,096 in 2015 and are expected to increase to 5,743 ERU's by 2035. In addition, the inclusion of parts of Edgewood into the City of Fife sewer service area in 2015/2016 would result in an additional 434 ERUS by 2035 for a total of 6,178 ERUs. This will result in an average daily flow of 1,420,826 gallons per minute.

### **Future Projects**

In 2014 the City of Fife conducted a rate study for the sewer system. That rate study was based on a ten (10) year Capital Improvement Program (2013-2022) totaling \$4.13 million (in 2013 dollars.) The “Erdahl Ditch and Interstate 5” project, to be coordinated with Washington State Department of Transportation improvements on Interstate 5, is estimated to cost approximately \$1.21 million. This represents about 28% of the City of Fife’s ten year CIP cost. The six year capital facilities plan included with this element outlines anticipated near term expenditures during the next six-year period. Sanitary sewer rates increases were approved by the City Council in 2014.

In general, capital funding sources for the sewer utility include: Governmental grant and loan programs, publicly issued debt, and cash resources and revenues.

At the present time, and with approval from the City of Tacoma, sanitary sewer is provided upon request in the city limits if physically possible. The cost of extending the sewer lines is the responsibility of the property owner or developer. Hookup to the sanitary sewer system is required when a sewer line is located within 300 feet of a development.

### **Stormwater**

The existing storm drainage system including an inventory of existing facilities is described in the Utilities Element of this Comprehensive Plan.

### **Future Facilities**

The 2014 Stormwater Management Plan programs capital improvements for a ten year (2013-2022) period. These future capital improvements are identified and mapped in the Stormwater Management Plan. Total ten year costs in 2013 dollars is \$4,334,000. A ten year capital funding strategy is also provided for in the 2014 Stormwater Management Plan.

City Stormwater capital improvements over a six year period are identified in the capital facilities plan within this Element. Projects over a ten year period are identified in the Stormwater Management Plan. In general, City capital projects consider both the severity of the drainage problem and the number of projects that city staff can reasonably manage.

Capital funding sources identified in the 2014 Stormwater Management Plan include the following:

- Government Programs (i.e. Department of Ecology Grants and Loans; Public Works Trust Fund)
- Public Debt (i.e. General Obligation Bonds; Revenue Bonds)
- Cash resources (i.e. Capital Facilities Charges, Utility Funds and Cash Reserves)

## **Transportation**

Fife's transportation network consists of streets, highways, sidewalks, and railroad rights of way. The City has no pedestrian facilities other than sidewalks and no bicycle facilities. The City's 2002 Transportation Plan has an extensive section on existing conditions of its transportation system. The 2002 Transportation Plan, which plans to 2040, has been updated and is in draft form. Data and information from the draft Transportation plan update has been incorporated into the Transportation Element of this Comprehensive Plan. The current adopted TIP is the 2015-2020.

## **Streets**

All streets are classified according to their intended function. The five classifications Fife uses are access street, collector arterial, minor arterial, and principal arterial as well as green street classifications. Access streets refer to rights of way intended only to provide access to adjacent property. Nearly all access streets in Fife have two lanes with pavements widths ranging from 18 to 28 feet. Collector arterials serve to collect and distribute traffic from higher classification streets to access streets. Collector arterials also have two lane configurations, but with paved widths of 24 to 30 feet. Minor arterials function to distribute traffic from roads with higher classifications to lesser arterials. They typically consist of two to four lanes with 22 to 44 feet of pavement. Principal arterials move large volumes of traffic to and from major traffic generators and destinations, and also serve to collect and distribute traffic from free-ways to local arterials. These streets can range from two to six lanes with pavements widths of 22 to 72 feet. At present, the City has five designated principal arterials: Port of Tacoma Road, 54th Avenue East, 70th Avenue East, Valley Avenue, and Pacific Highway East.

## **Transit**

Pierce Transit provides bus service in Fife and the rest of Pierce County. Two routes (Routes 500 and 501) serve the City, connecting Fife with downtown Tacoma and the Federal Way City Center. Both routes go through the City of Milton, although on different streets.

## **Fire Protection**

The Tacoma Fire Department provides fire protection service in the City through a consolidated service agreement with Pierce County Fire District 10. Its local Fire and Rescue Station is located at 2015 54th Avenue East, just south of Interstate 5. District 10's nine square mile service area includes the City of Fife and adjacent unincorporated parts of Pierce County. The station's maximum response time to emergencies is about four minutes. The local facility normally includes an engine, truck, and advanced life support equipped Medic 1 rescue vehicle and a daily on-duty staff of nine firefighters/emergency medical technicians.

## **Police/Courts**

Fife's Police Department consists of 22 full time commissioned Patrol Officers, seven Corrections Officers, three civilian employees (Clerk, Evidence Technician and Confidential Secretary), 9 communications employees, and 15 reserve volunteers. The City's new Criminal

Justice Building was occupied on December 16, 1997. The Police Department shares the structure with the Municipal Court. The building contains police offices, a 24 bed jail, emergency operations center, a courtroom, and court offices. The one story building contains 18,682 square feet (sf). The complex also includes an evidence building, courtroom annex, a 576 sf Wellness Building, an 888 sf 3-sided parking structure, and a 200 sf storage container. The current criminal justice campus needs additional space following a continual increase of criminal cases from transient/daytime population in addition to the criminal and civil court cases that will continue to grow with the population. Initial analysis shows an immediate need for an addition to be added for the court work area, an expansion of the police bathroom and locker room facilities, an expansion of the jail booking area, jail shower facility, and sallyport areas.

### **City Hall//Parks Maintenance**

The one story Fife City Hall was constructed in 1997. It contains 10,466 square feet and houses a council chambers, public customer service center, and administrative offices. The recommended level of service standard is 2,000 square feet per 1,000 population. At the current population of 9,405, there would need to be 18,810 sf to meet this standard. Included on the campus are 3 storage facilities totaling 2,852 sf and a 1,440 square foot building which houses Information Technology and other City staff. However, near the end of 2014 the City of Fife purchased property on Freeman Road, commonly referred to as the Holt property. The Holt property was formerly a contractor's business/storage yard. Parks and Recreation maintenance functions, currently located in certain buildings referenced above at City Hall, will relocate to the former Holt property in 2015. Existing buildings at the Holt property will be used. Occupancy of the Holt property is expected sometime in 2015. Reuse of the "out" buildings at City Hall currently housing Parks and Recreation maintenance functions has yet to be determined.

### **Public Works Center**

A new Public Works Maintenance building was constructed in 1997. This one story facility houses storage, vehicle repair, and crew area. It includes a mezzanine and a 720 sf add-on structure completed in 2007 for a total of 6,357 sf. The center also includes the 600 square foot old shop building (relocated to the site), a vehicle wash rack and a 2,160 sf pole building.

### **Parks/Recreation/Open Space**

The City of Fife, Fife School District, Pierce County, and other public and private agencies have assembled over 169 acres of land for park, recreation, and open space uses with or adjacent to the Fife Urban Growth Area. These lands include wildlife conservancies, picnic facilities, multipurpose trail corridors, athletic field and playgrounds, community centers, and related park supporting administrative and maintenance facilities.

The City of Fife Comprehensive Parks, Recreation, and Open Space Plan was updated and has a detailed list and description of all existing facilities. These facilities are summarized in the Parks and Recreation Element (Element 6) of this Comprehensive Plan. That Plan indicates the City's primary deficiencies to be that the present allocation is not balanced between different types of park, recreation, and open land requirements. Level of service standards are also identified in the Element 6.

The City also lacks in sufficient trails. However, according to the Plan, proposed property acquisitions, and some private land easements, should be sufficient to allow for the development of an effective multipurpose trail system providing effective support to regional and local resident interests.

## **Schools**

The Fife School District serves a population of over 15,000. It provides public school services for the City of Fife, as well as for almost all of the City of Milton, part of the City of Edgewood, and some unincorporated areas of Pierce and King Counties, including Trout Lake, Jovita, and Fife Heights. The District’s schools are Discovery Primary School, Milton (preschool and Kindergarten through first grade), Hedden Elementary School, Edgewood (grades 2-5), Endeavor Intermediate School, Milton (2-5), Surprise Lake Middle School, Milton (6-7), Columbia Junior High School (8-9) and Fife High School (10-12). Facility enrollment capacities of those schools located within the Fife Urban Growth Area are:

<i>Columbia Middle School</i>	<i>600</i>
<i>Fife High School</i>	<i>705</i>

In addition, the District operates a Transportation Center on 20th Avenue East in Fife and an Educational Services Center in a portion of the old Fife Elementary School.

The Puyallup School District boundary, which cuts across southeastern Fife, includes over one fourth of Fife’s land area. The District operates 22 elementary schools (kindergarten through 6th grade), seven junior high schools (7-9), three “comprehensive” high schools (10-12) and one alternative high school. There are no Puyallup School District facilities located within the Urban Growth Area of Fife.

The portion of Fife within the Puyallup School district is served by Northwood Elementary School in Edgewood, Edgemont Junior High School in Edgewood, and Puyallup High School. School facilities inventories, forecasts of future needs, and capital improvement and finance plans for these districts are set forth in each of their capital facilities plans.

## **Facilities Needs Study and Assessment**

This Facilities study, prepared by Driftmier Architects, gives the City of Fife a good look into the future municipal needs for its citizens. The study includes a current assessment, a future assessment, and a facilities plan. It also includes build-out assumptions to the year 2040, which assumes that employment in Fife will reach 25,057 jobs and 14,813 people. The City’s municipal services are expected to grow with these numbers as well. This study evaluates each department and reports where growth could occur and where it is needed to occur.

## VIII. Siting Essential Capital Facilities

The Washington Growth Management Act requires that local government comprehensive plans include a process for identifying and siting of essential public facilities. Essential public facilities are typically those difficult to site because of their local impacts. They include airports, facilities for state education, state or regional transportation, state or local corrections, solid waste handling, and in-patient hospitals including those for substance abuse, mental health, and group homes.

No local comprehensive plan or development regulation may preclude the siting of essential public facilities. As a result, the City of Fife has developed the following policies to allow for the appropriate siting of essential public capital facilities of a statewide or countywide nature.

- Policy 1        The City shall identify essential public facilities based upon the Growth Management Act, the State Office of Financial Management list of essential public facilities required or likely to be built, Pierce County Countywide Planning Policies, and any city lists that may be developed.
- Policy 2        Siting proposals shall provide a “justifiable need” for the public facility and proposals shall be reviewed through a public process that allows “host” municipalities a reasonable opportunity to participate in the site selection process. Siting proposals in the Fife Urban Growth Area shall be made in accordance with the following:
- A. The state, regional, or local agency shall provide a justifiable need for the public facility and for its location in the Fife Urban Growth Area or adjacent areas based upon forecasted needs and a logical service area;
  - B. The state, regional, or local agency shall establish a public process by which the residents of the county and host municipalities have a reasonable opportunity to participate in the site selection process.
- Policy 3        The City shall identify and map all publicly owned lands and quasi-public uses through the Land Use Element of the Fife Comprehensive Plan.
- Policy 4        The City shall promote facility siting consistent with the elements of its Comprehensive Plan and implementation ordinances.
- A. Through the zoning ordinance or other implementing ordinances, the City shall prepare siting criteria for essential public facilities that are difficult to site. The criteria shall use the following:
    - 1) Specific facility requirements;
    - 2) Impacts of the facility;
    - 3) Effects of urban growth area designations;
    - 4) Other standards and criteria as outlined in the Pierce County; Countywide Planning policies and other locally adopted plans and ordinances.

- B. The criteria shall allow for a cooperative interjurisdictional approach for the siting of essential public facilities in accordance with Pierce County's Countywide Planning Policies. Joint planning agreements shall be sought where appropriate. Through joint planning or interlocal agreements, the City shall seek to mitigate disproportionate financial burdens due to the siting of essential public facilities.
- C. A public review process shall be established for the siting of essential public facilities.
- D. Siting criteria shall provide for amenities or incentive for neighborhoods in which the facilities are located. Compensation for adverse impacts shall be considered.
- E. Siting criteria for essential public facilities which are not difficult to site shall provide for site design and buffering techniques to ensure compatibility with surrounding uses and enable the facility to be permitted outright in appropriate zoning classification wherever feasible.

### **IX. Schedule of Capital Improvements: 2015-2020**

An inventory and analysis of all capital facilities has identified those projects required to maintain the City of Fife's level of service standards. The following table is a schedule for all proposed capital projects to be paid for at least in part by the City. Estimated costs and funding sources are shown. No listing is made here for Fire Protection or Schools. Fire Protection is provided by the City of Tacoma on behalf of Fire District #10, a separate taxing body. While the City of Fife does impose school impact fees on behalf of the Fife School District and the Puyallup School District, those fees are collected and all capital facilities projects are scheduled, managed, and paid for by those Districts.

Capital Facilities

City of Fife  
Capital Facilities Planning (CFP)  
Years 2015 - 2020

Capital Facility	2015	2016	2017	2018	2019	2020	Source of Funds
<b>Utilities Sewer</b>							
Mixer Systems, PS 1, 5 & 6	\$ 150,000						Revenue Bond/Cash/Grants
Brookville Gardens Sewer System	\$ 100,000						Revenue Bond/Cash/Grants
Telemetry Upgrade PS 6 & 13	\$ 30,000						Revenue Bond/Cash/Grants
PS-12 Emerg. Power Generator	\$ 150,000						Revenue Bond/Cash/Grants
PS-12, Flood Protection	\$ 400,000						Revenue Bond/Cash/Grants
I&I Study	\$ 50,000						Revenue Bond/Cash/Grants
Pump Station - Capacity Analysis	\$ 75,000						Revenue Bond/Cash/Grants
Holt - Site Improvements	\$ 300,000						Revenue Bond/Cash/Grants
Annual Programs	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	\$ 160,000	Revenue Bond/Cash/Grants
Telemetry Upgrades		\$ 150,000					Revenue Bond/Cash/Grants
PS-2 , 3 & 7 Consolidation		\$ 750,000					Revenue Bond/Cash/Grants
Holt - Building Improvements			\$ 350,000				Revenue Bond/Cash/Grants
Puyallup Bridge Force Mains					\$ 5,000,000		Revenue Bond/Cash/Grants
PS-4 Relocation						\$ 750,000	Revenue Bond/Cash/Grants
PS-8 Upgrades						\$ 750,000	Revenue Bond/Cash/Grants

<b>Utilities Water</b>							
New Well Phase 1	\$ 600,000						Revenue Bond/Cash/Grants
8th Extension (15th St., 54th to 59th)	\$ 270,000						Revenue Bond/Cash/Grants
8th Replacement (26th St., Rainier Corp. Park to Berry Ln.)	\$ 72,000						Revenue Bond/Cash/Grants
Holt Well - Water Rights Acq.	\$ 50,000						Revenue Bond/Cash/Grants
New Supply (Assume TPU) 2-year Supply		\$ -					Revenue Bond/Cash/Grants
Holt Well - Water Rights Acq.		\$ 50,000					Revenue Bond/Cash/Grants
Complete Wellhead Prot. Program		\$ 25,000					Revenue Bond/Cash/Grants
Intertie w/ Puyallup (48th Ave. E and Freeman Rd.)		\$ 1,212,000					Revenue Bond/Cash/Grants
New Well - Phase 2		\$ 1,400,000					Revenue Bond/Cash/Grants
12" Replacement (34th Ave E, Pac. Hwy to 15th St. East)		\$ 350,000					Revenue Bond/Cash/Grants
Water Cons. Plan - Update		\$ 25,000					Revenue Bond/Cash/Grants
12" replacement (20th St. East, 54th Ave. to 63rd Ave.)			\$ 609,000				Revenue Bond/Cash/Grants
New Well - Phase 3			\$ 3,400,000				Revenue Bond/Cash/Grants
12" replacement I-5 Crossing @ 51st Ave. E.)			\$ 444,000				Revenue Bond/Cash/Grants
Comp. Water System Plan Update			\$ 150,000				Revenue Bond/Cash/Grants
Comp. GIS Mapping and Water System Plan Invent.			\$ 100,000				Revenue Bond/Cash/Grants
12" Extension (4th St. E., 54th Ave. to 57th Ave.)			\$ 231,000				Revenue Bond/Cash/Grants
8" Exten. (55th Ave. E., 4th St E. to Benthien Lp. Rd.)				\$ 270,000			Revenue Bond/Cash/Grants

Capital Facilities

City of Fife  
Capital Facilities Planning (CFP)  
Years 2015 - 2020

Capital Facility	2015	2016	2017	2018	2019	2020	Source of Funds
8" Exten. (57th Ave. E., 4th St E. to Benthien Lp. Rd.)				\$ 270,000			Revenue Bond/Cash/Grants
8" Exten. (Benthien Lp. Rd., 55th Ave. E to 57th Avenue E.)					\$ 90,000		Revenue Bond/Cash/Grants
8" Exten. (52nd Ave. E., Pac Hwy to 12th St. E)					\$ 198,000		Revenue Bond/Cash/Grants
12" Exten. - 70th Ave. E.						\$ 504,000	Revenue Bond/Cash/Grants
12" - Pac Hwy E. (Milton)						\$ 378,000	Revenue Bond/Cash/Grants
Pacific Hwy Water Improve - 54th to 65th	\$ 200,000						Revenue Bond/Cash/Grants
56th Ave Water Ext - Design/Permitting - S.4th	\$ 50,000						Revenue Bond/Cash/Grants
51st Ave Water Replace	\$ 300,000						Revenue Bond/Cash/Grants
Water Svc Replace - 27th St. E	\$ 90,000						Revenue Bond/Cash/Grants
Water Svc Replace - Lakes Apts.		\$ 95,000					Revenue Bond/Cash/Grants
Water Svc Replace - Fife Business Park		\$ 90,000					Revenue Bond/Cash/Grants

**SURFACE WATER**

Brookville Gardens Stormwater Treatment	\$ 315,000						Revenue Bond/Cash/Grants
Interstate 5 and Erdahl Ditch	\$ 1,210,000						Revenue Bond/Cash/Grants
North Side Pac Hwy., 54th Avenue		\$ 359,000					Revenue Bond/Cash/Grants
Erdahl Pump Station			\$			130,000	Revenue Bond/Cash/Grants
20th St. E. & 48th Ave. Ct. E. Drainage			\$			60,000	Revenue Bond/Cash/Grants
20th St. E & Berry Ln.			\$			170,000	Revenue Bond/Cash/Grants
Valley Ave. E. and Wilton Ln. E			\$			90,000	Revenue Bond/Cash/Grants
Firwood Condos			\$			340,000	Revenue Bond/Cash/Grants
Freeman Rd. E. Storm Ponds			\$			430,000	Revenue Bond/Cash/Grants
15th St. E. & 58th Ave. E.			\$			200,000	Revenue Bond/Cash/Grants
12th. St. E. & 58th Ave. E.			\$			260,000	Revenue Bond/Cash/Grants
4th St. E. & 56th Ave. E.			\$			60,000	Revenue Bond/Cash/Grants
4th St. E. & 54th Ave. E., Fife Ditch			\$			150,000	Revenue Bond/Cash/Grants
8th St. E. & 54th Ave. E., Fife Ditch			\$			770,000	Revenue Bond/Cash/Grants
20th St. E., west of Port of Tacoma Rd. E.			\$			190,000	Revenue Bond/Cash/Grants
Firwood Ditch Freeman Rd. Pipe Replace			\$			90,000	Revenue Bond/Cash/Grants
Holt Improvements	\$ 133,334						Revenue Bond/Cash/Grants
Property Acq.	\$ 400,000						Revenue Bond/Cash/Grants
Oxbow Clean UP	\$ 600,000						Revenue Bond/Cash/Grants

**Transportation Improvement**

Port of Tacoma 34th/12th	\$	13,000,000					G.O.Bonds/Cash/Grants
54th Ave. E RR Grade Separation Design	\$	2,000,000					G.O. Bonds
Pacific Hwy E Sidewalk/SR99	\$	1,900,000					G.O.Bonds/Cash/Grants
54th Ave. E IJR	\$	600,000					Cash/Grants

Capital Facilities

City of Fife  
Capital Facilities Planning (CFP)  
Years 2015 - 2020

Capital Facility	2015	2016	2017	2018	2019	2020	Source of Funds
70th Preservation	\$ 1,350,000						Cash/Grants
David Court E. Berry Lane E 26th St. E			\$ 610,000				G.O. Bonds
Pavement - Street 44th St. E/15th St. E/ 46th St. E			\$ 500,000				G.O. Bonds
54th Ave. Underpass - Construction			\$ 1,300,000				G.O.Bonds/Cash/Grants

**Building Improvements**

Detention Facilities	\$ 160,000						G.O. Bonds
South Campus Pavilion Phase 1	\$ 2,800,000						Cash/Grants
City Hall Design and Bid Remodel			\$ 200,000				G.O. Bonds
City Hall Construct Interior Remodel			\$ 400,000				G.O. Bonds
Design North Expansion			\$ 200,000				G.O. Bonds
Construct North Expansion			\$ 600,000				G.O. Bonds

**Parks Recreation & Open Space**

Brookville Garden Community Park	\$ 2,000,000						Park Impact Fees/REET/Cash/Grants
Fountain Memorial Park	\$ 300,000						REET/Cash
North Levee Road Site - ( Park Development & Master Plan Concept						\$ 600,000	Park Impact Fees/REET/Cash/Grants
Colburn Park - (Playground Addition & Upgrades, Patio Redesign, Splash pad Design)			\$ 55,000	\$ 55,000			Park Impact Fees/REET/Cash/Grants
Dacca Community Park - ( Tree replacement plantings & Park upgrades)		\$ 22,500		\$ 15,000		\$ 25,000	REET/Cash
Centennial Park			\$ 15,000				REET/Cash
Five Acre Park	\$ 5,000						REET/Cash
Frank Albert Park Way			\$ 10,000				REET/Cash
Wedge Park		\$ 15,000					REET/Cash
Hylebos Creek Natural Area & Trail	\$ 15,000						Park Impact Fees/REET/Cash/Grants
Milgard Natural Area & Trail			\$ 15,000				Park Impact Fees/REET/Cash/Grants
Wapato Creek Trail - ( Brookville to 5 Acres & Frank Albert Park way to Triangle Greenspace)			\$ 550,000			\$ 500,000	Park Impact Fees/REET/Cash/Grants
Neighborhood Park Acquisition			\$ 450,000				Park Impact Fees/Grants
Neighborhood Park Acquisition					\$ 550,000		Park Impact Fees/Grants
Neighborhood Park Acquisition						\$ 350,000	Park Impact Fees/Grants
Neighborhood Park Development					\$ 650,000		Park Impact Fees/REET/Grants

Capital Facilities



Six Year Transportation Improvement Program

From 2015 to 2020

Agency: Fife  
 Co. No.: 27 Co. Name: Pierce Co.  
 City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 5/27/2014 Adoption Date: 6/10/2014  
 Amend Date: Resolution No.: 1600

Functional Class	Priority Number	Project Identification						Project Costs in Thousands of Dollars							Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
		A. PIN/Federal Aid No.	B. Bridge No.	Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information				1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)		
		C. Project Title	Federal Funding							State Fund Code	State Funds	Local Funds	Total Funds								
		D. Street/Road Name or Number	Federal Fund Code																	Federal Cost by Phase	
E. Beginning MP or Road - Ending MP or Road	F. Describe Work to be Done																				
11	1			01 03 04	S	0.23	C P S T W	CN	6/1/2017	STP(U)	7007	OTHER	4500	1593	13100	4000	10000			EA	
								Totals			7,007		4500	1593	13100	4000	10000				
14	2			05 12	S	0.06	C P S T W												EA		
								Totals													
14	3			03 12 32	S	0.68	C P S T W												EA		
								Totals													
11	4			03 12	P	00	ALL	1/1/2015						470	470				EA		
								Totals						470	470	470					



Six Year Transportation Improvement Program

From 2015 to 2020

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 City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 5/27/2014 Adoption Date: 6/10/2014  
 Amend Date: \_\_\_\_\_ Resolution No.: 1600

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds						
									Federal Fund Code	Federal Cost by Phase										
8	9	10	11	12	13	14	15	16	17	18	19	20	21							
16	5	20th Street E Reconstruction - 50th to 59th 20th Street E from: 50th Avenue E to: 59th Avenue E Reconstruct section of 20th Street E to a 5-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements. Project total \$17,600.	03 04	P	.51	C G P S T W	ALL	1/1/2015					17600	17600				17600	EA	
							Totals						17600	17600				17600		
16	6	20th Street E Reconstruction - 59th to 70th 20th Street E from: 59th Avenue E to: 70th Avenue E Reconstruct and widen 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements. Construct new signal at 62nd Avenue E. Project total \$14,540.	03 05	P	0.65	C G P S T W	ALL	1/1/2015					14540	14540				14540	EA	
							Totals						14540	14540				14540		
17	7	Valley Avenue E Reconstruction - 54th to B.G. Valley Avenue E from: 54th Avenue E to: Brookville Gardens Reconstruct and widen 3-lane roadway and construct two roundabout intersections at 58th Avenue E and 62nd Avenue E. Project total \$18,131.	03 05	P	1.2	C G P S T W	CN	6/1/2015					13713	13713				13713	EA	
							Totals						13713	13713				13713		
19	8	54th Avenue E Grade Separation 54th Avenue E from: Union Pacific Railroad to: Union Pacific Railroad Construct a grade separation structure that would reconnect the street. Project total \$13,000.	08	P	00	C G P S T W	ALL	1/1/2015					13000	13000				13000	EA	
							Totals						13000	13000				13000		



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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds						
									Federal Fund Code	Federal Cost by Phase										
8	9	10	11	12	13	14	15	16	17	18	19	20	21							
11	9	3 <i>POT Road Interchange Modification - Phase 2</i> I-5 SB From: Port of Tacoma Rd. to I-5 SB Relocation of new exit ramp connecting I-5 SB to POT (Phase 2) Project total \$8800.	01 08 03	P			ALL	1/1/2015			FMSIB	5000	3800	8800				8800	EA	
							Totals					5000	3800	8800				8800		
11	10	<i>POT Road Interchange Modification - Phase 3</i> I-5 NB Interchange From: I-5 Ramps to POT Rd 20th St to 34th Ave Reconstruct NB I-5 exit and entrance ramp connectors with Port of Tacoma Rd, 20th St E, and 34th Ave E and two signal installations. (Phase 3) Project total \$27,500.	01 08	P			ALL	1/1/2015			FMSIB	8200	19300	27500				27500	EA	
							Totals					8200	19300	27500				27500		
14	11	<i>70th Avenue East Reconstruction - North Segment</i> 70th Avenue East From: 20th Street East to Pacific Hwy E Reconstruct 4-lane roadway section including curbs, gutters & sidewalks. Widen roadway. Replace I-5 Bridge - WSDOT Project. Project total \$66,900.	04 09 02	P	0.50	C S P T G W	ALL	1/1/2015			WSDOT	66900		66900				66900	EA	
							Totals					66900		66900				66900		
19	12	<i>52nd Avenue E: New Road</i> 52nd Avenue E From: Pacific Highway E to 12th Street E Construct a new street from Pacific Highway E to 12th Street E. Project total \$3,660.	01	P	0.21	C G P S T W	CN	1/1/2015					2593	2593				2593	EA	
							Totals						2593	2593				2593		

Capital Facilities



Six Year Transportation Improvement Program

From 2015 to 2020

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 City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 5/27/2014 Adoption Date: 6/10/2014  
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Functional Class	Priority Number	Project Identification					Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars						Expenditure Schedule (Local Agency)				Federally Funded Projects Only						
		A. PIN/Federal Aid No.	B. Bridge No.		C. Project Title						Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Environ. Type	R/W Required Date (MM/YY)			
		D. Street/Road Name or Number	E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done								Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds									
		Federal Fund Code	Federal Cost by Phase																								
1	2	3					4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21			
00	13	Grade Separation/Pedestrian Railroad Crossing Pedestrian Railroad Crossing from: 5 Acre Park to: Brookville Construct a pedestrian grade separation crossing of the UPRR from the city park in the Raidance neighborhood to the city park on the opposite side of the tracks fronting Valley Ave E. Project total \$4,800.					32 08	P	00		ALL	1/1/2015					4800	4800				300	4500	EA			
											Totals						4800	4800				300	4500				
00	14	Pavement Overlay Program Location based on Pavement Condition Index from: Various to: Various Pavement Overlays on various streets Citywide. Year 1 - 70th Ave E to UPRR from North Levee Rd.					07	P	varies															CE			
											Totals																
00	15	Sidewalk Extensions and Curb Return Reconstruction Various from: Various to: Various Extend sidewalks to connect gaps between existing sidewalks and reconstruct curb returns for trucks at various locations city wide. Project total \$300.					32	P	00															CE			
											Totals																
14	16	19204-H (Pierce Co.) 70th Avenue Bridge: New Bridge 70th Avenue East from: River Road East (SR167) to: North Levee Road Expedite construction of new bridge to cross the Puyallup River from River Road East to North Levee Road at 70th Avenue East. Project total \$20.					08	P	0.06		C G P S T W														EIS		
											Totals																



Six Year Transportation Improvement Program

From 2015 to 2020

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 Amend Date: \_\_\_\_\_ Resolution No.: 1600

Functional Class	Priority Number	Project Identification					Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars						Expenditure Schedule (Local Agency)				Federally Funded Projects Only							
		A. PIN/Federal Aid No.	B. Bridge No.		C. Project Title						D. Street/Road Name or Number		E. Beginning MP or Road - Ending MP or Road		F. Describe Work to be Done		Fund Source Information						1st	2nd	3rd	4th Thru 6th	Environ. Type	R/W Required Date (MM/YY)
		Federal Funding		State Fund Code	State Funds	Local Funds					Total Funds	Project Phase	Phase Start (mm/dd/yyyy)	Federal Fund Code	Federal Cost by Phase	State Fund Code	State Funds	Local Funds	Total Funds									
		Federal Fund Code	Federal Cost by Phase																									
8	9	10	11	12	13	14	15	16	17	18	19	20	21															
16	17	Freeman Road Reconstruction - North Segment Freeman Road from: Valley Avenue East to: 20th Street East Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements. Project total \$17,500.					03 04	P	1.42	C G P S T W													EA					
Totals																												
14	18	70th Ave E RR Overpass 70th Ave E from: South of UPRR to: North of UPRR Construct an overpass structure above UPRR. Project total \$25,000.					03 08	P	0.1	C G P S T W	ALL	1/1/2016					25000	25000				25000	EA					
Totals																	25000	25000				25000						
14	19	70th Avenue East Reconstruction - South Segment 70th Avenue East from: North Levee Road to: 43rd Street East Reconstruct a 5-lane section, from North Levee Rd. to 43rd Street E. - mostly developer funded. Project total \$3000.					03	P	0.35	P T W C G S													EA					
Totals																												
06	20	Pacific Highway E Signal Interconnect Pacific Highway E from: Willow Road E to: 59th Avenue E Interconnect traffic signals on Pacific Highway E from Willow Road E to 59th Avenue E. Project total \$220.					12	P	0.70	P G T S W C													EA					
Totals																												

Capital Facilities



Six Year Transportation Improvement Program

From 2015 to 2020

Agency: Fife  
 Co. No.: 27 Co. Name: Pierce Co.  
 City No.: 0450 MPO/RTPO: PSRC

Hearing Date: 5/27/2014 Adoption Date: 6/10/2014  
 Amend Date: \_\_\_\_\_ Resolution No.: 1600

Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
8	9	10	11	12	13	14	15	16	17	18	19	20	21								
06	21	3 <i>Pacific Highway E Street Lighting (Phase 1)</i> Pacific Highway E from: Alexander Avenue E to: 54th Avenue E Construct street lighting on Pacific Highway E from Alexander Avenue E to 54th Avenue E. Project total \$6,940.	12	P	0.75	P G T S W C														EA	
							Totals														
06	22	<i>Pacific Highway E Street Lighting (Phase 2)</i> Pacific Highway E from: Western City Limit to: Port of Tacoma Road Construct street lighting on Pacific Highway E from the western City limit to Port of Tacoma Road. Project total \$5,770.	12	P	0.63	P G T S W C														EA	
							Totals														
17	23	<i>54th Avenue E School Zone Improvements</i> 54th Avenue E from: Northern School Driveway to: North of UPRR Construct school zone improvements for the Columbia Junior HS, including new sidewalks, flashing beacons and improved pedestrian crossing of 54th Avenue E. Project is related to reopening 54th Avenue E at the railroad			0.08		ALL	1/1/2015					480	480							
							Totals														
17	24	<i>Radiance Blvd E/54th Avenue E Roundabout</i> Radiance Blvd E/54th Avenue E from: From Intersection to: To Intersection Construct roundabout at the Radiance Blvd E/54th Avenue E intersection. Project is related to reopening 54th Avenue E at the railroad tracks. Project total \$1800					ALL	1/1/2015					1800	1800							
							Totals														



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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
17	25	3 <i>David Court E/54th Avenue Roundabout</i> David Court E/54th Avenue E From: From Intersection to: To Intersection Construct roundabout at the David Court E/54th Avenue E intersection. Project is related to reopening 54th Avenue E at the railroad tracks. Project total \$1750					ALL	1/1/2015						1750	1750						
							Totals							1750	1750						
00	26	<i>Bike Lanes</i> Various From: Various to: Various Construct new bike lanes or shared-use paths and connect gaps between existing bike lanes at various locations citywide. Project total \$800.	32	P	00															CE	
							Totals														
19	27	<i>8th Street E/54th Avenue E Intersection Improvements</i> 8th Street E/54th Avenue E Intersection From: Fife/Tacoma City to: 55th Avenue E Construct westbound left-turn lane and reconstruct eastbound approach to 3-lane roadway. Project total \$2880			0.19		ALL	1/1/2015						2880	2880						
							Totals								2880	2880					
19	28	<i>Extension of 59th Avenue E</i> 59th Avenue East - Phase 2 From: Pacific Highway East to: 12th Street East Extension of sidewalks and planter strips 59th Avenue E north from Pacific Highway E to 12th Street E. Funded by the Puyallup Tribe. Project total \$3,000.	01	P	0.18	C G P T W S														EA	
							Totals														

Capital Facilities



Six Year Transportation Improvement Program

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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
8	9	10	11	12	13	14	15	16	17	18	19	20	21								
00	29	3 Pedestrian Trail between Brookville Gardens to Torre Property Pedestrian Trail From: Brookville Gardens to: Torre Property Construct pedestrian trail connecting Brookville Gardens and Torre property through Wedge Park and Columbia JHS. Project total \$1,500.	32	P			ALL	1/1/2015					1500	1500			1500		EA		
							Totals						1500	1500			1500				
16	30	Freeman Road Reconstruction - South Segment Freeman Road From: North Levee Road to: Valley Avenue East Reconstruct to 3-lane roadway with curbs, gutters, sidewalks, bike lanes and drainage improvements.	03 04	P	0.875	C G P S T W													EA		
							Totals														
16	31	20th Street East/Frank Albert Road Signalization 20th Street East/Frank Albert Road From: Intersection to: Intersection Signalization of the intersection - developer funded. Project total \$450.	12	P	00														EA		
							Totals														
16	32	N Levee Road E Reconstruction - East Segment N Levee Road E From: 70th Avenue E to: Freeman Road E Reconstruct roadway to a 3-lane roadway section. Project total \$15,545.	03 04 12	P	0.80	C G P S T W	PE RW CN	1/1/2016 1/1/2017 1/1/2017					3264 41 12240	3264 41 12240				3264 41 12240	EA		
							Totals						15545	15545				15545			



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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars										Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						Expenditure Schedule (Local Agency)				Envir. Type	R/W Required Date (MM/YY)		
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd	4th Thru 6th				
									Federal Fund Code	Federal Cost by Phase												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
16	33	20th Street East Reconstruction - 34th St E to Industry 20th Street East From: 34th Street East to: Industry Drive East Reconstruct and widen 4-lane roadway with new signal.	03 05	P	0.11	G P T W C C S	PE	1/1/2015					1	1			1		EA			
							Totals						1	1			1					
17	34	Frank Albert Rd Overcrossing I-5 Frank Albert Rd E From: 20th St E to: Pacific Hwy E Extend Frank Albert Rd from 20th St E to Pacific Hwy E including new bridge over I-5. Project total \$24,300.	01 08	P	0.25	C G P S T W	PE	1/1/2016					1	1				1	EIS			
							Totals						1	1				1				
17	35	Reconstruction of N Levee Road E - West Segment N Levee Road E From: Frank Albert Road E to: 54th Avenue E Reconstruct to a 3-lane roadway from Frank Albert Road E to 54th Avenue E - Phase 1 Widening. Project Total \$12,488.	03 04	P	.58		ALL	1/1/2015					12488	12488				12488	EA			
							Totals						12488	12488				12488				
17	36	48th Street East Reconstruction 48th Street East From: 70th Avenue East to: Freeman Road Major roadway widening to a 3-lane section and add signalization. Largely developer funded.	04	P	0.75	C G P S T W	ALL	1/1/2015											EA			
							Totals															

Capital Facilities



Six Year Transportation Improvement Program

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Functional Class	Priority Number	Project Identification						Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only			
		A. PIN/Federal Aid No.		B. Bridge No.		Improvement Type(s)	Status	Total Length	Utility Codes	Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)
		C. Project Title										Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds						
		D. Street/Road Name or Number										Federal Fund Code	Federal Cost by Phase										
E. Beginning MP or Road - Ending MP or Road				F. Describe Work to be Done																			
1	2	3				4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	37	20th Street East Reconstruction - Industry to 54th Street East from: Industry Drive to: 54th Ave E Reconstruct 3-lane roadway to add bicycle lanes.				03 05	P	0.43	C G P S T W	PE	1/1/2015					1	1					EA	
Totals																1	1					1	
19	38	52nd Ave E Improvement 52nd Avenue East from: 15th St Ct E to: Pacific Highway East Improve 52nd Avenue East North from 15th St Ct E to Pacific Highway East. Project total \$250.				03	P	0.1	C G P S T W													EA	
Totals																							
17	39	Reconstruction of N Levee Road E - Central Segment N Levee Road E from: 54th Avenue E to: 70th Avenue E Reconstruction of N Levee Road E from 54th Avenue E to 70th Avenue E to a 3-lane roadway section. Project total \$22,990.				03 04	P	1.3	C P T	PE RW CN	1/1/2015 1/1/2015 6/1/2016					4829 53 18108	4829 53 18108				4829 53 18108	EA	
Totals																22990	22990				22990		
17	40	45th Street E Extension/Reconstruction 45th St E from: 70th Ave E to: Freeman Rd E Reconstruct 3-Lane Roadway. Largely developer funded.				03	P	0.75	C G P S T W	ALL	1/1/2015											EA	
Totals																							



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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars										Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information										Environ. Type	R/W Required Date (MM/YY)		
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd	4th Thru 6th				
									Federal Fund Code	Federal Cost by Phase												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
17	41	12th Street East Reconstruction 12th Street East from: 62nd Street East to: Alexander Avenue East Reconstruct to a 3-lane roadway with curbs, gutters, sidewalks, and drainage from 62nd St. E. to Alexander Ave. E. Project total \$10,000.	03	P	1.25	C G P S T W	PE	1/1/2016					1	1				1	EA			
							Totals															
16	42	New Connector Arterial - 40th St E/78th Ave E 40th St E/78th Ave E from: 70th Ave E to: Freeman Rd E Construction of a new 3-Lane Roadway. Developer funded.	01	P		C G P S T W	ALL	1/1/2015											EA			
							Totals															
00	43	Puyallup River Trail: New Trail Puyallup River Trail from: 54th Avenue East to: 66th Avenue East Construction of a 1.7 mile segment of the overall 10-mile Puyallup River Trail.	32	P	1.70		PE	1/1/2015					1	1				1	EA			
							Totals															
16	44	20th Street E Reconstruction - 70th to Freeman 20th Street E from: 70th Avenue E to: Freeman Road E Reconstruct a 3-lane section with curbs, gutters, sidewalks, bike lanes and drainage improvements. Project total \$8,680.	03	P	0.85	C G P S T W	PE	1/1/2015					1	1				1	EA			
							Totals															

Capital Facilities



Six Year Transportation Improvement Program

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Functional Class	Priority Number	Project Identification A. PIN/Federal Aid No. B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Environ. Type	R/W Required Date (MM/YY)	
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds							
									Federal Fund Code	Federal Cost by Phase											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
17	45	62nd Avenue East Reconstruction - North Segment 62nd Avenue East from: Pacific Hwy E to: 12th Street East Reconstruct 3-lane roadway with curbs, gutters, sidewalks and drainage.	03	P	0.23	C G P S T W	PE	1/1/2015						1	1				1	EA	
							Totals							1	1				1		
19	46	74th Avenue East: New Road 74th Avenue East from: 45th Street East to: 48th Street East Construct a new road with 3 lanes from 45th Street East to 48th Street East. Developer funded.	01	P	0.17	C G O P S T W	ALL	1/1/2015												EA	
							Totals														
16	47	20th Street East/58th Avenue East Signalization 20th Street. East/58th Avenue East from: Intersection to: Intersection Signalization of intersection. Project total \$450.	12	P	00		ALL	1/1/2015					450	450				450		CE	
							Totals						450	450				450			
19	48	62nd Avenue E Overpass and Reconstruction 62nd Avenue E from: 20th Street E to: Pacific Hwy E Extend 62nd Ave E from 20th St E to Pacific Hwy E, including I-5 overpass, reconstruct existing street sections, two new traffic signals, and provide new access to developments south of I-5. Project total \$26,300.	03 01 08	P	0.06	C G P S T W	PE	1/1/2017					1	1					1	EA	
							Totals						1	1					1		

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							Project Phase	Phase Start (mm/dd/yyyy)	Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)				
									Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds										
									Federal Fund Code	Federal Cost by Phase														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21				
16	49	Connector Arterial: New Road Connector Arterial (@32nd St. East) from: 54th Avenue East to: Frank Albert Road Construction of a new 3-lane roadway with curbs, gutters, sidewalks, and utilities (Tribal funded).	01	P	0.60	C G P S T W	ALL	1/1/2016												EA				
							Totals																	
17	50	12th Street E-Extension 12th St. E. from: Alexander Ave. E. to: 34th Ave. E. Construct new 3-lane roadway extension of 12th Street E from Alexander Avenue to 34th Avenue E. Project total \$9000.	01	P	0.50	C G P S T W	PE	1/1/2017						1	1									
							Totals																	
16	51	66th Avenue E 66th Avenue E from: 20th St E to: 26th St E Construct new road connecting 20th St E and 26th St E primarily developer funded Project total \$5,500.	01 05 12	P	0.38	P C G S T W														EA				
							Totals																	
<b>Grand Totals for Fife</b>									<b>7,007</b>		<b>84,600</b>		<b>176,301</b>		<b>267,908</b>		<b>4,000</b>		<b>10000</b>		<b>2,251</b>		<b>245,647</b>	

## **APPENDIX A**

### **CONCURRENCY MANAGEMENT SYSTEM**

#### **I. Establishment**

The City of Fife hereby establishes a Concurrency Management System (CMS) for all City development approvals. This system is intended to insure that capital facilities and services needed to maintain minimum level of service standards as set forth in the Capital Facilities Element of the Fife Comprehensive Plan are available at the time or within a reasonable time after development, occupancy, or use.

#### **II. Level of Service Standards**

The City has established level of service standards for which concurrency must be maintained. The standards so established are those set forth in Section V of the Revised Capital Facilities Plan Element of the Fife Comprehensive Plan.

#### **III. Applications**

- A. For purposes of this CMS, “development approval” shall mean approval by the City of any Type II or Type III project permit types as set forth in Chapter 14.02 of the Fife Municipal Code.
- B. For development approval, each applicant, except those exempted from concurrency, shall also apply for a Certificate of Concurrency.
- C. An applicant requesting development approval by the City shall provide all information required by the City for a concurrency evaluation of the project. This may include additional information determined to be needed by the Director of Community Development in order to fully evaluate the project for concurrency.
- D. No development approvals shall be granted unless the applicant meets all requirements for a Certificate of Concurrency.

#### **V. Concurrency Test**

In order to satisfy concurrency management requirements, each development proposal must demonstrate that the adopted levels of service and concurrency standards for public facilities and services will not be degraded by the impact of the development. The following is a checklist of impacts that must be analyzed and quantified by the applicant for any development proposal.

- Use of potable water
- Amount of sanitary sewer flow generated
- Increased traffic on surrounding streets asset forth in Section VI of this CMS

- Changes in the amount, nature, or pattern of stormwater runoff
- Creation of need for additional parks, recreation, or open space
- Additional demand for public school classroom space

If the City determines any of these impacts to be significant, the City shall then determine the availability of adequate capacity of public facilities and services to maintain the adopted level of service standards.

## V. Calculating Available Capacity/Policies

For purposes of land development regulations, the available capacity of public facilities and services should be determined through the following means.

### A. Add together:

1. The total service capacity of existing facilities operating at the required level of service; and
2. The total capacity of new facilities, if any, that will become available on or before the date of occupancy of the proposed development. The capacity of new facilities may be counted only if one or more of the following are shown:
  - i. Construction of new facilities is underway at the time the development permit is issued;
  - ii. The new facilities are the subject of a binding contract for construction of facilities or provision of services at the time of issuance of the development permit; or
  - iii. An enforceable development agreement is in place that guarantees the new facilities. Such facilities shall be consistent with the Capital Facilities Element of the Comprehensive Plan. The agreement shall guarantee that the necessary facilities and services will be in place when the impacts of the development occur.

### B. Subtract from those capacities the sum of:

1. The demand for the service or facility created by existing development documented in the Comprehensive Plan;
2. The demand for the service or facility created by the anticipated completion of other approved developments, redevelopment, or other development activity; and
3. The demand for the service or facility created by the anticipated completion of the proposed development.

In the case where a project demonstrates available capacity, a Certificate of Concurrency shall be issued. Where available capacity cannot be shown, the applicant shall comply with one of the options as set forth in Section VII to meet concurrency requirements and maintain adopted level of service standards. If the applicant cannot comply with concurrency through option A, C, D, or E, the City shall choose option B, F, or G.

In addition to the requirements set forth in this section, the applicant must meet the traffic concurrency requirements as set forth in Section VI of this CMS.

## **VI. Concurrency Threshold for Transportation Facilities**

- A. *Threshold.* Concurrency threshold is defined as when demand as measured by the City for a transportation corridor or intersection reaches 90 percent of capacity. Capacity is defined as the maximum number of peak hour vehicle trips that a transportation facility can accommodate at the level of service established by the Capital Facilities Element of the Five Comprehensive Plan. When this threshold is reached, the concurrency test as set forth in this section shall apply to all development proposals that have a probable impact on the demand in such corridor. If a transportation corridor is below the concurrency threshold and a proposed project will have an impact such that the corridor will exceed the threshold, the concurrency procedures as set forth in this section shall apply.
- B. *Below Threshold.* Prior to reaching concurrency threshold, the existing available capacity shall be allocated on a “first come, first served” basis.
- C. *Application.* The community Development Director shall determine if a proposed development will have a probable impact on a transportation corridor that is close to or exceeds its concurrency threshold. Unless exempted by the City in accordance with this Concurrency Management System, all development permits for a project that the City estimates will lead to a transportation volume in excess of a transportation corridor’s concurrency threshold, or will impact a transportation corridor that already exceeds the threshold, shall include a concurrency test. The concurrency test is part of the development permit process and shall be conducted by the Community Development and Public Works Departments.
- D. *Transportation Impact Analysis.* For all development permits that are not exempt under this CMS, a transportation impact analysis using the best available methodology shall be submitted to and approved by the Community Development Director. For all development permits that are not exempt and are subject to the State Environmental Policy Act (SEPA), a registered professional engineer in the State of Washington shall complete or supervise the transportation impact analysis. The Community Development Director may cause the development of a transportation impact analysis using the best available methodology and at the applicant’s expense in lieu of the applicant’s analysis or to verify the applicant’s analysis.
- E. *Waiver.* Upon written request of an applicant, the director may waive the requirement for a traffic impact analysis or limit the scope of the analysis and required elements of a traffic impact analysis where the director determines that the potential transportation impacts upon the affected transportation corridor(s) and/or intersections(s) have been adequately analyzed in prior research or reports and/or are not projected to cause a reduction in the operating level of affected transportation corridors and/or intersections.
- F. *Test.* The available and planned six year capacity shall be used in conducting the concurrency test. Development

permits that result in a reduction of a corridor's level of service below the standard set forth in Section V of the Capital Facilities Element of the Comprehensive Plan cannot be approved.

1. After accounting for the project's development impact, if the resulting corridor capacity is above or equal to the capacity required to maintain the established level of service standard, the concurrency test is passed.
2. After accounting for the projected development impact, if the available capacity of a transportation corridor is less than the capacity required to maintain the established level of service standard, the concurrency test is not passed. The applicant must then comply with one of the options set forth in Section VII of this CMS. If the applicant cannot meet concurrency through option A, C, D, or E, the City shall choose option B, F, or G.

G. *Preliminary Concurrency Test.* An applicant may request a preliminary concurrency test without an accompanying application for a development permit. A fee, as set forth on the approved fee schedule, shall be charged for such preliminary test. Any available capacity cannot be reserved through this preliminary process. The result of a preliminary concurrency test is considered an administrative decision and cannot be appealed.

## **VII. Options for Meeting Concurrency.**

- A. *Developer provided improvements.* The project owner or developer may provide the necessary improvements to maintain level of service standards. In such cases, the project application must include appropriate plans for improvements, documentation that such improvements are designed to provide the capacity necessary to achieve or maintain level of service standards, and recordable instruments guaranteeing the construction of such facilities.
- B. *Impact fees.* Impact fees are assessments levied against the developer to pay for developer generated impacts on certain public facilities and services. State law permits impact fees to be levied by the City for roads, parks and recreation facilities, and schools.
- C. *Improvement Districts (LID's).* Local improvement districts can be created to assess benefiting property owners for their fair share of the costs for needed public improvements. LID's are often used to pay for road, sewer, water, and stormwater projects.
- D. *Project Alteration.* The proposed project may be changed so that its impact on capital facilities can be met by available capacity.
- E. *Postponement of Development.* The proposed project may be postponed to a specific year or until the City can provide the necessary additional public facilities or services capacity.
- F. *Land Use Amendment.* If the City determines that it can no longer afford to maintain certain level of service standards, it can revise the Land Use Element of the Comprehensive Plan and amend the City's standards accordingly.

- G. *Project Denial.* If the proposed project results in lowering any level of service standards and no reasonable means can be found to increase the capacity of public facilities (including developer-provided improvements), the City may deny the project application.

### **VIII. Certificate of Concurrency.**

- A. *Issuance.* A Certificate of Concurrency, subject to the terms contained therein, shall be granted upon issuance of the final development permit. It may be issued in accordance with the same terms and conditions of the underlying development approval. If applicable, payment of a fee and/or performance of any condition required by the City shall be a condition of Certificate of Concurrency. Certificates of Concurrency shall be issued on a “first come, first served” basis with respect to the order of final development permit issuance.
- B. *Transferability.* A Certificate of Concurrency is not transferable to another property, but may be transferred to new owners of the original property.
- C. *Life span of Certificate.* A Certificate of Concurrency shall expire when the accompanying development permit expires or is revoked. A certificate may be extended according to the same terms and conditions as the accompanying development permit. If the development permit is granted an extension so shall the Certificate of Concurrency. If the accompanying development permit does not expire, the Certificate of Concurrency shall expire 5 years from the Certificate of Concurrency issue date.
- D. *Unused capacity.* Any capacity that is not used because the developer decides not to develop or the accompanying development permit expires shall be returned to the available pool of capacity.

### **IX. Exemptions**

- A. *No impact.* Permits for projects that create no measurable additional impacts are exempt from the requirements of this chapter. Such permits include, but are not limited to, any Type I, II, IV, or V permit applications as set forth in Chapter 14.02 of the Fife Municipal Code.
- B. *Application filed prior to the effective date of this CMS.* Complete development permit applications that have been submitted before the effective date of this CMS are exempt from its requirements. Development permits that were issued before the effective date of this CMS shall be considered to have capacity as long as the accompanying development permit is valid.

### **X. Annual Capacity Statement**

As part of its Concurrency Management System, the City shall prepare an Annual Capacity Statement. The intent of the Annual Capacity Statement is to provide evidence of the capacity and levels of service of public facilities for the purpose of issuing

development permits during the 12 months following the completion of the Statement. The Statement shall therefore include the following:

- A. A summary of new developments that have been completed during the given time period, including a list of certificates of occupancy indicating development represented by types and square footage.
- B. A summary of building permit activity, indicating:
  - 1. Those permits that expired without starting construction;
  - 2. Those permits that were active at the time of the report;
  - 3. The quantity of development represented by the outstanding building permits.
- C. A summary of projects submitted for environmental review.
- D. An evaluation of each facility indicating:
  - 1. Capacity available for each at the start and end of the reporting period;
  - 2. The portion of available capacity held for projects in the development process;
  - 3. A comparison of actual capacity to calculated capacity resulting from approved building permits and other vested projects;
  - 4. A comparison of actual capacity and levels of service to adopted levels of service from the Comprehensive Plan, and;
  - 5. A forecast of the capacity for each facility based upon the most recently updated schedule of capital improvements in the capital facilities element.

## **XI. Appeal**

The City of Fife's Community Development Director administers the Concurrency Management System. The Directors' decisions may be appealed to the City's Hearing Examiner in accordance with Section 2.50.050 of the Fife Municipal Code.