

Subject: Resolution #794 - City of Ruston's 2025-2030 Transportation Improvement Program (6-Year TIP)

Dept. Origin: Planning Dept.

Prepared by: Jennifer Robertson
 City Attorney's Office

For Agenda of: July 2, 2023

Exhibits: Resolution #794 & 6-Year TIP

Initial & Date

Proposed Council Action:

Hold a Public Hearing on Ruston 6-Year Transportation Improvement Program (TIP) Update. Following Public Hearing Approve Resolution #794 adopting the TIP.

Concurred by Mayor: _____

Approved/form by City Atty: JSR /6-26-24

Approved by Planning Director: _____

Approved by City Engineer: _____

INFORMATION / BACKGROUND

State law¹ mandates all local jurisdictions to annually adopt and submit to the state a six-year program of transportation improvements, known as the Local TIP. To be eligible to seek federal and state funding, the City must comply with state law and adopt an annual TIP.

Background. The six-year Local TIP serves as a general work plan for the development of local transportation systems and, as such, represents an important planning component under the State's Growth Management Act.² The Washington State Department of Transportation (WSDOT) and Puget Sound Regional Council (PSRC) use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions with those of regional agencies. PSRC monitors Local TIPs for projects of regional significance (to be modeled for air quality conformity) and projects supported by federal funds. These projects are incorporated into the Regional TIP, which is then forwarded for inclusion in the State TIP. In most instances, projects must be included on a Local TIP to be eligible for state and federal grant programs. Local TIPs need not be revenue constrained; jurisdictions can include projects they would choose to implement within the timeframe, if funding were available.

The updated TIP reflects any changes since last June as well as the movement of projects which have been funded. The City issued a SEPA Determination of Non-Significance on June 14, 2024, and the comment period has now passed. The resolution adopting the 6-Year TIP may be approved following the public hearing which will be held on July 2, 2024.

Discussion and Action. The draft TIP is being presented to the Council for consideration and discussion on July 2nd and Action. Action cannot be taken until *after* the required Public Hearing has been held.

¹ RCW 35.77.010.

² Chapter 36.70A RCW.

FISCAL CONSIDERATION

There is no direct fiscal impact of adopting the 2025-2030 Transportation Improvement Program. However, the projects listed on the TIP become eligible for federal and state grant funding.

RECOMMENDATION / MOTION

Hold a public hearing.

MOTION 1: I move to open the public hearing on the 6-Year Transportation Improvement Program.

[HOLD PUBLIC HEARING.]

MOTION 2: I move to close the public hearing.

Adopt the new 6-year TIP.

MOTION 3: I move adoption of Resolution No. 794 authorizing the adoption of the City of Ruston's 2025-2030 Local Transportation Improvement Program.

RESOLUTION NO. 794

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RUSTON, WASHINGTON, AUTHORIZING THE ADOPTION OF THE CITY OF RUSTON'S 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM.

WHEREAS, RCW 35.77.010 requires the City to adopt a Six-Year Transportation Improvement Program (Local TIP) annually; and

WHEREAS, the SEPA Responsible Official has issued a Determination of Non-significance on June 14, 2024 for the Local TIP and the comment period has passed; and

WHEREAS, in accordance with RCW 35.77.010, on July 2, 2024, after proper notice, the City Council held a public hearing on the 6-Year TIP; and

WHEREAS, on July 2, 2024, following the public hearing and during its regular meeting, the Council considered the Local TIP and approved its adoption; and

WHEREAS, the City Council finds that adoption of the Local TIP is in the best interests of the City of Ruston;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RUSTON, WASHINGTON, DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Adoption of 6-Year TIP. The attached Six-Year Transportation Improvement Program, which is attached to this Resolution as Attachment 1 is hereby adopted by the City of Ruston.

Section 2. Directions to Clerk. The City Clerk is hereby directed to file a copy of this Resolution with attached Six-Year Transportation Improvement Program with the Washington State Secretary of Transportation not more than thirty days after its adoption.

RESOLVED this 2nd day of July, 2024.

APPROVED:

Bruce Hopkins, Mayor

ATTEST/AUTHENTICATED:

Judy Grams, City Clerk

FILED WITH THE CITY CLERK: _____

PASSED BY THE CITY COUNCIL: _____

RESOLUTION NO.: 794

2024 Six-Year TIP

City Limits



Ruston Parcels

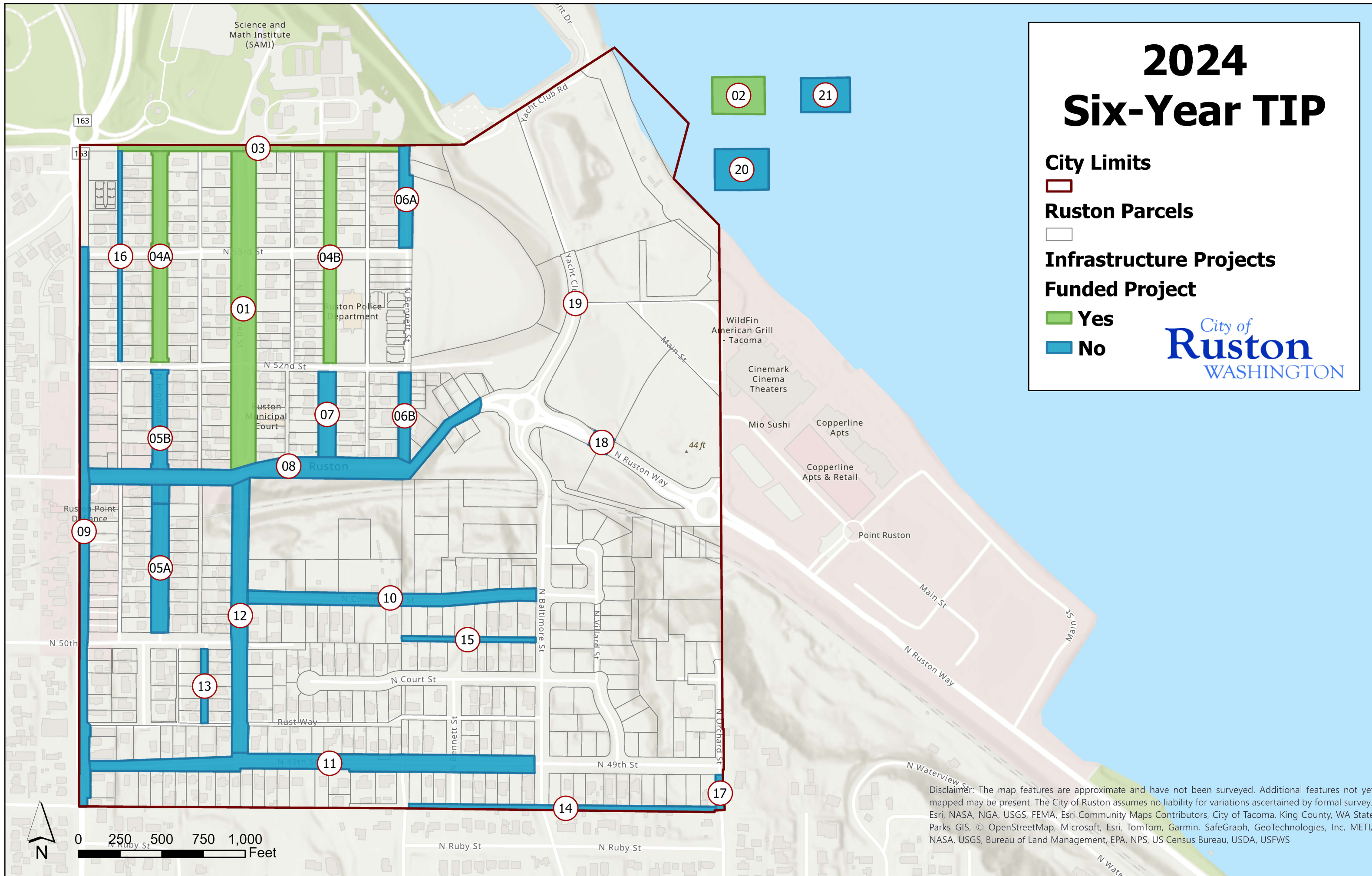


Infrastructure Projects

Funded Project

Yes

No



Disclaimer: The map features are approximate and have not been surveyed. Additional features not yet mapped may be present. The City of Ruston assumes no liability for variations ascertained by formal survey. Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, City of Tacoma, King County, WA State Parks GIS, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

City of Ruston 2024 Six-Year Transportation Improvement Program

Project # **Funded Projects**

	2014 Winnifred Street Contaminated Soil Disposal Reimbursement	\$229,000
1	Reimbursement for Ruston costs associated with removal and disposal of contaminated soils beneath Winnifred Street from the 2012 street improvement project. Total cost came to \$329,000. To date, \$100,000 has been reimbursed by Ecology. A recent capital appropriation approved reimbursement of the remaining \$229,000 which will occur in 2024-2025.	
	Funded: Washington State Capital Budget Appropriation (100%)	
	2024 Right of Way Soil Testing	\$175,000
2	Soil testing for arsenic and lead concentrations in all Ruston right-of-ways and city-owned properties.	
	Funded: Washington State Capital Budget Appropriation (100%)	
	2024 Park Avenue Realignment and Lighting	\$1,400,000
3	The primary purposes of this project are to increase pedestrian comfort and safety along the south side of Park Avenue from Pearl Street to Bennett Street; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet (consider conversion to one-way travel); install new sidewalks on the south side of the street; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage.	
	Funded: TIB/Small City Preservation Program (SCPP - GRANT #2-P-135(005)-1) 95%, Ruston REET/General Fund 5%. Remediation Cost: \$275,000 (Ecology Grant)	
	2025 Overlay Project Phase 1 - Highland Street	\$596,622
04A	This project proposes to overlay the existing roadway with new asphalt between 52nd Street and Park Avenue on Highland (Phase 1) and Shirley (Phase 2). This project will also improve health and safety by removing some contaminated soil from beneath the roadway surface.	
	Funded: TIB/Small City Preservation Program (SCPP - GRANT #2-P-135(005)-1) 95% Ruston REET/General Fund 5% Estimated Cost is combined for Phases 1/2. Remediation Cost: \$275,000 (Ecology Grant)	
	2025 Overlay Project Phase 2 - Shirley Street	\$596,622
04B	This project proposes to overlay the existing roadway with new asphalt between 52nd Street and Park Avenue on Highland (Phase 1) and Shirley (Phase 2). This project will also improve health and safety by removing some contaminated soil from beneath the roadway surface.	
	Funded: TIB/Small City Preservation Program (SCPP - GRANT #2-P-135(005)-1) 95%, Ruston REET/General Fund 5%, Estimated Cost is combined for Phases 1/2. Remediation Cost: \$275,000 (Ecology Grant)	

Unfunded Projects

	Highland Street Repaving - 50th to 51st (2026-2028)	\$750,000
05A	This project proposes to overlay the existing roadway with new asphalt between 50th Street and 51st Street on Highland. This project will also improve health and safety by removing some contaminated soil from beneath the roadway surface.	
	Potential Funding Sources: TIB/Small City Arterial Program (SCAP), Ecology Stormwater Fund, Ruston REET/General Fund	

05B	Highland Street Improvement Project (2026-2028) The primary purposes of this project are to increase pedestrian comfort and safety within and surrounding the Pearl District commercial center; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include reduction of travel lane widths from 15 feet to 10 feet; maximize sidewalk widths and provide reverse angle parking within 1/2 block north and south of 51st with parallel parking in all other areas; install missing sidewalk segments south of 51st; lower the grade of the western sidewalk just north of 51st (currently about 2-3 higher than the street); install retaining walls where needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; and replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.	\$2,650,000
Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%		
06A	Bennett Street Improvement Project A (2026-2028) The primary purposes of this project are to increase pedestrian comfort and safety along two segments of Bennett Street from 51st Street to 52nd Street, and then from 53rd Street to Park Avenue; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks on both sides of the street, as needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage.	\$850,000
Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%		
06B	Bennett Street Improvement Project B (2026-2028) The primary purposes of this project are to increase pedestrian comfort and safety along two segments of Bennett Street from 51st Street to 52nd Street, and then from 53rd Street to Park Avenue; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks on both sides of the street, as needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage.	\$850,000
Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%		
7	Shirley Street Improvement Project (2026-2028) The primary purposes of this project are to increase pedestrian comfort and safety along Shirley Street from 51st Street to 52nd Street; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; maximize sidewalk widths; lower the grade of the western sidewalk just north of 51st (currently about 2-3 higher than the street); install retaining walls where needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.	\$1,600,000
Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%		
8	51st Street Realignment Project (2028-2030) The primary purpose of this project is to provide maximum bicycle and pedestrian comfort and safety along 51st Street, between Pearl Street and Ruston Way - linking the dense residential areas of Ruston and North Tacoma with the waterfront. Project elements include, vehicle travel lane width reductions from 14-15 feet in width down to 10-11 feet in width; shifting vehicle travel lanes to the southern extent of the available right of way to make room for maximum sidewalk width along the north; installation of bicycle lanes; installation of new guard rail structure along the south side; increased on-street parking where feasible; install bulb-outs to reduce pedestrian crossing widths at Bennett/51st, Shirley/51st, Highland/51st, and Pearl/51st.	\$4,500,000
Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%, and/or Developer Mitigation		

9	<p>Pearl Street Pedestrian Safety/Bulb Out Project (2028-2030)</p> <p>The purpose of this project is to combine storm water treatment/storage facilities with bulb outs along Pearl Street to increase pedestrian comfort and safety and to improve storm water facilities. Primary project elements include installation of bulb-outs containing storm water facilities; bulb-outs to reduce cross walk widths; restriping, using thermoplastic where feasible; and replacing traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p> <p>Potential Funding Sources: TIB/Small City Arterial Program (SCAP), Ecology Stormwater Fund, Ruston REET/General Fund</p>	\$3,000,000
10	<p>Commercial Street Improvement Project (2028-2030)</p> <p>The primary goals of this project are to enhance pedestrian comfort and safety along Commercial Street from Winnifred Street to Baltimore Street, maximize on-street parking, and replace the existing patchwork of asphalt with new asphalt through grinding and inlaying. Key elements include reducing travel lane widths to 10 feet, installing sidewalks on the south side, and replacing sidewalks on the north side along Rust Park with wider ones. The project also involves installing retaining walls where necessary, adding bulb-outs at pedestrian crossings, installing street lighting throughout, restriping using thermoplastic where feasible, and replacing all traffic control and wayfinding signage. To increase the likelihood of securing potential grant funding, the project may be phased as needed.</p> <p>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>	\$1,850,000
11	<p>49th Street Improvement Project (2028-2030)</p> <p>The primary purposes of this project are to increase pedestrian comfort and safety along 49th Street from Orchard Street to Pearl Street; maximize on-street parking; install bicycle lanes as part of Ruston's bicycle route connecting the Winnifred bicycle lanes (currently N of 51st) to the Baltimore Street bicycle lanes at 49th Street; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks on both sides of the street; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p> <p>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>	\$1,850,000
12	<p>Winnifred Street Improvement Project (2028-2030)</p> <p>The primary purposes of this project are to increase pedestrian comfort and safety along Winnifred Street from 49th Street to 51st Street; maximize on-street parking; install bicycle lanes as part of Ruston's bicycle route connecting the Winnifred bicycle lanes (currently N of 51st) to the Baltimore Street bicycle lanes at 49th Street; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet (consider conversion to southbound one-way travel to allow more room for pedestrians and bikes); install new sidewalks on both sides of the street; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p> <p>Potential Funding Sources: TIB/Small City Arterial Program (SCAP), TIB/Small City Preservation Program (SCPP), WSDOT Pedestrian and Bicycle Safety Grant, and Ruston REET/General Fund.</p>	\$1,850,000
13	<p>Argyle Place Improvement Project (2028-2030)</p> <p>The primary purposes of this project are to increase pedestrian comfort and safety along Argyle Place from N 50th to its southern terminus at Rust Way; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks; install bulb outs at all pedestrian crossings; add street lighting; restriping, using thermoplastic, where feasible; replace all traffic control and wayfinding signage.</p> <p>Potential Funding Sources: TIB/Small City Preservation Program (SCPP) 95%, Ruston REET/General Fund 5%</p>	\$750,000

14	Alley South of 49th at South City Limits Between Shirley Street and Orchard Street (2028-2030)	\$650,000
	Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.	
	Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%	
15	Alley South of Commercial Street Between Commercial Street and Baltimore Street (2028-2030)	\$650,000
	Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.	
	Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%	
16	Alley between Pearl Street and Highland Street from 52nd Street to Park Avenue (2028-2030)	\$650,000
	Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.	
	Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%	
17	Orchard Street between Ruston city limits and 49th Street (2028 - 2030)	\$500,000
	Roadway reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.	
	Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%	
18	Ruston Way Elevated Mid-Block Pedestrian Crossing (2028-2030)	\$1,250,000
	Installation of a mid-block pedestrian crossing raised to sidewalk level to increase pedestrian connectivity, comfort and safety.	
	Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%	
19	Yacht Club Road Raised Pedestrian Crossing (2028 - 2030)	\$500,000
	Installation of a mid-block pedestrian crossing raised to sidewalk level to increase pedestrian connectivity, comfort and safety.	
	Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%	
20	2025 Sidewalk Replacement Program - Annual Recurring	\$15,000
	City-wide program to replace existing sidewalks as needed. Ruston intends to pursue funding from the AWC Loss Prevention Grant, TIB grants or use general funds.	
	Potential Funding Sources: TIB, AWC, Ruston REET/General Fund	
21	Citywide Wayfinding Signage	\$125,000
	Installing city-wide wayfinding signage enhances urban navigation, making it easier for residents and visitors to find key destinations, which improves their overall experience. It boosts tourism by guiding visitors to points of interest, benefiting the local economy. Inclusive design increases accessibility for all, including those with disabilities. Consistent signage contributes to a cohesive city identity and helps manage traffic flow, reducing congestion. Additionally, it enhances public safety by providing information on emergency routes. Overall, wayfinding signage fosters a more navigable, welcoming, and economically vibrant city.	
	Potential Funding Sources: TIB, AWC, Ruston REET/General Fund	