

**RESOLUTION NO. 813**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RUSTON, WASHINGTON, AUTHORIZING THE ADOPTION OF THE CITY OF RUSTON'S 2026-2031 TRANSPORTATION IMPROVEMENT PROGRAM.**

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**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 July 5, 2025 for the Local TIP and the comment period has passed; and

**WHEREAS**, in accordance with RCW 35.77.010, on August 19, 2025, after proper notice, the City Council held a public hearing on the 6-Year TIP; and

**WHEREAS**, on August 19, 2025, 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;

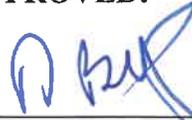
**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RUSTON, WASHINGTON, DOES HEREBY RESOLVE AS FOLLOWS:**

**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.

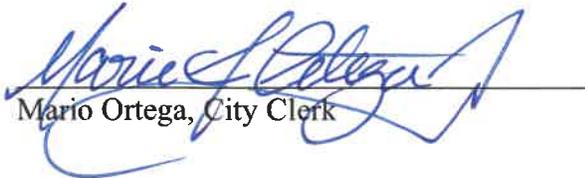
**RESOLVED** this 19th day of August, 2025.

**APPROVED:**



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Bruce Hopkins, Mayor

**ATTEST/AUTHENTICATED:**



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Mario Ortega, City Clerk

FILED WITH THE CITY CLERK: 06-25-2025  
PASSED BY THE CITY COUNCIL: 08-19-2025  
RESOLUTION NO.: 813

# Six-Year TIP

## City Limits

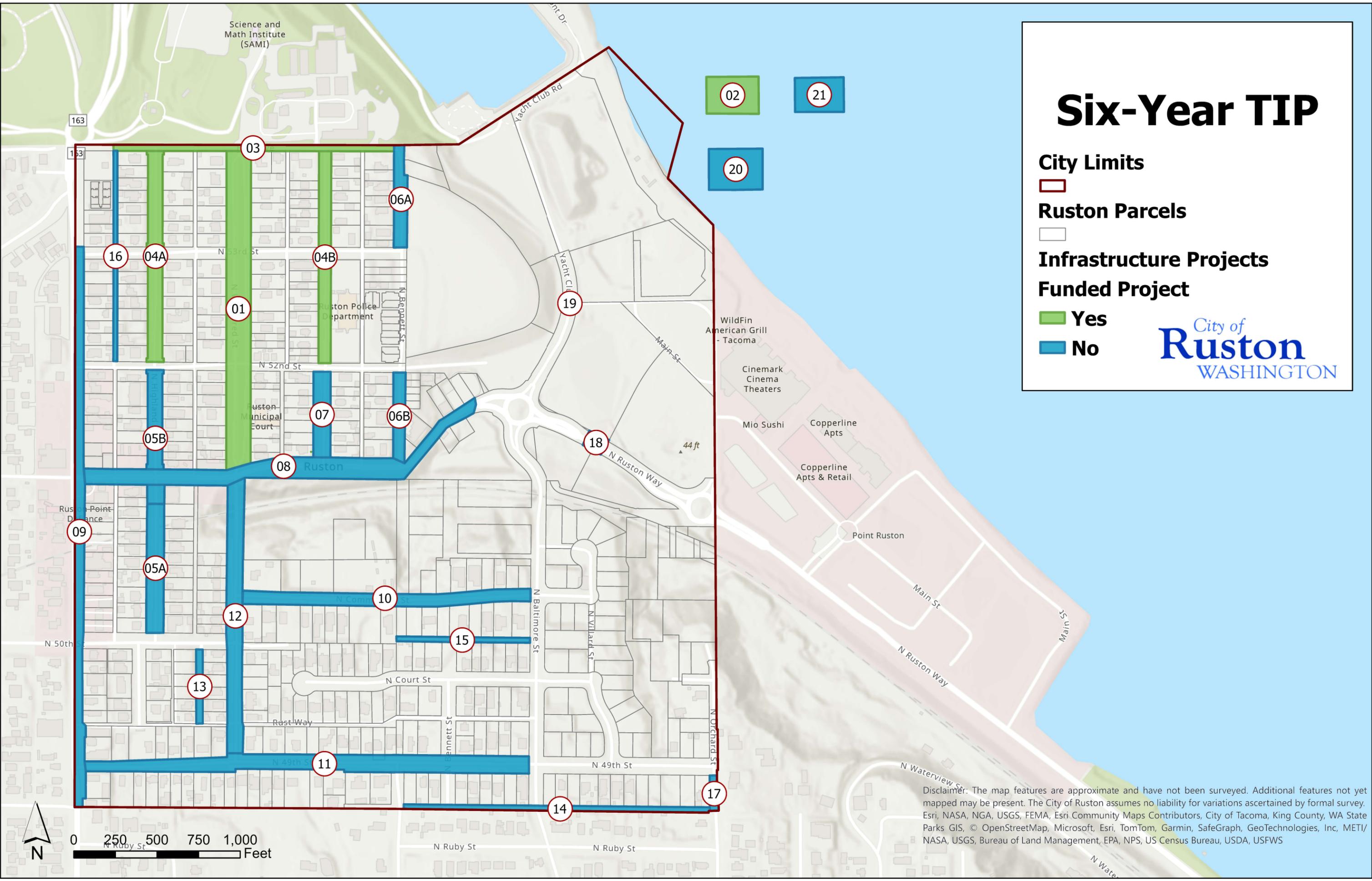


## Ruston Parcels



## Infrastructure Projects

### Funded Project



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 2025 Six-Year Transportation Improvement Program

### Project # **Funded Projects**

1	<b>2014 Winnifred Street Contaminated Soil Disposal Reimbursement</b> <span style="float: right;"><b>\$229,000</b></span> 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. <b>Funded: Washington State Capital Budget Appropriation (100%)</b>
2	<b>2024-2025 Right of Way Soil Testing</b> <span style="float: right;"><b>\$175,000</b></span> Soil testing for arsenic and lead concentrations in all Ruston right-of-ways and city-owned properties. <b>Funded: Washington State Capital Budget Appropriation (100%)</b>
3	<b>2024-2025 Park Avenue Realignment and Lighting</b> <span style="float: right;"><b>\$1,400,000</b></span> 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. <b>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)</b>
04A	<b>2025 Overlay Project Phase 1 - Highland Street</b> <span style="float: right;"><b>\$596,622</b></span> 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. <b>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)</b>
04B	<b>2025 Overlay Project Phase 2 - Shirley Street</b> <span style="float: right;"><b>\$596,622</b></span> 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. <b>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)</b>

### **Unfunded Projects**

05A	<b>Highland Street Repaving - 50th to 51st (2026-2028)</b> <span style="float: right;"><b>\$787,500</b></span> 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. <b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP), Ecology Stormwater Fund, Ruston REET/General Fund</b>
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05B	<b>Highland Street Improvement Project (2026-2028)</b> 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.	<b>\$2,650,000</b>
<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>		
06A	<b>Bennett Street Improvement Project A (2026-2028)</b> 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.	<b>\$875,000</b>
<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>		
06B	<b>Bennett Street Improvement Project B (2026-2028)</b> 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.	<b>\$875,000</b>
<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>		
7	<b>Shirley Street Improvement Project (2026-2028)</b> 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.	<b>\$1,675,000</b>
<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>		
8	<b>51st Street Realignment Project (2028-2030)</b> 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.	<b>\$4,725,000</b>
<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%, and/or Developer Mitigation</b>		

9	<p><b>Pearl Street Pedestrian Safety/Bulb Out Project (2028-2030)</b></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><b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP), Ecology Stormwater Fund, Ruston REET/General Fund</b></p>	<b>\$3,150,000</b>
10	<p><b>Commercial Street Improvement Project (2028-2030)</b></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><b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b></p>	<b>\$1,925,000</b>
11	<p><b>49th Street Improvement Project (2028-2030)</b></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><b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b></p>	<b>\$1,925,000</b>
12	<p><b>Winnifred Street Improvement Project (2028-2030)</b></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><b>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.</b></p>	<b>\$1,925,000</b>
13	<p><b>Argyle Place Improvement Project (2028-2030)</b></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><b>Potential Funding Sources: TIB/Small City Preservation Program (SCPP) 95%, Ruston REET/General Fund 5%</b></p>	<b>\$787,500</b>

14	<b>Alley South of 49th at South City Limits Between Shirley Street and Orchard Street (2028-2030)</b>	<b>\$675,000</b>
	Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.	
	<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>	
15	<b>Alley South of Commercial Street Between Commercial Street and Baltimore Street (2028-2030)</b>	<b>\$675,000</b>
	Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.	
	<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>	
16	<b>Alley between Pearl Street and Highland Street from 52nd Street to Park Avenue (2028-2030)</b>	<b>\$675,000</b>
	Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.	
	<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>	
17	<b>Orchard Street between Ruston city limits and 49th Street (2028 - 2030)</b>	<b>\$525,000</b>
	Roadway reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.	
	<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>	
18	<b>Ruston Way Elevated Mid-Block Pedestrian Crossing (2028-2030)</b>	<b>\$1,300,000</b>
	Installation of a mid-block pedestrian crossing raised to sidewalk level to increase pedestrian connectivity, comfort and safety.	
	<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>	
19	<b>Yacht Club Road Raised Pedestrian Crossing (2028 - 2030)</b>	<b>\$525,000</b>
	Installation of a mid-block pedestrian crossing raised to sidewalk level to increase pedestrian connectivity, comfort and safety.	
	<b>Potential Funding Sources: TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</b>	
20	<b>2025 Sidewalk Replacement Program - Annual Recurring</b>	<b>\$15,500</b>
	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.	
	<b>Potential Funding Sources: TIB, AWC, Ruston REET/General Fund</b>	
21	<b>Citywide Wayfinding Signage</b>	<b>\$130,000</b>
	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.	
	<b>Potential Funding Sources: TIB, AWC, Ruston REET/General Fund, Developer Impact Fees (\$75k)</b>	

## **DETERMINATION OF NONSIGNIFICANCE**

### **City of Ruston Six-Year Transportation Improvement Program Update**

**To:** All Departments and Agencies with Jurisdiction

**Subject:** Determination of Non-Significance (DNS)

In accordance with WAC 197-11-340, a copy of the Determination of Non-Significance (DNS) for the project described below is transmitted:

**Applicant:** City of Ruston  
5117 North Winnifred Street  
Ruston, WA 98407

**Proposal:** Annual update of the City of Ruston's Six-Year Transportation Improvement Program.

**Location:** The proposed amendment is applicable to the entire City of Ruston.

**Lead Agency:** City of Ruston

**Contact:** Rob White  
Community Development Director  
5117 North Winnifred  
Ruston, WA 98407  
[robw@rustonwa.org](mailto:robw@rustonwa.org)

The lead agency for this proposal has determined that this project does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(9c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public upon request.

This Determination of Non-Significance (DNS) is issued under WAC 197-11-340(2). The City will not act on this proposal for 14 days from the date of issue. Comments must be submitted by 5:00 p.m. by the closing of the comment deadline. The Responsible Official will reconsider the DNS based on timely comments and may retain, modify, or, if significant adverse impacts are likely, withdraw the DNS. If the DNS is retained, it will be final after the expiration of the comment deadline.

**Responsible Official:** Rob White, Community Development Director

**SEPA Official Signature:** Rob White

**Issue Date:** July 5, 2025

**Comment Deadline:** 5:00 p.m., July 21, 2025.

NOTE: The issuance of this Determination of Non-Significance (DNS) does not constitute project approval. The applicant must comply with all other applicable requirements of the City of Ruston and other agencies with jurisdiction prior to receiving construction permits.