**ORDINANCE NO. 126**

**AN ORDINANCE OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, ADOPTING A REVISED INTERIM CAPITAL IMPROVEMENT PLAN.**



WHEREAS, following a public hearing on March 4, 1996, the proposed Capital Improvement Plan (CIP) was adopted;

WHEREAS, a public hearing was held on December 3, 1996 to consider amendments to the Interim Capital Improvement Plan; NOW THEREFORE

**THE CITY COUNCIL OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, DO ORDAIN AS FOLLOWS:**

Section 1. Six Year Interim Capital Improvement Plan Adopted. The Revised Interim Capital Improvement Plan attached hereto is hereby adopted as the Revised Interim Capital Improvement Plan of the City of University Place, to be incorporated in the Capital Facilities Element of the City of University Place Interim Comprehensive Plan.

Section 2. Severability. If any section, sentence, or phrase of the standards adopted by this Ordinance should be help invalid by a court of competent jurisdiction, such invalidity shall not affect the validity of any other section, sentence, or phrase.

Section 3. Effective Date. This ordinance shall take effect five days after its publication.

**PASSED BY THE CITY COUNCIL ON DECEMBER 3, 1996.**

Ronald L. Williams, Mayor

ATTEST:

Susan Matthew, City Clerk

**APPROVED AS TO FORM:**

m:/ord/cip2

Tim Sullivan, City Attorney

Date of Publication: December 5, 1996
Effective Date: December 10, 1996



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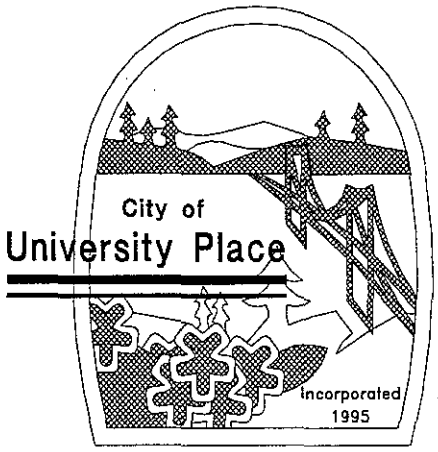



# City of University Place

## *Revised Interim Capital Improvement Plan*

## 1996-2001

*Adopted December 2, 1996*

# Introduction

*October 1996*

***Dear Citizens of University Place:***

***As we enter into our second year of incorporation, we take a moment to step back and review our progress.***

***1996 presented it's share of challenges and triumphs to the Capital Improvement Program. From the February 1996 Storm Disaster which resulted in the failure of Chambers Creek Road, to the unparalleled efficiency of our in-house Operations Staff, the year has provided learning opportunities along with pride to the City staff.***

***It is now time to take what we have learned and achieved, and strive to apply our experiences to the new challenges of 1997 and beyond. Equipped with a Capital Improvement Program budget of over 5.5 million dollars, 1997 promises to be a banner year in Capital Improvements.***

***It is our hope that the Public Works Department in conjunction with all City Departments, takes the knowledge to be gained over the next year and incorporates the experiences into Capital Improvement Projects for years to come.***

***Sincerely,***

***Ronald L. Williams***
***Mayor of University Place***

## Program Objectives

The City of University Place Interim Capital Improvement Plan is designed to address various capital needs in the City. This Interim Capital Improvement Plan represents a schedule of major public facility improvements that will be implemented within the next six-year period. The main goals of the Interim Capital Improvement Plan are to:

***Identify University Place's Capital Needs;***

***Implement the City's policies, goals, and objectives;***

***Encourage broad public participation;***

***Increase public awareness of and support for the City's Capital Program;***

***and***

***Promote efficient use of City resources.***

## Interim Capital Improvement Plan Process

The Interim Capital Improvement Plan (CIP) is an integral component of the City's annual Budget Cycle. The review and development process consists of a multi-departmental effort, beginning with the Community.

The City incorporates both technology and personal contact to keep track of citizen requests and suggestions. These concerns, requests and suggestions, along with staff evaluations, guide the process of determining the City's capital needs.

The City Council's direction is sought to ensure the Interim Capital Improvement Plan concurs with the City vision. The City Council critiques the proposed Interim Capital Improvement Plan and forwards its comments to staff for further refinement.

With the City Council's review, staff further develops the Interim Capital Improvement Plan, taking into consideration budget allocations and City needs. Upon City Manager's review, this document is accepted as the Interim CIP Plan.

The Interim CIP is presented to the City Council for Public Hearing to obtain further public involvement and input.

After the public hearings are completed and staff review is concluded, the Final Interim Capital Improvement Plan is presented to City Council for adoption, combined with the City's 1997 Budget. Upon adoption, the Final Interim CIP Plan is published and made available.

## Project Selection

The projects included in the Interim Capital Improvement Plan are the result of evaluation of needs in various transportation areas.

University Place is newly incorporated, and transportation needs were one of the reasons for incorporation. The citizens of University Place expressed through the Citizen Survey (*August 1995*) that non-motorized transportation improvements are the most needed capital improvements in University Place: sidewalks, bike lanes, street lights etc.

In addition, the Public Works Department receives many calls from concerned citizens requesting improvements to the City transportation network to allow for safer pedestrian use.

Almost all of the projects in this document involve non-motorized transportation, and replacement of the existing infra-structure. The timing of projects and the phasing of various segments are based on the anticipated funds available for each type of project, accident information, and school and commercial access routes. Understandably, the factors determining funding and priority can and do change from year to year.

## Community Involvement

The City of University Place incorporated to empower its citizens in their community. The public involvement is actively sought in all City programs, including the Interim Capital Improvement Plan.

This citizen input is vital in order to create a plan which truly addresses the priorities of the community.

City staff provides a number of ways for citizens to assume an active role in Interim Capital Improvement Plan development, including:

- Public Hearings
- City Council Meetings
- Staff "Open-Door" Policy
- Staff Commitment to Customer Service
- Workshops for Various CIP Projects

# Funding Sources

## LOCAL REVENUES

- *Arterial Street Fund*
  The City receives a proportionate share of the total State Motor Vehicle Fuel Tax based on population. The exact amount varies depending on the amount of fuel sold in the State. Based on the current revenue forecasts, the City of University Place's share for 1997 will be $208,000.

- *General Fund*
  The General Fund is a governmental fund supported by all City revenues which are not dedicated to specific purposes. Because the City does not have a City Road Tax, $625,000 of General Funds is transferred into the Interim Capital Improvement Plan to finance the transportation projects.

- *Surface Water Management Funds*
  The City collects a surface water management fee on each City parcel to finance the storm drainage element of various road improvement projects. In addition, the City uses revenues from the Surface Water Management fund, which is utilized to finance capital improvement storm drainage projects. Estimated SWM funds for 1997 are $505,785.

## FEDERAL FUNDING PROGRAMS (BRM, CMAQ, STP)

Federal programs are currently funded under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. These programs are administered by the Washington State Department of Transportation (WSDOT) TransAid Division, in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

- *BRM, BRAC, BRS*
  The Bridge Replacement Program (BRM, BROS, BRS) has the objective to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, other roads, canals, ferry landings and other barriers. These projects may include those structures with physical deterioration or those with functionally obsolete features. Typical projects may include the total replacement of a bridge near its current location, replacement by a new structure in the same corridor, or rehabilitation/replacement of major structural members in order to increase the integrity and life of the bridge. The funding is based on a Federal share of 80 percent with a 20 percent local match.

- *STP*

  The Surface Transportation Program (STP) has the objective to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads that are not functionally classified as local or rural minor collectors. STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning, capital and operating cost of traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in wetland mitigation and wetland banking, bicycle facilities, and pedestrian walkways.

  STP funds have regional allocation through the Puget South Regional Council (PSRC). The PSRC suballocates funds by County region based on the percentage of the population. Pierce County as a region will receive an allocation of 21.6 percent from STP funds allocated to the PSRC. The Puget Sound Region is formed by the counties of King, Kitsap, Pierce, and Snohomish.

  To be eligible for funding under this program, a project must be on the Regional TIP list and rate highly enough within the region's priority array. Funding is based on a Federal share of 86.5 percent with a 13.5 percent local match.

- *STP(H)*

  ISTEA of 1991 included the Hazard Elimination Program (HES) as part of STP. The objective of STP(H) is to improve vehicular and pedestrian safety at specific locations. Projects must be located on a public road system and may include, but are not limited to, intersection improvements, alignment changes, and installation of protective devices. Major reconstruction projects are typically excluded from consideration for this funding source. Projects submitted for STP(H) funding are prioritized and funded on the basis of highest need and the availability of funds. The Federal share is 90 percent with a 10 percent local match. In order to maximize the number of projects being constructed, the per-project allocation has been limited in the recent past.

- *STP(RRP)*

  ISTEA of 1991 also included the Railway-Highway Grade Crossing Program (RRP) as part of STP. The objective of STP (RRP) is to enhance safety at railway-highway crossings. Any public road crossing over a railroad is eligible for funding; and at least half of the available funds are designated for the installation of protective devices at grade crossings. The funding ratio for this program is 90 percent with a local 10 percent match; however, matching funding is often available through the Washington State Utilities and Transportation Commission (WUTC). This State source often reduces the City match requirement to a few percent of the total cost.

## STATE FUNDING SOURCES (TIA, UATA, TIB)

State funding programs are administered to counties and cities through the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB). The TIB administers the Transportation Improvement Account (TIA) and the Urban Arterial Trust Account Programs (UATA). The CRAB administers the Rural Arterial Program (RAP). The following descriptions identify specific elements of each program.

- *TIA*
  The Transportation Improvement Act (TIA), created by the State Legislature in 1988, is funded by 1 1/2 cents of the Motor Vehicle Fuel Tax. Through its project selection process, the TIB requires multi-agency planning and coordination and public/private cooperation in the goal of achieving a balanced transportation system in Washington State. Projects selected for funding must address congestion caused by economic development or growth; be consistent with state, regional, and local transportation plans (including transit and rail); and be partially funded by local contributions.

  Projects are eligible for cost reimbursement up to 80 percent, with higher priority given to those projects with local contributions (including private sector financing) greater than 20 percent.

- *TIB*
  The Transportation Improvement Board (TIB) utilizes Motor Vehicle Fuel Tax funds to finance projects that will reduce existing congestion, improve roadway safety, and provide the structural integrity needed to support vehicular loads imposed on the roadways. Eligible projects are eligible for a cost reimbursement of 80 percent with a 20 percent local match.

- *UATA*
  The Urban Arterial Trust Account (UATA) is administered by the TIB, utilizing Motor Vehicle Fuel Tax funds to finance projects that will reduce existing congestion, improve roadway safety, and provide the structural integrity needed to support vehicular loads imposed on the roadways. Eligible projects are eligible for a cost reimbursement of 80 percent with a 20 percent local match.

- *PFP*
  The Pedestrian Facilities Program is administered by the TIB, and provides funding to enhance safety and promote pedestrian mobility as a viable choice of transportation, with a minimum local match of 20 percent.

# Revised Interim Capital Improvement Plan

## 1996 - 2001 Summary

| YEARS | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | SIX YEAR TOTAL |
|---|---|---|---|---|---|---|---|
| *REVENUES* | | | | | | | |
| Arterial Street Fund | $75,393 | $69,703 | $68,336 | $66,996 | $65,683 | $64,395 | $410,506 |
| General Fund | $590,000 | $802,000 | $818,040 | $834,401 | $851,089 | $868,111 | $4,763,640 |
| SWM Funds | $274,255 | $325,000 | $331,500 | $338,130 | $344,893 | $458,361 | $2,072,139 |
| SWM Fund Balance from 1995 | $7,754 | | | | | | $7,754 |
| Grants | | | | | | | |
| STP(nPCO-8) | $205,000 | | $1,000,000 | | | | $1,205,000 |
| TIB | $1,444,000 | | $150,000 | $1,500,000 | $100,000 | $100,000 | $3,294,000 |
| Other (Chambers Creek Road Grant) | $910,000 | | | | | | |
| Loans | | | | | | | |
| Bond | $1,250,000 | | | | | | $1,250,000 |
| Public Works Trust Account | $170,000 | $1,800,000 | | | | $750,000 | $2,720,000 |
| Other ( Lonestar Contribution for the Grandview Design) | $40,000 | $- | | | | | $40,000 |
| Transfer from Previous Year | | $2,925,089 | $30,342 | $(516,026) | $408,634 | $(520,172) | $2,327,867 |
| *TOTAL* | *$4,966,402* | *$5,921,792* | *$2,398,218* | *$2,223,501* | *$1,770,299* | *$1,720,694* | $19,000,906 |
| *EXPENDITURES* | | | | | | | |
| *1996* | | | | | | | |
| City Wide Arterial Street Lighting | $260,000 | | | | | | |
| Grandview Design ( From 27th to 40th), *Consultant* | $40,000 | | | | | | |
| Grandview Design (From 40th to 64th),*Consultant* | $40,000 | | | | | | |
| Grandview Construction (From 27th to 40th) | $200,000 | | | | | | |
| Day Island Bridge Project | $280,000 | | | | | | |
| Cirque Drive Sidewalk Improvements | $90,000 | | | | | | |
| Neighborhood Improvements | $150,000 | | | | | | |
| Chambers Creek Road | $910,000 | | | | | | |
| City Entrance Flower Beds and Signs | $36,000 | | | | | | |
| Bond Payment | $35,313 | | | | | | |
| *1997* | | | | | | | |
| Grandview Design (From 40th to 64th),*Consultant* | | $200,000 | | | | | |
| Grandview Construction (40th to 48th) | | $1,200,000 | | | | | |
| Grandview Construction (From 27th to 40th) | | $1,100,000 | | | | | |
| 35th Street/67th Ave. Intersection R/W Acquisition | | $30,000 | | | | | |
| Bridgeport Way Phase I (27th to 40th) | | $1,966,000 | | | | | |
| Day Island Storm Outfall (North Outfall) | | $150,000 | | | | | |
| Neighborhood Improvements | | $181,600 | | | | | |
| PW Operation Site Purchase | | $500,000 | | | | | |
| P.W. Operation Building | | $350,000 | | | | | |
| Bond Payment | | $112,350 | | | | | |
| Loan Payments | | $107,500 | | | | | |
| *1998* | | | | | | | |
| Grandview Construction (48th to 64th) | | | $2,000,000 | | | | |
| Day Island Storm Outfall (North Outfall) | | | $150,000 | | | | |
| Contingency | | | $250,000 | | | | |
| Neighborhood Improvements | | | $185,232 | | | | |
| Bond Payment | | | $129,012 | | | | |
| Loan Payment | | | $200,000 | | | | |
| *1999* | | | | | | | |
| Chambers Creek Road Design (Grandview to Bridgeport) | | | | $50,000 | | | |
| Chambers Creek Road Construction (Grandview to 84th) | | | | $950,000 | | | |
| Day Island Storm Outfall (South Outfall) | | | | $300,000 | | | |
| Neighborhood Improvements | | | | $188,937 | | | |
| Bond Payment | | | | $125,930 | | | |
| Loan Payment | | | | $200,000 | | | |
| *2000* | | | | | | | |
| Chambers Creek Road Construction (84th to Bridgeport) | | | | | $1,000,000 | | |
| 27th Street Design ( Bridgeport to Grandview) | | | | | $25,000 | | |
| 27th Street Construction (Bridgeport to Grandview) | | | | | $500,000 | | |
| Neighborhood Improvements | | | | | $192,715 | | |
| Contingency | | | | | $250,000 | | |
| Bond Payment | | | | | $122,756 | | |
| Loan Payment | | | | | $200,000 | | |
| *2001* | | | | | | | |
| Bridgeport Way Design | | | | | | $100,000 | |
| Bridgeport Way Construction (Phase II & III Grant Matching Funds) | | | | | | $1,095,588 | |
| Neighborhood Improvements | | | | | | $195,570 | |
| Bond Payment | | | | | | $119,536 | |
| Loan Payment | | | | | | $210,000 | |
| *TOTAL* | *$2,041,313* | *$5,891,450* | *$2,914,244* | *$1,814,867* | *$2,290,471* | *$1,720,694* | $16,673,039 |
| BALANCE (Revenues - Expenditures) | $2,925,089 | $30,342 | $(516,026) | $408,634 | $(520,172) | $(0) | $2,327,867 |

## Program Sections

Projects included in this section of the program have been recognized as meeting a City capital improvement need; but given the present level of available transportation financing, not every project is fully funded and all projects are subject to selection.

However, projects listed in this section provide other agencies with a clear indication of what the City would accomplish if additional funding were obtained. Therefore, if an unexpected source of funding for a particular project should become available, the project could be moved forward in the programming process with only minor revisions to the work program. Projects within the project list are identified by improvement type:

***Bridge Projects***

***Facility Improvements***

***Intersections***

***Neighborhood Improvements***

***Pedestrian Improvements***

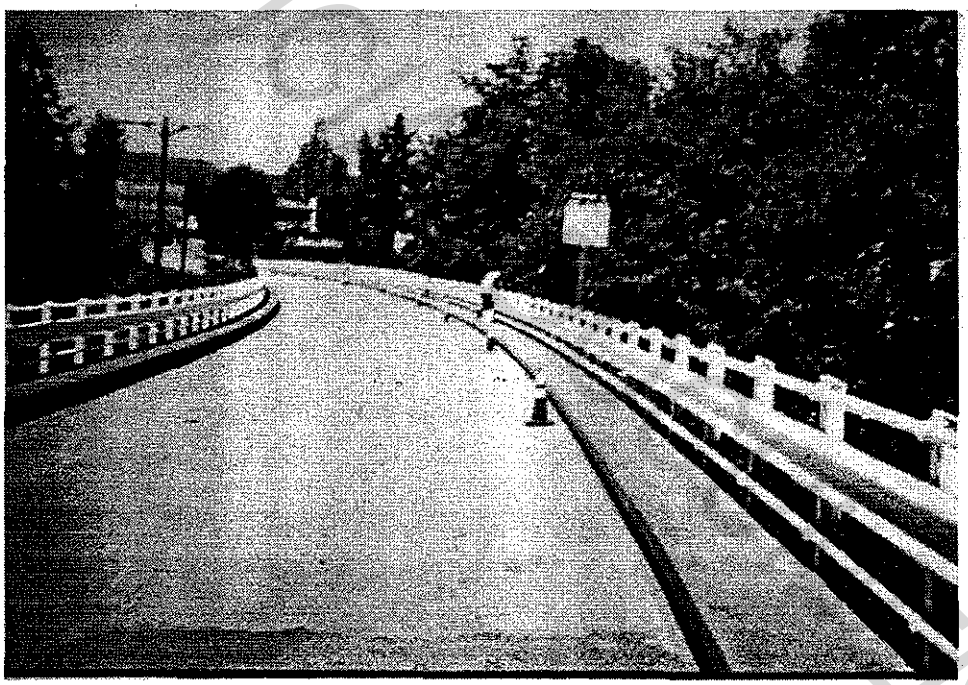
***Roadways***

***Surface Water Management***

## Bridge Projects

The bridge projects listed are a result of both routine and special inspections of all bridges in the City road system. Proposed bridge replacement projects are first reviewed by a three-member Technical Committee and then by a nine-member Bridge Replacement Advisory Committee. The Assistant Secretary for Local Programs then selects the final bridge replacement candidates. *(Note: Currently, the Revised Interim CIP does not include any bridge replacement projects.)*





*The Day Island Bridge*

| *Project Name* | **Day Island Bridge Seismic Retrofit/Bridge Deck Overlay** |
|---|---|
| *Project Location* | Day Island Bridge |
| *Project Description* | This project is a seismic retrofit of the bridge superstructure and overlay of the bridge deck with latex modified concrete. |
| *Project Justification/Benefits* | This project will strengthen the stability of the bridge while providing for needed repairs to the bridge deck. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | 280 | | | | | | 280 |
| Project Cost | | | | | | | |
| Interim CIP Fund | 75 | | | | | | 75 |
| STP Funds | 205 | | | | | | 205 |
| Total | | | | | | | 280 |

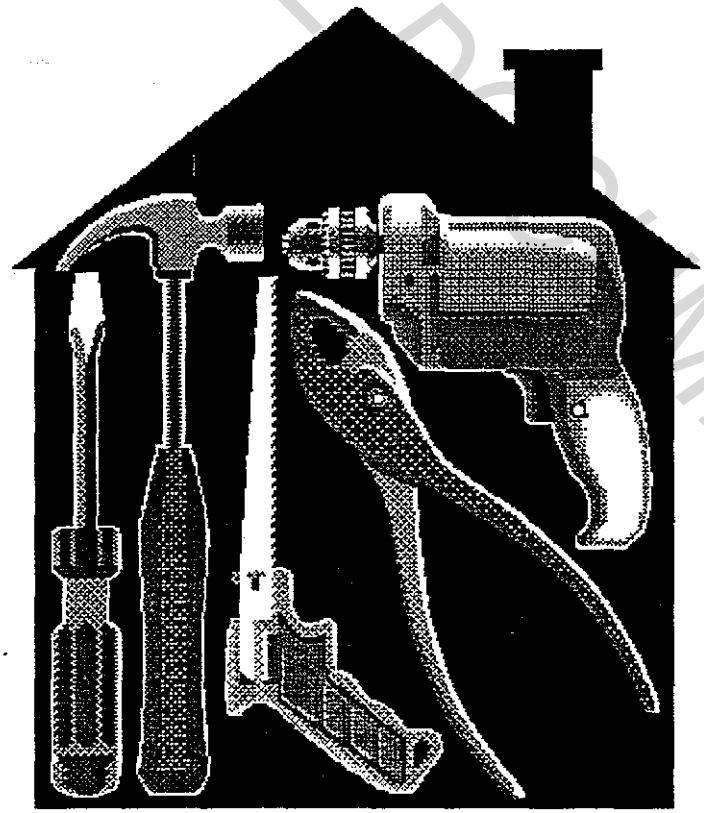
*(Note: The Day Island Bridge Seismic Retrofit completed construction in November 1996)*

## Facility Improvements

Facility Improvements include those capital projects consisting of land and/or building projects designed for either City staff or Community use.

For the purpose of this document, only the Public Works Facility CIP projects are shown. Through various methods of analysis, the City has determined that the most cost effective way of handling Public Works Operations and Maintenance activities is to expand the duties of the City Operations and Maintenance staff, thereby decreasing the amount of services contracted out to other agencies.

To fulfill this program, it is necessary to provide permanent facilities for the Operations and Maintenance staff. This section addresses those needs.



| | |
|---|---|
| *Project Name* | **Public Works Operation Shop Site (*land purchase*)** |
| *Project Location* | to be determined |
| *Project Description* | This project is an initiative to purchase land on which to locate the Public Works Operations Department shop site. |
| *Project Justification/Benefits* | Provide the PW Operations and Maintenance staff a central site for daily coordination of activities and equipment storage. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | | 500 | | | | | 500 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | 500 | | | | | 500 |
| Total | | | | | | | 500 |

| *Project Name* | **Public Works Operations Building** |
|---|---|
| *Project Location* | to be determined |
| *Project Description* | As the Public Works Operations/Maintenance Department continues to assume additional duties, a permanent location is required. |
| *Project Justification/Benefits* | Provide the PW Operations and Maintenance staff a central site for daily coordination of activities and equipment storage. The project will also realize cost savings by providing secure space to purchase supplies in bulk at reduced prices. |

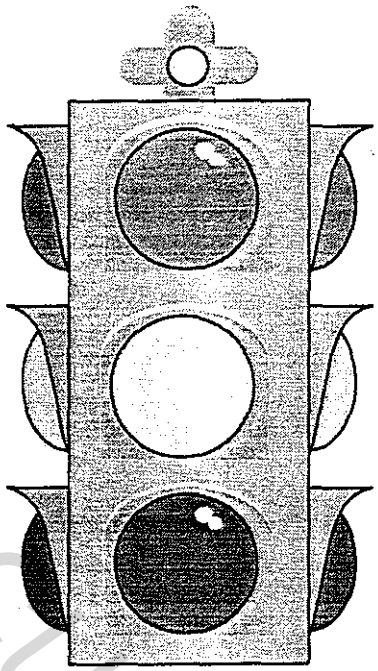
*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | | 350 | | | | | 350 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | | | | | | 350 |
| Total | | | | | | | 350 |

## Intersections

Traffic/Signal projects involve a wide variety of traffic safety improvements, but focus primarily on the installation of new traffic signals at intersections where warrants indicate their need.

These projects may include pedestrian improvements, right-of-way acquisition and/or street improvements.



| | |
|---|---|
| *Project Name* | **35th St. W. /67th Ave. W. Signalization** |
| *Project Location* | Intersection of 35th St. W. and 67th Ave. W. |
| *Project Description* | Pierce County has plans to install a fully integrated traffic signal at this location. The City of UP is coordinating with PC on this project by obtaining the necessary right of way. |
| *Project Justification/Benefits* | Improve traffic flow and safety at this location. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | | 250 | | | | | 250 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | 30 | | | | | 30 |
| Other Sources | | 220 | | | | | 220 |
| Total | | | | | | | 250 |

## Neighborhood Improvements

The City assigns great importance to the quality of its neighborhoods. A certain amount of funds in the Interim Capital Improvement Plan is designated for Neighborhood Capital Improvements each year.

Neighborhood projects are generally small, locally focused concerns which can be promptly resolved by City staff through a relatively outlay of capital and/or staff time.

This program allows for improvements to be made which, while they may not be able to compete with larger projects, still significantly impact a resident's daily life.



*City staff receives many requests for crosswalks. Although a smaller project, citizen concerns are a priority for the City.*

| *Project Name* | **Neighborhood Capital Improvements** |
|---|---|
| *Project Location* | Various locations throughout City |
| *Project Description* | Neighborhood Capital Improvements consist of a variety of different projects, including road, storm drainage and right-of-way. |
| *Project Justification/Benefits* | The benefits of these project types vary in individual projects. Benefits may include diverting of stormwater runoff from a citizens home to providing traffic safety through signage, and so forth. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | 150 | 182 | 185 | 189 | 193 | 195 | 1094 |
| Project Cost | | | | | | | |
| Interim CIP Fund | 150 | 182 | 185 | 189 | 193 | 195 | 1094 |
| Total | | | | | | | 1094 |

## Pedestrian Improvements

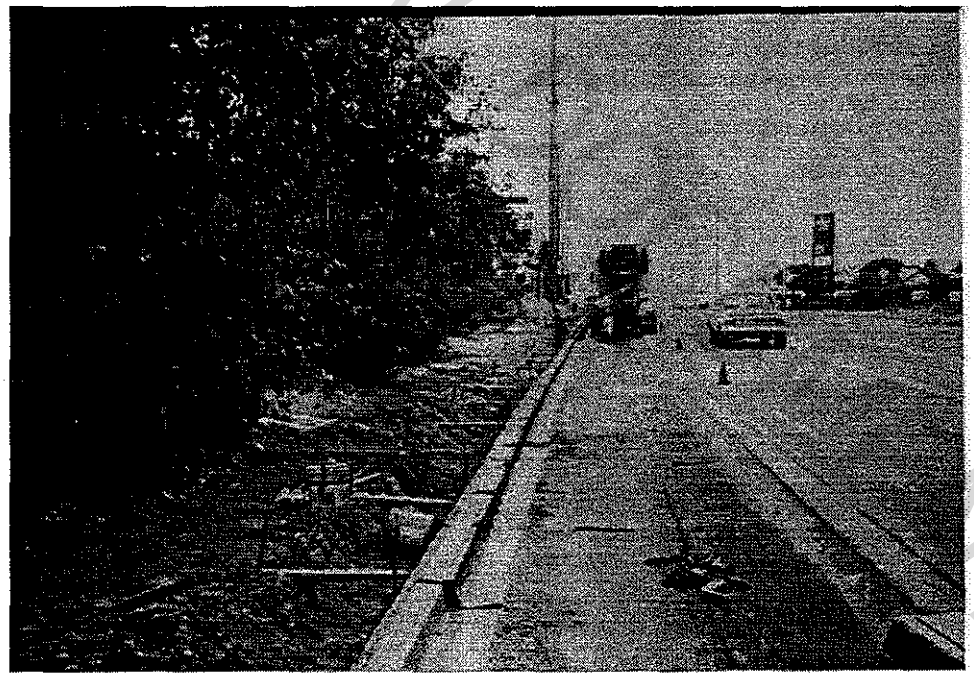
Providing safe pedestrian improvements is a priority concern for the community and the City Council of University Place. Pedestrian Safety Projects will entail the implementation of concrete curb, gutter and sidewalks at various locations in the existing roadway network. Such projects may incorporate bicycle lanes. Pedestrian safety projects may involve roadway and/or storm drainage work, planter strips and streetlighting. These projects are designed to enhance pedestrian safety and improve access.

As the need for pedestrian improvements in University Place far exceeds the available funding for these projects, projects are prioritized according to use. Those projects of a safety nature receive highest priority, followed by those projects serving schools and commercial districts. Projects outside of these categories are ranked by need and/or funding available through specific resources.

| *Project Name* | **Cirque Drive West (Phase I)** |
|---|---|
| *Project Location* | Phase I: Hanna Pierce Road to 67th Avenue West |
| *Project Description* | In cooperation with Washington Natural Gas, the City will install concrete curb, gutter and sidewalk on the north side of Cirque Dr. W., from Hanna-Pierce Road to 67th Avenue W. |
| *Project Justification/Benefits* | This project provides for increased non-motorized travel and safety in the location. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | 90 | | | | | | 90 |
| Project Cost | | | | | | | |
| Interim CIP Fund | 90 | | | | | | 90 |
| Total | | | | | | | 90 |



*(Note: The Cirque Drive West Project was selected by City staff due to an advantageous opportunity through a partnership with Washington Natural Gas.*

*Washington Natural Gas approached the City with their plans to install a gas main in this location. The City negotiated a partnership which allowed the City to pay for the installation of curb, gutter and sidewalk in conjunction with WNG's project. Total cost for the City for this project was $90,000. If the project was done separately by the City, costs could have run in excess of $190,000.)*

| *Project Name* | **Grandview Drive West (Phase I)** |
|---|---|
| *Project Location* | Phase I: 27th Street West to Olympic Drive West |
| *Project Description* | The City will install concrete curb, gutter and sidewalks on both sides of Grandview Dr. W., incorporating bicycle lanes, landscaping and streetlighting into project design. |
| *Project Justification/Benefits* | This project provides for increased non-motorized travel and safety in the location, while improving traffic and providing streetlighting. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | 240 | 1100 | | | | | 1340 |
| Project Cost | | | | | | | |
| Interim CIP Fund | 240 | 1100 | | | | | 1340 |
| Total | | | | | | | 1340 |

| *Project Name* | **Grandview Dr. W. Phase II and III** |
|---|---|
| *Project Location* | Phase II: 40th Street West to 48th Street West<br>Phase III: 48th Street West to 64th Street West |
| *Project Description* | The City will install concrete curb, gutter and sidewalks on both sides of Grandview Dr. W., incorporating bicycle lanes, landscaping and streetlighting into project design. This portion of Grandview may also be designed with median islands and "view" points. |
| *Project Justification/Benefits* | This project provides for increased non-motorized travel and safety in the location, while improving traffic and providing streetlighting. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | 40 | 1400 | 2000 | | | | 3800 |
| Project Cost | | | | | | | |
| Interim CIP Fund | 130 | 400 | 2000 | | | | |
| PWTF Loan | 170 | 1800 | | | | | |
| Total Revenue | | | | | | | 3800 |

## Roadways

Road projects include all phases of engineering and construction. Each project may contain survey work, preliminary engineering, preparation of construction plans, right-of-way acquisition work, or the preparation of specifications and cost estimates for construction. The upgrading of existing roads may involve the widening of lanes or shoulders; adding lanes, concrete curb, gutter or sidewalks; revising vertical or horizontal alignment; and/or improving intersections and storm drainage.

The construction of new roadways may involve clearing and grading land, preparing the roadway base with crushed rock; paving; installing storm drainage ditches or structures; and building retaining walls. Roadway projects also include storm drainage work that is related to roadway construction, maintenance, or associated impacts. This may entail the construction of new or major revisions to existing surface water detention facilities. These facilities may also ease water quality concerns due to roadway construction or use.

| *Project Name* | **Arterial Streetlighting Plan** |
|---|---|
| *Project Location* | Arterials throughout City |
| *Project Description* | The City will install 300+ streetlights on existing utility poles on all City arterials. |
| *Project Justification/Benefits* | Increased safety on City arterials. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | 260 | | | | | | 260 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | | | | | | 260 |
| Total | | | | | | | 260 |

*(Note: This project is due to begin construction in the fall of 1996. The contract has been executed, and project completion is anticipated for Spring 1997.*

| *Project Name* | **Chambers Creek Road West Repair Project** |
|---|---|
| *Project Location* | Chambers Creek Road West |
| *Project Description* | The City will effect emergency repairs to the Chambers Creek Road, which suffered a severe slope failure during the February 1996 flood event. |
| *Project Justification/Benefits* | Completion of this project will reopen an important route connecting University Place with the Town of Steilacoom and beyond. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | 910 | | | | | | 910 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | | | | | | |
| FHWA Emerg. | 910 | | | | | | 910 |
| Total | | | | | | | 910 |

*(Note: The Chambers Creek Road was reopened to traffic November 2, 1996 after a public ribbon cutting ceremony. The road repair was completely funded through Federal Highway Administration Emergency Funds.)*

| *Project Name* | **City Entrance Signage** |
|---|---|
| *Project Location* | Five locations to be determined |
| *Project Description* | This project involves the installation of City Entrance signage and/or landscaping. |
| *Project Justification/Benefits* | This project will provide visual landmarks to the City, and contribute a sense of place to University Place. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | 36 | | | | | | 36 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | | | | | | 36 |
| Total | | | | | | | 36 |

| *Project Name* | **Bridgeport Way West (Phase I)** |
|---|---|
| *Project Location* | 27th Street West to 40th Street West |
| *Project Description* | This project is designed to improve traffic circulation and implement pedestrian-friendly facilities. |
| *Project Justification/Benefits* | This project provides for increased non-motorized travel and safety in the location, while improving traffic and providing streetlighting. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | | 1960 | | | | | 1960 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | 516 | | | | | |
| TIB - UATA | | 1344 | | | | | |
| TIB - PFP | | 100 | | | | | |
| Total | | | | | | | 1960 |

| *Project Name* | **Chambers Creek Road** |
|---|---|
| *Project Location* | Grandview Dr. W. to Bridgeport Way W. |
| *Project Description* | Construction of curb, gutter, sidewalk and bicycle lanes on both sides of the road. Storm drainage improvements will be a component of the design. |
| *Project Justification/Benefits* | This project will address citizen requests to provide safe non-motorized access to Chambers Creek Road. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | | | | 1000 | 1000 | | 2000 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | | | | | | |
| Total | | | | | | | 2000 |

| *Project Name* | **27th Street West** |
|---|---|
| *Project Location* | Grandview Dr. W. to Bridgeport Way W. |
| *Project Description* | This project involves the installation of concrete curb, gutter and sidewalks on both sides of 27th Street West; and incorporating bicycle lanes, landscaping and streetlighting into project design. |
| *Project Justification/Benefits* | This project provides for increased non-motorized travel and safety in the location. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | | | | | 525 | | 525 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | | | | | | |
| Total | | | | | | | 525 |

| *Project Name* | **Bridgeport Way West (Phase II)** |
|---|---|
| *Project Location* | 19th Street West to 27th Street West (preliminary) |
| *Project Description* | Connect to Phase I improvements to improve traffic flow while providing pedestrian friendly access to the business district. |
| *Project Justification/Benefits* | This project provides for increased non-motorized travel and safety in the location, while improving traffic and providing streetlighting. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | | | | | | 1195 | 1195 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | | | | | | |
| Total | | | | | | | 1195 |

## Surface Water Management

Surface Water Management includes managing the existing storm water conveyance systems; reviewing drainage systems associated with new developments; designing, constructing, maintaining (including repairing) elements of the City's system; and maintaining water quality within the system.

The City's drainage system includes networks of streams, lakes, pipelines and stormwater detention/retention facilities. Ongoing goals of the system include managing high stream flows and flooding caused by intense rainfall; limiting erosion on public property; replacement of undersized and deteriorating pipelines; and reducing sedimentation and other water quality problems.



*(**Note**: A majority of the transportation projects in the Interim CIP contain storm drainage improvements as a component of the overall project design. The projects listed in this section are solely surface water management in nature.)*

| *Project Name* | **Day Island Storm Outfall (North Outfall)** |
|---|---|
| *Project Location* | 19th Street West |
| *Project Description* | The objective of this project is to improve the existing storm drainage sedimentation pond in order to eliminate sedimentation discharge into the Day Island Lagoon. |
| *Project Justification/Benefits* | Improve water quality and protect the aquatic habitat of the Day Island Lagoon. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | | 150 | 150 | | | | 300 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | 150 | 150 | | | | 300 |
| Total | | | | | | | 300 |

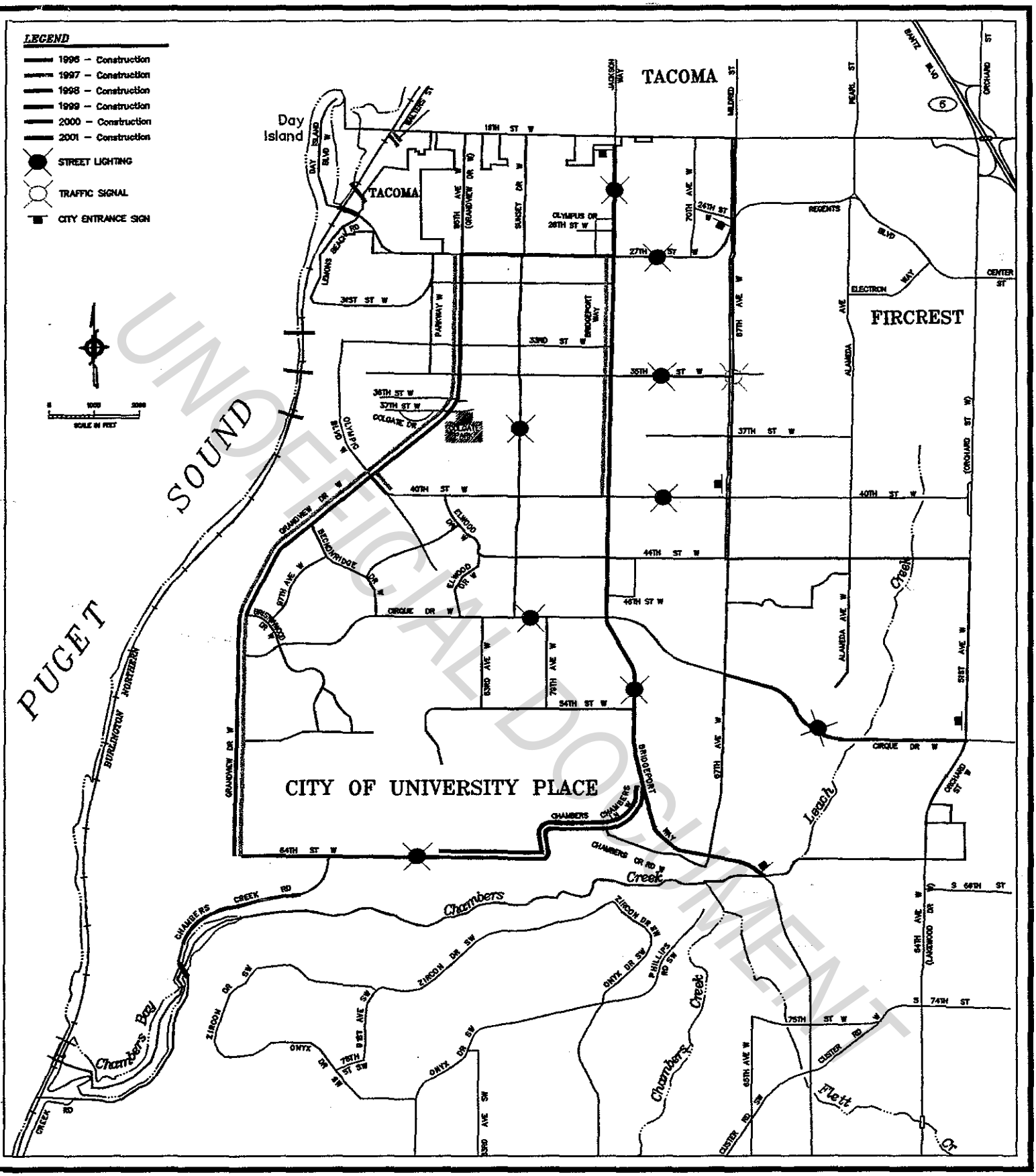
| | |
|---|---|
| *Project Name* | **Day Island Storm Outfall (South Outfall)** |
| *Project Location* | 27th Street West |
| *Project Description* | The City will design and build a storm drainage sedimentation pond in order to eliminate sedimentation discharge into the Day Island Lagoon. |
| *Project Justification/Benefits* | Improve water quality and protect the aquatic habitat of the Day Island Lagoon. |

*($ in 000's)*

| Year | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Project Total |
|---|---|---|---|---|---|---|---|
| | | | | 300 | | | 300 |
| Project Cost | | | | | | | |
| Interim CIP Fund | | | | 300 | | | 300 |
| Total | | | | | | | 300 |

# APPENDIX A

## Revised Interim Capital Improvement Plan Map




# CITY OF UNIVERSITY PLACE
# REVISED INTERIM
# CAPITAL IMPROVEMENT PLAN

# APPENDIX B

## Interim Capital Improvement Matrix Showing Changes from 1996 to 1997

## CITY OF UNIVERSITY PLACE

## INTERIM CAPITAL IMPROVEMENT PLAN

| YEARS | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | SIX YEAR TOTAL |
|---|---|---|---|---|---|---|---|
| ***REVENUES*** | | | | | | | |
| Arterial Street Fund | $ 75,393 | $ 73,885 | $ 72,407 | $ 70,959 | $ 69,540 | $ 68,149 | $ 430,334 |
| General Fund | $ 590,000 | $ 850,000 | $ 867,000 | $ 884,340 | $ 902,027 | $ 941,225 | $ 5,034,592 |
| SWM Funds | $ 274,255 | $ 325,000 | $ 331,500 | $ 338,130 | $ 344,893 | $ 351,790 | $ 1,965,568 |
| SWM Fund Balance from 1995 | $ 151,060 | | | | | | $ 151,060 |
| Grants | | | | | | | |
| STP(#PCO-8) | $ 205,000 | | $ 1,000,000 | | | | $ 1,205,000 |
| TIB | $ 32,000 | | $ 150,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 482,000 |
| Other | $ - | | | | | | |
| Loans | | | | | | | |
| Bond | $ 1,000,000 | | | | | | $ 1,000,000 |
| Public Works Trust Account | $ - | $ 1,000,000 | | | | $ 750,000 | $ 1,750,000 |
| Other ( Lonestar Contribution for the Grandview Design) | $ 25,000 | $ 15,000 | | | | | $ 40,000 |
| Transfer from Previous Year. | | $ 329,708 | $ 1,054,493 | $ 877,169 | $ 618,661 | $ 154,405 | $ 3,034,436 |
| ***TOTAL*** | ***$ 2,352,708*** | ***$ 2,593,593*** | ***$ 3,475,401*** | ***$ 2,270,598*** | ***$ 2,035,120*** | ***$ 2,365,570*** | $ 15,092,990 |
| ***EXPENDITURES*** | | | | | | | |
| ***1996*** | | | | | | | |
| City Wide Arterial Street Lighting | $ 260,000 | | | | | | |
| Grandview Design (From 27th to 64th), *Consultant* | $ 80,000 | Surveying and Landscaping consultant services. | | | | | |
| Grandview Design (From 27th to 64th), *City Staff* | $ 4,000 | Final plans, specs, estimates, bid package, const. admin.& engineering | | | | | |
| Grandview Construction (From 27th to 40th) | $ 976,000 | | | | | | |
| 35th Street/67th Ave. Intersection R/W Acquisition | $ 90,000 | | | | | | |
| Day Island Bridge Project | $ 237,000 | | | | | | |
| Cirque Drive Sidewalk Improvements | $ 90,000 | | | | | | |
| Asphalt Sidewalk Improvements | $ 100,000 | | | | | | |
| Neighborhood Improvements | $ 150,000 | | | | | | |
| City Entrance Flower Beds and Signs | $ 36,000 | | | | | | |
| ***1997*** | | | | | | | |
| Grandview Construction (40th to 48th) | | $ 1,000,000 | | | | | |
| Day Island Storm Outfall (North Outfall) | | $ 150,000 | | | | | |
| Asphalt Sidewalk Improvements | | $ 100,000 | | | | | |
| Neighborhood Improvements | | $ 181,600 | | | | | |
| Loan Payments | | $ 107,500 | | | | | |
| ***1998*** | | | | | | | |
| Grandview Construction (48th to 64th) | | | $ 2,000,000 | | | | |
| Day Island Storm Outfall (North Outfall) | | | $ 150,000 | | | | |
| Asphalt Sidewalk Improvements | | | $ 100,000 | | | | |
| Neighborhood Improvements | | | $ 185,232 | | | | |
| Loan Payment | | | $ 163,000 | | | | |
| ***1999*** | | | | | | | |
| Chambers Creek Road Design (Grandview to Bridgeport) | | | | $ 50,000 | | | |
| Chambers Creek Road Construction (Grandview to 84th) | | | | $ 950,000 | | | |
| Day Island Storm Outfall (South Outfall) | | | | $ 300,000 | | | |
| Neighborhood Improvements | | | | $ 188,937 | | | |
| Loan Payment | | | | $ 163,000 | | | |
| ***2000*** | | | | | | | |
| Chambers Creek Road Construction (84th to Bridgeport) | | | | | $ 1,000,000 | | |
| 27th Street Design ( Bridgeport to Grandview) | | | | | $ 25,000 | | |
| 27th Street Construction (Bridgeport to Grandview) | | | | | $ 500,000 | | |
| Neighborhood Improvements | | | | | $ 192,715 | | |
| Loan Payment | | | | | $ 163,000 | | |
| ***2001*** | | | | | | | |
| Bridgeport Way Design | | | | | | $ 100,000 | |
| Bridgeport Way Construction (Phase 1) | | | | | | $ 1,900,000 | |
| Neighborhood Improvements | | | | | | $ 195,570 | |
| Loan Payment | | | | | | $ 170,000 | |
| ***TOTAL*** | ***$ 2,023,000*** | ***$ 1,539,100*** | ***$ 2,598,232*** | ***$ 1,651,937*** | ***$ 1,880,715*** | ***$ 2,365,570*** | $ 12,058,554 |
| BALANCE (Revenues - Expenditures) | $ 329,708 | $ 1,054,493 | $ 877,169 | $ 618,661 | $ 154,405 | $ 0 | $ 3,034,436 |

*CITY OF UNIVERSITY PLACE*
*REVISED INTERIM CAPITAL IMPROVEMENT PLAN*
**(Changes from 1996 to 1997)**

| YEARS | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | SIX YEAR TOTAL |
|---|---|---|---|---|---|---|---|
| ***REVENUES*** | $148,000 Reduction | | | | 6% Reduction | | |
| Arterial Street Fund | $ 75,393 | $ 69,703 | $ 68,336 | $ 66,996 | $ 65,683 | $ 64,395 | $ 410,506 |
| General Fund | $ 590,000 | $ 802,000 | $ 818,040 | $ 834,401 | $ 851,089 | $ 868,111 | $ 4,763,640 |
| SWM Funds | $ 274,255 | $ 325,000 | $ 331,500 | $ 338,130 | $ 344,893 | $ 459,361 | $ 2,072,139 |
| SWM Fund Balance from 1995 | $ 7,754 | | | | | | $ 7,754 |
| Grants | | | | | | | |
| STP(#PCO-8) | $ 205,000 | | $ 1,000,000 | | | | $ 1,205,000 |
| TIB | $ 1,444,000 | | $ 150,000 | $ 1,500,000 | $ 100,000 | $ 100,000 | $ 3,294,000 |
| Other (Chambers Creek Road Grant) | $ 910,000 | | | | | | |
| | | New Grants | | | | | |
| Loans | | | | | | | |
| Bond | $ 1,250,000 | | | | | | $ 1,250,000 |
| Public Works Trust Account | $ 170,000 | $ 1,800,000 | | | | $ 750,000 | $ 2,720,000 |
| Other ( Lonestar Contribution for the Grandview Design) | $ 40,000 | $ - | | | | | $ 40,000 |
| Transfer from Previous Year. | | $ 2,925,089 | $ 30,342 | $ (516,026) | $ 408,634 | $ (520,172) | $ 2,327,867 |
| ***TOTAL*** | ***$ 4,966,402*** | ***$ 5,921,792*** | ***$ 2,398,218*** | ***$ 2,223,501*** | ***$ 1,770,299*** | ***$ 1,720,694*** | $ 19,000,906 |
| ***EXPENDITURES*** | | | | | | | |
| ***1996*** | | | | | | | |
| City Wide Arterial Street Lighting | $ 260,000 | | | | | | |
| Grandview Design (**From 27th to 40th**), ***Consultant*** | $ 40,000 | | | | | | |
| Grandview Design (**From 40th to 64th**),***Consultant*** | $ 40,000 | | | | | | |
| Grandview Construction (**From 27th to 40th**) | $ 200,000 | $200,000 Increase | | | | | |
| Day Island Bridge Project | $ 280,000 | $40,000 Increase | | | | | |
| Cirque Drive Sidewalk Improvements | $ 90,000 | $100,000 Decrease, ACP Sidewalk | | | | | |
| Neighborhood Improvements | $ 150,000 | | | | | | |
| Chambers Creek Road | $ 910,000 | | | | | | |
| City Entrance Flower Beds and Signs | $ 36,000 | | | | | | |
| Bond Payment | $ 35,313 | New Expenditure | | | | | |
| ***1997*** | | | | | | | |
| Grandview Design (**From 40th to 64th**),***Consultant*** | | $ 200,000 | New Expenditure | | | | |
| Grandview Construction (40th to 48th) | | $ 1,200,000 | $200,000 Increase | | | | |
| Grandview Construction (**From 27th to 40th**) | | $ 1,100,000 | | | | | |
| 35th Street/67th Ave. Intersection R/W Acquisition | | $ 30,000 | $60,000 Decrease | | | | |
| Bridgeport Way Phase I (27th to 40th) | | $ 1,960,000 | New Expenditure | | | | |
| Day Island Storm Outfall (North Outfall) | | $ 150,000 | $100,000 Decrease, ACP Sidewalk | | | | |
| Neighborhood Improvements | | $ 181,600 | | | | | |
| PW Operation Site Purchase | | $ 500,000 | New Expenditure | | | | |
| P.W. Operation Building | | $ 350,000 | New Expenditure | | | | |
| Bond Payment | | $ 112,350 | New Expenditure | | | | |
| Loan Payments | | $ 107,500 | | | | | |
| ***1998*** | | | | | | | |
| Grandview Construction (48th to 64th) | | | $ 2,000,000 | | | | |
| Day Island Storm Outfall (North Outfall) | | | $ 150,000 | | | | |
| Contingency | | | $ 250,000 | New Expenditure | | | |
| Neighborhood Improvements | | | $ 185,232 | | | | |
| Bond Payment | | | $ 129,012 | New Expenditure | | | |
| Loan Payment | | | $ 200,000 | New Expenditure | | | |
| ***1999*** | | | | | | | |
| Chambers Creek Road Design (Grandview to Bridgeport) | | | | $ 50,000 | | | |
| Chambers Creek Road Construction (Grandview to 84th) | | | | $ 950,000 | | | |
| Day Island Storm Outfall (South Outfall) | | | | $ 300,000 | | | |
| Neighborhood Improvements | | | | $ 188,937 | | | |
| Bond Payment | | New Expenditure | | $ 125,930 | | | |
| Loan Payment | | | | $ 200,000 | | | |
| ***2000*** | | | | | | | |
| Chambers Creek Road Construction (84th to Bridgeport) | | | | | $ 1,000,000 | | |
| 27th Street Design ( Bridgeport to Grandview) | | | | | $ 25,000 | | |
| 27th Street Construction (Bridgeport to Grandview) | | | | | $ 500,000 | | |
| Neighborhood Improvements | | | | | $ 192,715 | | |
| Contingency | | | New Expenditure | | $ 250,000 | | |
| Bond Payment | | | New Expenditure | | $ 122,756 | | |
| Loan Payment | | | | | $ 200,000 | | |
| ***2001*** | | | | | | | |
| Bridgeport Way Design | | | | | | $ 100,000 | |
| Bridgeport Way Construction (Phase II & III Grant Matching Funds) | | | | New Expenditure | | $ 1,095,588 | |
| Neighborhood Improvements | | | | | | $ 195,570 | |
| Bond Payment | | | | New Expenditure | | $ 119,536 | |
| Loan Payment | | | | | | $ 210,000 | |
| ***TOTAL*** | *$ 2,041,313* | *$ 5,891,450* | *$ 2,914,244* | *$ 1,814,867* | *$ 2,290,471* | *$ 1,720,694* | $ 16,673,039 |
| BALANCE (Revenues - Expenditures) | $ 2,925,089 | $ 30,342 | $ (516,026) | $ 408,634 | $ (520,172) | $ (0) | $ 2,327,867 |

# APPENDIX C

## Revised Interim CIP

## SEPA Checklist
## Determination of Non-Significance

# APPENDIX D

## Resolution No. ____ Adopting Revised Interim CIP