



SULTAN CITY COUNCIL

Agenda Bill No. 20-32

SUBJECT	Public Hearing on the 2021-2026 Transportation Improvement Plan
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DATE:	DEPT:	CONTACT:	PRESENTER:	ITEM:
6/11/2019	Public Works	Nate Morgan	Nate Morgan	Public Hearing #3

Discussion: CM 6/11/2020

Attachments: A. Resolution No. 20-15 Approving the 2021-2026 Transportation Improvement Plan
B. 2021-2026 Transportation Improvement Plan
C. RCW 35.77.010

REQUESTED ACTION: Leave the Public Hearing open until the next meeting to hear public testimony regarding the changes to the 2021-2026 Transportation Improvement Plan.

State and Regional Transportation Planning:

State law (RCW 35.77.010) mandates that all local jurisdictions annually adopt and submit to the state a six-year program of transportation improvements known as the Local TIP.

The six-year local TIP serves as a work plan for the development of local transportation systems and, as such, represents an important planning component under the State's Growth Management Act.

The Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PRSC) use Local TIPs as a tool for coordinating the transportation programs of local jurisdictions within the regional agencies.

Puget Sound Regional Council (PRSC) also 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.

Local Transportation Planning:

In 2011, the City updated its Comprehensive Plan which includes a Capital Facilities Element and Transportation Element. Transportation capital projects are a subset of the 2011 Capital Facilities Element. Transportation capital projects are generated out of the 20-year list of projects included in the Transportation Element. The funded projects included in the six-year TIP are included in the six-year Capital Improvement Plan adopted by the City Council during the budget process.

The importance of the City of Sultan TIP is that, in most cases, projects must be included on the Local TIP to be eligible for state and federal grant programs. The proposed Local TIP includes several projects that would compete well against state and federal grant program criteria.

Sultan Six-Year TIP:

The proposed City of Sultan 2021-2026 Local TIP carries forward several of the projects from the 2020-2025 TIP:

1. T-39 Pavement Maintenance Program
2. T-51 3rd Street Reconstruction
3. T-71 4th Street Overlay
4. T-72 Old Owen Road Reconstruction
5. NM-3 Sidewalk Spot Improvements
6. NM-4 Sidewalk/Trail Improvements/Enhancements
7. T-36 138th St Extension
8. T-61 6th Street Reconstruction
9. T-24 New East-West Collector
10. T-48 Gohr Road Reconstruction
11. T-49 Gohr Road Extension

The city has spent the last ten years improving key intersections in the downtown core. We have completed projects as follows:

- Alder Avenue project (reconstructing Alder from 5th to 8th)
- High Avenue and 4th Street Reconstruction project (Reconstructing High from 1st to 4th, 4th street from Alder to Date)
- 4th and 5th street project (Reconstructing 4th and 5th street from US-2 to Alder).
- Sultan River Pedestrian Bridge project
- Susie's Trail Project
- 3rd Street Reconstruction project.

The 2021-2026 TIP focuses on street reconstruction and preservation projects, along with pedestrian improvements. It is very important that the city maintains its existing roadway system before it reaches the point of failure. Years of productive life can be added to a roadway by focusing on preservation.

The City's TIP is predominantly grant driven. Transportation Impact Fees may only be used for projects that add capacity, and may not be used for preservation, maintenance, or reconstruction. The Street Fund (also a minor component of available funding) has historically been used for road preservation projects that are strategically selected annually to address street maintenance for those roadways that have not broken down to the point of requiring a total re-build.

Expenditures

T-36 (138th St Extension) has been added to reflect a \$2,833,600 expenditure in 2023 and 2024 as an anticipated project to help with circulation as development comes.

T-39 (Pavement Maintenance Program) has been carried forward to reflect a \$12,000 expenditure in 2020 to account for repairs on a yet-to-be determined city street.

T-51 (3rd Street Reconstruction from Cedar to High Avenue) has been carried forward to 2022 and 2023 and staff plans to seek grant funding for this project.

T-71 (4th Street Overlay from Fir Avenue to High Avenue) has been carried over and staff plans to seek grant funding for this project.

T-61 (6th Street Reconstruction) has been carried over and staff plans to seek grant funding for this project.

T-72 (Old Owen Road Reconstruction from US 2 to the northern city limits) has been carried over. Staff plans to seek grant funding for this project through the community development block grant program.

NM-3 (Sidewalk Spot Improvements) has been carried forward.

NM-4 (Sidewalk/Trail Construction or Enhancements) has been carried forward.

T-24 (New East-West Collector) has been carried forward and staff plans to seek grant funding for this project.

T-48 (Gohr Rd. Reconstruction) has been carried forward and staff plans to seek grant funding for this project.

T-49 (Gohr Rd.) has been carried forward and staff plans to seek grant funding for this project.

DISCUSSION:

Capital Improvement Plan:

The Growth Management Act requires the Capital Facilities Plan (Attachment C) to contain an inventory of existing facilities, an assessment of future facility needs, and a plan for financing including a reassessment strategy to address potential funding or service shortfalls.

The Capital Facilities Element addresses all current infrastructure owned by the City and establishes a plan for the City to provide the infrastructure and facilities needed to serve its residents in the future. The CFP is based on the population, land use, UGA boundary and other fundamental planning assumptions.

The 6-year CIP prioritizes the City's 20-year investments into a shorter planning period and identifies projects that will implement the Comprehensive Plan. The 6-year CIP is a subset of the 20-year Capital Facilities Element.

These documents are like concentric circles. Each one has common elements with the others.

- The Capital Facilities Plan (CFP) is the complete list of facilities (roads, parks, water, sewer and public buildings) necessary to meet the City's projected growth over the next 20 years.
- The Capital Improvement Plan is the list of facilities (including transportation projects) the City intends to build over the next 6 years to meet concurrency with the financing plan to pay for the projects.
- The Transportation Element of the Comprehensive Plan is the list of motorized and non-motorized projects necessary to meet concurrency and growth for the next twenty years.

- The Transportation Improvement Plan (TIP) identifies transportation projects the City intends to build over the next 6-years to meet the requirements of the Washington State Department of Transportation and to be eligible for federal funds.

Decisions that the City Council makes on the projects in the City's TIP will affect the CIP and CFP.

The 2021-2026 TIP is based on the 2011 Comprehensive Plan. The Transportation element proposes a series of transportation improvements, both in facilities and in policy, to help Sultan address current and expected issues while maintaining an effective and acceptable transportation system.

The 2021-2026 TIP is compliant because it is based on a compliant Transportation Element that meets the standards of RCW 36.70A.070(6).

The 2022-2026 TIP provides a multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the six-year TIP required by RCW 35.77.010.

TRANSPORTATION ELEMENT UPDATE

Staff has been working with Transportation Solution Inc. to update the transportation element of the comp plan. This will add and change a lot of the projects in the currently adopted Plan. In the update the city plans to include much needed improvements on US-2, but until this update of the transportation element is adopted by council those projects cannot be included on the TIP.

FISCAL IMPACT:

The fiscal impact comes from including the TIP in the six-year Capital Improvement Plan. The six-year CIP is the list of facilities (including transportation projects) the City intends to build over the next six-years to meet concurrency with a financing plan to pay for the projects.

CITY OF SULTAN
WASHINGTON
RESOLUTION NO. 20-15

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF SULTAN, WASHINGTON, APPROVING THE 2021-2026
TRANSPORTATION IMPROVEMENT PLAN.**

WHEREAS, RCW 35.77.010 mandates that all local jurisdictions annually adopt and submit to the state a six-year program of transportation improvements known as the Local TIP; and

WHEREAS, the six-year local Transportation Improvement Plan (TIP) serves as a work plan for the development of local transportation systems and, as such, represents an important planning component under the State's Growth Management Act; and

WHEREAS, in 2011, the City revised the Capital Facilities Element and Transportation Element of its 2008 update to the 2004 Comprehensive Plan and the transportation capital projects are a subset of the Capital Facilities Element; and

WHEREAS, the 2021-2026 TIP is compliant because it is based on a compliant Transportation Element that meets the standards of RCW 36.70A.070(6); and

WHEREAS, an environmental review was conducted for the 2011 revised Capital Facilities Element and Transportation Element in accordance with the provisions of the Washington State Environmental Policy Act; and

WHEREAS, the 2021-2026 TIP provides a multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the six-year TIP required by RCW 35.77.010; and

WHEREAS, the 2021-2026 Transportation Improvement Plan will further and be consistent with the goals, objectives and policies of the City's Comprehensive Plan, including the County-Wide Planning Policies for Snohomish County. Additionally, the proposed revisions are consistent with the City's plans, policies and regulations for providing community facilities, including but not limited to utilities, transportation, parks, or schools; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SULTAN, WASHINGTON, DO RESOLVE AS FOLLOWS:

Section 1. Findings. The City Council makes the following findings with regard to the 2021-2026 TIP:

- A. The 2021-2026 TIP is based on the 2011 Comprehensive Plan

ATTACHMENT A

- B. The 2021-2026 TIP is compliant because it is based on a compliant Transportation Element that meets the standards of RCW 36.70A.070(6).
- C. The 2021-2026 TIP provides a multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the six-year TIP required by RCW 35.77.010.
- D. Pursuant to RCW 35.77.010, the City of Sultan is taking legislative action to approve the 2021-2026 TIP.

Section 2. Adoption. The attached Exhibit A is adopted as the 2021-2026 Transportation Improvement Plan of the City of Sultan and incorporated by reference the same as though it were fully set forth herein.

Section 3. Filing. The City Clerk is directed to file a copy of this Resolution with the Secretary of Transportation not more than thirty days after its adoption.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 25th DAY OF JUNE 2020.

CITY OF SULTAN

By: _____
Russell Wiita, Mayor

ATTEST:

By: _____
Tami Pevey, City Clerk

2021- 2026 Transportation Improvement Plan (by year)

ATTACHMENT B

Project Number	Project Name	Project Description	Total Project Cost 20-yr CFP	2021	2022	2023	2024	2025	2026	2021-2026 Total Expenditure
T-36	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE.	\$2,833,600				\$500,000	\$2,333,600		\$2,833,600
T-39	Pavement Maintenance Program	Overlay, chip seal, crack seal and asphalt patch streets within the city limits	\$550,000	\$12,500	\$12,500	\$12,500	\$12,500	\$13,000	\$15,000	\$78,000
T-51	3rd Street Reconstruction	Reconstruct 3rd Street from Cedar to High Avenue including water, sewer, storm and pedestrian improvements.	\$1,456,000			\$470,237	\$985,763			\$1,456,000
T-71	4th Street Overlay	Bell Avenue to Willow Avenue	\$500,000	\$500,000						\$500,000
T-61	6th Street Reconstruction	Reconstruct 6th St. to urban standards	\$1,680,000						\$336,000	\$336,000
T-72	Old Owen Road Reconstruction	Reconstruct Old Owen Road from US 2 to north City limits. Add curb, gutter and sidewalk, water main and drainage improvements.	\$360,000		\$54,000	\$306,000				\$360,000
NM-3	Sidewalk Spot Improvements	Repair, replace and construct missing sidewalks within the city.	\$130,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
NM-4	Sidewalk /Trail Construction & Enhancements	Construct or renovate public sidewalks and trails. Stand alone projects not associated with road renovation.	\$310,000	\$100,000	\$100,000	\$110,000				\$310,000
T-24	New East-West Collector	Construct a new east-west collector between 339th Ave. SE and Sultan Basin Rd. in the north section of the City (approx. Location between 132nd and 124th St. SE).	\$11,040,000	\$120,000			\$2,208,000		\$8,712,000	\$11,040,000
T-48	Gohr Rd. Reconstruction	Reconstruct Gohr Rd. to arterial standards from 1st St. north to 311th Ave. SE.	\$4,704,000				\$940,800	\$3,763,200		\$4,704,000
T-49	Gohr Rd. Extension	Extend Gohr Rd north to the proposed 132nd Ave. Extension.	\$3,920,000					\$784,000	\$3,136,000	\$3,920,000
		TOTAL EXPENDITURES	\$36,107,600	\$742,500	\$176,500	\$908,500	\$5,505,400	\$6,903,800	\$12,209,000	\$25,597,600

RCW 35.77.010

Perpetual advanced six-year plans for coordinated transportation program expenditures – Non-motorized transportation -- Railroad right-of-way.

(1) The legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive transportation program for the ensuing six calendar years. If the city or town has adopted a comprehensive plan pursuant to chapter [35.63](#) or [35A.63](#) RCW, the inherent authority of a first-class city derived from its charter, or chapter [36.70A](#) RCW, the program shall be consistent with this comprehensive plan. The program shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW [36.70A.070](#)(6) or other applicable changes that promote non-motorized transit.

The program shall be filed with the secretary of transportation not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city transportation needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive transportation program before July 1st of each year, and each one-year extension and revision shall be filed with the secretary of transportation not more than thirty days after its adoption. The purpose of this section is to assure that each city and town shall perpetually have available advanced plans looking to the future for not less than six years as a guide in carrying out a coordinated transportation program. The program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six-year plan for each city or town shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.

(2) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town will expend its moneys, including funds made available pursuant to chapter [47.30](#) RCW, for non-motorized transportation purposes. (3) Each six-year transportation program forwarded to the secretary in compliance with subsection (1) of this section shall contain information as to how a city or town shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the city's or town's jurisdiction.