Project Title Fennel Creek Trail Construction – Segment 2
Agency City of Bonney Lake

TCC TECHNICAL APPLICATION
2014
PIERCE COUNTY REGIONAL COUNCIL
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
APPLICATION FORM TO REQUEST INCLUSION OF A PROJECT IN THE FFY 2015-2017 TIP

Supplementary information can be found in the Call for Projects. Incomplete or missing answers will be scored zero. Please respond to all unrelated questions with N/A.

APPLICANT INFORMATION

1. Please select an application type:

_____ Other
(Please answer Questions 1-23 and 55-63)
Potential score of 100

__X__ Non-Motorized
(Please answer Questions 1-23 and 49-54)
Potential score of 100

_____ Preservation – Funding requests are limited to $750,000 per agency
(Please answer Questions 1-23 and 38-48)
Potential score of 100

_____ Rural
(Please answer Questions 1-23 and 73-81)
Potential score of 100

_____ Transit
(Please answer Questions 1-23 and 64-72)
Potential score of 100

_____ Roadway application type not listed above
(Please answer Questions 1-23 and 24-37)
Potential score of 100

1a. Agency Contact Person

Name: Gary Leaf
Address: 9002 Main Street
Title: Facilities & Special Projects Manager
Telephone: (253) 447-3282
Email: leafg@ci.bonney-lake.wa.us

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Agency **City of Bonney Lake**

PROJECT LOCATION INFORMATION
(Roadway projects without a federal route number or a federal functional class may be ineligible for federal funds.)

3. **Project Location:** **Bonney Lake, WA**

From: Sumner-Buckley Highway To: Northern Terminus of Fennel Creek Trail

Or, other appropriate locating information: _____

Project Length: 8,051 linear (feet)

4. **Federal Route Number** 3115

5. **Federal Functional Class:** Collector see link www.wsdot.wa.gov/Mapsdata/tools/functionalclass

5a. **Posted Speed Limit:** **25 mph**

5b. **Average Daily Traffic Volume:** **1640**

PROJECT DESCRIPTION

6. **Funding Request: What is the proposed funding source?** STP X CMAQ _____

7. **Is this project included in a locally adopted plan or program?**
(This is a threshold requirement to compete in this funding process. Projects not shown in the applicants adopted local TIP or Transportation Element of its Comprehensive Plan are not eligible. Please provide a copy of the necessary documentation).

Yes X No ____

If yes, cite document, page(s) and adoption date: The Pierce County Regional Trails plan has identified the Fennel Creek Trail as Connector Trail (Pierce County Parks, Recreation, and Open Space Plan – Chapter 7.3 Figure 7.3.2: Trail Classification). Connector trails provide convenient connections through urban areas and from neighborhoods to the regional and subregional trails.

The Fennel Creek Trail is also identified in a number of elements of the Bonney Lake Comprehensive Plan:

1) The Bonney Lake Non-Motorized Transportation Plan (BLNTP) adopted on August 28, 2007 as an element of the Bonney Lake Comprehensive Plan Transportation Element per Ordinance 1253. The BLNTP identifies the Fennel Creek Trail as a major element of the City's non-motorized transportation system. (see Section 4 – Recommended Bicycle Facilities page 4-2).

2) The Fennel Creek Trail Plan was added to the Parks and Recreation Element of the Bonney Lake Comprehensive Plan per Ordinance 1246 on August 14, 2007.

3) The Park and Recreation Element of the Bonney Lake Comprehensive Plan adopted on December 13, 2011 also identifies the Fennel Creek Trail as a key recreation facility. (see pg. 6-19).

8. **Brief Project Description - Include a 8 1/2 x 11 detailed vicinity map and a cross-section detail of the project, if applicable (100 words maximum):**
The project will construct the remainder of the Fennel Creek Trail within the City of Bonney Lake from the current terminus at Fennel Creek Park to the Sumner-Buckley Highway: approximately 1.54 miles. See Attachment A. The first segment of the trail from the southern jurisdictional boundary to Fennel Creek Park also connects to a Safe Routes to School Trail providing non-motorized access to Victor Falls Elementary School, Mountain View Middle School and Bonney Lake High School. This project provides a continuous non-motorized connection between the residential communities of the Angeline Valley and the civic and commercial uses within the Downtown and Midtown areas.

funds from this amount.

Example: Federal funds requested = $100,000

$100,000 / .865 = $115,607
$115,607 - $100,000 = $15,607 local match required

Please note: The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded cannot be approved into the regional TIP and therefore will be considered ineligible for PSRC funding.

10. Grant Funds Requested

Phase (e.g., Planning Study/Project,, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date (year only)	Federal Funds Requested
Construction	2017	$1,456,730
		$
		$
		$
		$
		$1,456,730

IMPORTANT: Please select 2015, 2016 or 2017 for estimated obligation year. Per PSRC's adopted project tracking policies, the deadline for obligating funds is June 1 of the selected obligation year. For more information, see: http://www.psrc.org/transportation/tip/tracking

11. Total Project Cost ($2,657,100)

Guidance: To be programmed into the state Transportation Improvement Program, funds for the phase being requested must be secure or reasonably expected to be secure. Unsecured funds will not be considered. Please use the website following link to assist in completing the following table:
www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

A	B	C	D	Project Phase			
				E	F	G	H
Fund Source	**Secured, reasonably Expected, or Unsecured?**	**Obligation Date (Yr Only)**	**$ Amount by Funding Source**	**Planning**	**Prelim. Eng/ Design**	**Right-of-Way**	**Construction / Implementation**
Local	Secured	2014	100,500	100,500			
Local	Reasonably Secured	2014-2017	809,270		69,200	500,000	**240,070**
Foothills Rails to Trails Coalition	Reasonably Secured	2017	17,000				**17,000**
PSRC Grant	Secured	2014	273,600		273,600		
Other							
Other							

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		Total:	1%

_____ 5 % or more of total project costs 3 points
_____ 3 to 4 % of total project costs 2 points
_____ 1 or 2 % of total project costs 1 point

COMMITTEE SCORE _____
(Max. score of 3)

13. Has the jurisdiction secured/obligated state or federal funding for any of the projects below phases or has it completed a phase of the project using local funds only? (Please check all that apply)

Planning X 1 point P/E Design X 2 point

ROW X 2 point Construction ____ 2 point
(ROW is required to receive points)

If any are checked, name project title and Funding Agency ID# Fennel Creek Trail Master Plan completed in 2007; PSRC Design TIP ID BON-14. City design portion 20%, PSRC 80%. 2014 City Budget includes $100,000 for ROW acquisition. ROW acquired in 2005-2009 listed in Item 17 and shown in green in Attachment A, and the funding amounts listed below.

Funding Source: City of Bonney Lake Local Funds (Park Impact Fees/Real Estate Excise Taxes)

Funding Amount(s): $100,500 for Fennel Creek Trail Master Plan funded entirely by City in 2007; P/E Design matching funds budgeted ($69,200) in 2014-2015 for design of this trail segment that is currently underway and PSRC awarded a $273,600 grant; City has already purchased the following ROW parcels: 0520333005 (purchase price $75,000 dated 4/2/2008); 0520338001 (purchase price $1,130,000 dated 3/11/2005); 0520333014 (purchase price $680,000 dated 5/19/2009 - $290,000 from Conservation Futures and $390,000 from City), 0520338010 (storm pond tract dedicated to City on 3/11/2005); and 4900000140 (purchase price $1,000 dated 10/10/2007); these parcels are shown in green on Attachment A. City has budgeted $100,000 for additional ROW acquisition in 2014 and plans to budget $400,000 for the rest of the ROW needed in the 2015 budget.

Name and completion date of Planning Study: Fennel Creek Trail Master Plan; August 14, 2007

COMMITTEE SCORE _____
(Max. score of 7)

14. Federal Functional Classification: Principal Minor Collector

Principal _____ 3 points
Minor _____ 2 points
Collector X 1 point

COMMITTEE SCORE _____
(Max. score of 3)

15. Will this project include additional ADA improvements that are not required by the 2013 City/County Design Standards (LAG Manual)? Example: Construction of a sidewalk that is wider than the minimum requirements.

Yes____ 2 points
No X 0 points
If yes, what are they? _____

2015, 2016 or 2017?
Yes X **No** ___ **(Include information about other funding benefits.)**
Please explain:
The pledge from the Foothills Coalition is valid for this grant application only. The City's expected matching funds for construction will not be available for this project if this grant is not awarded (i.e. the funds will likely be used for some other non-trail parks project).

COMMITTEE SCORE_____
(Max. score of 1)

18. Pierce County Regional Growth Centers Hierarchy and Connecting Corridors criteria: Is the project located in (1-3) or serving (4-6) any of the following? (Please check all that apply).

1. Metropolitan Center (scores 1 point)		4. Corridor Supporting one (1) or more Regional Manufacturing/Industrial or Candidate Center (scores 2 point)	X
2. Regional or Candidate Growth Center Manufacturing/Industrial or Candidate Center (scores 2 points)		5. Corridor Supporting one (1) or more Centers (scores 1 point)	X
3. Countywide Center or Locally Identified Center (see approved PCRC Map) (scores 1 point)		6. Corridor Supporting two (2) or more Centers (scores 1 point)	X

Local city and town centers provide local job, service, cultural, and housing areas for their communities. They serve as focal points where people come together for a variety of activities, including shopping and recreation. These central places must be identified in local comprehensive plans, or should be advancing towards that goal. These areas are to become priority areas for future investments and growth at the local level.

List and describe centers and attach map.
The Fennel Creek Trail will connect to the Flume and Foothills Trail providing a connection between the residential, civic, recreational, and commercial areas of Bonney Lake to the Bonney Lake Downtown, Mount Rainier Gateway Center and Sumner Town Center (Centers of Local Importance); the Puyallup Downtown Regional Growth Center; and the Sumner/Pacific Manufacturing Industrial Center. See Attachment C.

COMMITTEE SCORE_____
(Max. score of 8)

19. Is the project on a transit route? (Transit routes that "intersect" are okay only when the project improves the intersection)

Guidance: Sound Transit route information is available at **http://www.soundtransit.org/Schedules**
Pierce Transit route information is available at **http://www.piercetransit.org/pierce-transit-routes/**

Yes, full project length _____ 2 points
Yes, partial or intersection X 1 point
No _____ 0 points
If yes, provide route number(s) Sound Transit 596

COMMITTEE SCORE_____
(Max. score of 2)

20. What is the peak number of transit vehicles per hour within the project limits? **(Transit routes that "intersect" are okay only when the project improves the intersection)**

Guidance: Sound Transit route information is available at **http://www.soundtransit.org/Schedules**

COMMITTEE SCORE_____
(Max. score of 3)

23. Describe how the project has the potential to reduce emissions?

Guidance: The application process will walk project sponsors through specific questions designed to determine the potential emissions reductions of their project. For example, projects involving fuel or vehicle conversions will be asked to provide information on the total number of vehicles affected, the current fuel and vehicle usage conditions, as well as the conditions after the project is implemented. Projects expected to result in an increase in transit usage will be asked to provide information on the current transit ridership and transit routes affected, as well as the specifics of the project – i.e., how will the individual project encourage or promote new transit riders. Projects providing new or more frequent/expanded transit service would be expected to result in a higher level of new transit riders than projects providing improvements in existing transit travel times or enhanced amenities to existing service. Projects resulting in improvements in traffic flow will be asked to provide information on the current travel conditions, amount of idling, number of trucks using the route, etc. As mentioned above, the magnitude of the project and the timing of the anticipated benefits will play a role in the final score, and all projects will be evaluated against each other.

Please explain: The Fennel Creek Trail Project will provide significantly increased transportation alternatives to single-occupancy vehicle travel in an area not served by mass transit consistent with *Vision 2040*. The Fennel Creek Trail is a connector trail providing access to the Flume and Foothills Trails which connect to the Interurban Trail, thereby providing non-motorized access to Sumner, Auburn, Kent, Renton, and Seattle. Providing non-motorized access to these areas is key to reducing vehicle emissions as approximately 25% of Bonney Lake residents travel to these areas for work according to U.S. Census Bureau's Longitudinal Employment – Housing Data (LEHD). Please see Attachment D entitled "Workplace Destination." Converting 10% of these trips to non-motorized options would eliminate 26 metric tons of CO emissions per year based on average trip length of 22 miles, an average speed of speed of 50 mph, and 9 grams of CO emissions per mile.

Additionally, completion of this phase of the Fennel Creek Trail would also provide non-motorized access to approximately 5% of the individuals that work in either the Downtown or Midtown areas based the Census Bureau's LEHD. Please see Attachment E entitled "Bonney Lake Workers' Home." Removal of 10% of these trips would reduce CO emissions by half of a metric ton per year starting in 2016.

The Fennel Creek Trail is identified as one of the linkages to one of the proposed Non-Motorized Transportation trails that would provide non-motorized access from Bonney Lake to Puyallup and Sumner pursuant to the Pierce County Parks, Recreation, and Open Space Plan Chapter 7.3 – Figure 7.3-3.

Connector trails, such as the Fennel Creek Trail, are key to providing connections from residential neighborhoods to the regional trail systems that accesses the key urban centers of the region. The Fennel Creek Trail is a separate pathway that will provide a connection to the regional transit centers in Downtown Puyallup and Sumner which also has the potential to have a high magnitude impact on reducing vehicle emissions (*Regional Call for Projects* Table 3).

High: A project will rate high if:

- It will substantially reduce emissions of greenhouse gases and other air pollutants, or will substantially reduce fine particulates from diesel exhaust; and
- The air quality benefits will occur by 2020.

Medium: A project will rate medium if:

- It will moderately reduce emissions of greenhouse gases and other air pollutants, or will moderately reduce fine particulates from diesel exhaust (for example, a project that reduces VMT by shortening a vehicle trip, rather than eliminating a vehicle trip); and
- The air quality benefits will occur by 2025.

Low: A project will rate low if:

(Max. score of 3)

26. Does the project include horizontal or vertical roadway adequacy improvements? (Supporting documentation should include a map, design drawing, or narrative statement specifically addressing the horizontal/vertical improvements.) Please describe:

_____
_____
_____
_____
_____
_____
_____
_____
_____

(Narrative or supporting documents are required.)

COMMITTEE SCORE_____
(Max. score of 4)

27. Does this project add a new illumination system?

Yes, full project corridor length _____ 3 points
Yes, partial project corridor length _____ 2 points
Yes, at an intersection only _____ 1 point
No _____ 0 points

COMMITTEE SCORE_____
(Max. score of 3)

28. Does the project include a new traffic control device that satisfies 2 or more traffic warrants? Does the project install a roundabout in lieu of the traffic signal?

Yes, a roundabout will be installed in lieu of a traffic signal _____ 3 points
Yes, a traffic signal will be installed _____ 2 points
Yes, other solution _____ 1 point
No, the intersection does not meet 2 warrants _____ 0 points

Please describe the other solution:

_____
_____
_____
_____
_____
_____
_____
_____

COMMITTEE SCORE_____
(Max. score of 3)

29. Will this project improve the efficiency and accessibility of trucks to freight distribution facilities and/or other intermodal connections?

Please explain:_____

Removes conflicts for three modes of transport _____2 points
Removes conflicts for one mode of transport _____1 point
Improves system without removing conflicts _____0 points

COMMITTEE SCORE_____
(Max. score of 2)

PICK AND SCORE ONE ONLY (33 or 33A)

33. Percent of heavy trucks (3 axles min) _____%
Basis for determining truck percentage (a description is required to score points)

Over 10% _____ 5 points
5 to 9% _____ 3 points
2 to 4% _____ 1 point

OR

33A. Truck Route Classification (see link http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm)

T-1: more than 10 million tons per year _____ 5 points
T-2: 4 million to 10 million tons per year _____ 4 points
T-3: 300,000 to 4 million tons per year _____ 3 points
T-4: 100,000 to 300,000 tons per year _____ 2 points
T-5: at least 20,000 tons in 60 days _____ 1 point
Locally designated truck route _____ 1 point
(Must be in Code or Comprehensive Plan and attached)

COMMITTEE SCORE_____
(Max. score of 5)

34. Does this project add a dedicated turn pocket or lane-drop at one or more intersections?

Yes _____1 point
No _____0 points

COMMITTEE SCORE_____
(Max. score of 1)

35. Does this project add a two-way, left-turn lane (TWLTL) or a center median between two or more intersections?

Yes, adds a continuous TWLTL or a continuous center median _____3 points
Yes, adds a non-continuous TWLTL or a non-continuous center median _____2 points
No _____ 0 points

retrofits) (attach engineer's estimate). _____

42. **Surface treatment proposed:** _____ (e.g., Chip Seal, HMA 2", HMA 3" or more, concrete panel replacement, dowel bar retrofit, concrete milling, concrete leveling)

Concrete or HMA treatment _____5 points
Chip Seal _____ 2 points

COMMITTEE SCORE_____
(Max. score of 5)

43. **Project Roadway Pavement Condition Index (PCI)** _____

Year of Project Roadway (PCI) (must be no older than 2010) _____

Basis of PCI (provide Pavement Management System print-out, rating sheet, or similar)

_____
_____
_____
_____
_____
_____

75 to 80 _____ 3 points
65 to 74 _____ 9 points
55 to 64 _____ 5 points

COMMITTEE SCORE_____
(Max. score of 9)

PICK AND SCORE ONE ONLY (44 or 44A)

44. **Percent of heavy trucks (3 axles min)** _____%
Basis for determining truck percentage (a description is required to score points)

_____
_____
_____
_____
_____
_____

Over 10% _____ 7 points
5 to 9% _____ 5 points
2 to 4% _____ 3 points

OR

44A. **Truck Route Classification** (see link http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm)

T-1: more than 10 million tons per year _____ 7 points
T-2: 4 million to 10 million tons per year _____ 5 points
T-3: 300,000 to 4 million tons per year _____ 5 points
T-4: 100,000 to 300,000 tons per year _____ 3 points
T-5: at least 20,000 tons in 60 days _____ 2 points
Locally designated truck route _____ 2 points
(Must be in Code or Comprehensive Plan and attached)

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COMMITTEE SCORE_____
(Max. score of 3)

NON-MOTORIZED APPLICATION

49. Are the environmental/water quality improvements greater than the minimum requirements? Please describe.

The trail will be constructed of two inches of porous asphalt, over four inches of crushed rock, over 12 inches of ballast. This will allow rainwater to percolate into the sub-grade and avoid the need for stormwater retention. The porous asphalt will also avoid any standing water on the trail path in flat trail sections. The ballast will provide a firm foundation in low-density sub-grade conditions. Any soil exposed by construction will be seeded with grass to provide immediate erosion control until native vegetation is re-established. All stormwater will be retained onsite and not allowed to enter Fennel Creek. Porous asphalt is a tried and true technology that the City used on an adjacent segment of the Fennel Creek Trail that was constructed in 2013.

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site.	X 3 points
Projects that add more than 5,000 square feet of **new** impervious surface and provide water quality/quantity treatment for ALL (new and existing) impervious surfaces within the project area.	____ 2 points
Projects that add less than 5,000 square feet of new impervious surface and that provide water quality and quantity treatment OR provides water quality treatment for 150% of new impervious surfaces.	____ 1 point

COMMITTEE SCORE_____
(Max. score of 3)

50. Does this non-motorized project include a vertical grade separation or removes modal conflict at grade?

Yes, vertical grade separation	X_____5 points
Yes, removes modal conflicts at grade	_____3 points
No	_____0 points

Please explain:

The Fennel Creek Trail is a multi-modal trail within its own right-of-way physically separated from the Angeline roadway. The trail will also pass under SR-410 preventing possible modal conflicts with an at-grade crossing at SR-410. The trail has been designed so that there are not road crossings associated with the trail, providing a continuous non-motorized connection without any modal conflicts.

COMMITTEE SCORE_____
(Max. score of 5)

51. Does this project provide facilities for pedestrians and bicycles? (Check all that apply.)

Provision of facilities for pedestrians	X_____2 points
Provision of facilities for bicycles	X_____2 points
Provision of facilities for bicycles and Pedestrians	X_____1 points

COMMITTEE SCORE_____
(Max. score of 5)

52. Does the project include other non-motorized transportation system components?

Guidance: The description of the "other" selection will be scored within a range of 0 to 3 points.

4 or more agencies affected _____ 8 Points
2 or 3 agencies affected _____5 Points

COMMITTEE SCORE_____
(Max. score of 8)

56. Please explain how the project addresses transportation Safety.

COMMITTEE SCORE_____
(Max. score of 4)

57. Please explain how the project addresses security and mobility.

COMMITTEE SCORE_____
(Max. score of 4)

58. Please explain how the project addresses environment.

COMMITTEE SCORE_____
(Max. score of 4)

59. Please explain how the project addresses Transportation System Integration.

COMMITTEE SCORE_____
(Max. score of 4)

COMMITTEE SCORE_____
(Max. score of 4)

65. Does this project provide direct benefit to transit riders?

If yes, explain:

COMMITTEE SCORE_____
(Max. score of 7)

66. Does the project improve transit users safety, security, or access to essential services? (Check all that apply)

Guidance: Essential services may include hospitals or other emergency services.

If yes, explain: _____

Yes, security improvements	___2 points
Yes, safety improvements	___2 points
Yes, access to essential services	___2 points
No	___0 points

COMMITTEE SCORE_____
(Max. score of 6)

67. Describe how the project maintains or improves safe and convenient access to, and/or, within the regional or local center.

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and describe how it might improve system continuity and access to centers.

High: A high scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.
- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

Medium: A medium scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, but provides limited improvement in accessing a center.
- Creates a new intermodal connection that provides moderate system-wide performance benefits.
- Addresses important, but not critical, gaps or barriers in the development of a corridor and has limited improvements in efficiency or reliability in accessing a center.
- Provides limited relief to a bottleneck with limited improvement to overall system performance.
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

Low: A low scoring project would demonstrate the following characteristics:

- Does not improve a corridor in logical segments and does not provide for improved access to a center.
- Does not create new intermodal connections.
- Addresses marginal gaps or barriers in the development of a corridor and has very limited improvements in efficiency or reliability in accessing a center.
- Has no perceptible improvement to a bottleneck or to overall system performance.
- Does not address long-term projected travel demand.
- Serves areas outside the Urban Growth Area.

COMMITTEE SCORE_____
(Max. score of 4)

70. **If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.**

_____
_____
_____
_____
_____
_____
_____
_____

High: A high scoring project would demonstrate the following characteristics:

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.
- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land-use strategies, transportation efficiency, and

- Does not improve a corridor in logical segments and does not provide for improved access to a center.
- Does not create new intermodal connections.
- Addresses marginal gaps or barriers in the development of a corridor and has very limited improvements in efficiency or reliability in accessing a center.
- Has no perceptible improvement to a bottleneck or to overall system performance.
- Does not address long-term projected travel demand.
- Serves areas outside the Urban Growth Area.

COMMITTEE SCORE_____
(Max. score of 4)

72. Will this project extend the useful life of an asset or will it replace an asset that is beyond the useful life?

___ The entire project will extend the useful life of an asset or replace an asset beyond its useful life. (3 points)
___ Part of the project will extend the useful life of an asset or replace an asset beyond its useful life. (2 points)
___ No, this project will not extend the useful life of an asset or replace an asset beyond its useful life. (0 points)

Explain:

_____
_____
_____
_____
_____

COMMITTEE SCORE_____
(Max. score of 3)

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PICK AND SCORE ONE ONLY (75 or 75A)

75. **Percent of heavy trucks (3 axles min) _____%**
Basis for determining truck percentage (a description is required to score points)

_____
_____
_____
_____
_____
_____

Over 10%	_____ 3 points
5 to 9%	_____ 2 points
2 to 4%	_____ 1 point

OR

75A. **Truck Route Classification** (see link http://www.wsdot.wa.gov/Freight/FGTS/CountyMaps.htm)

T-1: more than 10 million tons per year	_____ 3 points
T-2: 4 million to 10 million tons per year	_____ 2 points
T-3: 300,000 to 4 million tons per year	_____ 2 points
T-4: 100,000 to 300,000 tons per year	_____ 1 point
T-5: at least 20,000 tons in 60 days	_____ 1 point
Locally designated truck route	_____ 1 point
(Must be in Code or Comprehensive Plan and attached)	

COMMITTEE SCORE_____
(Max. score of 3)

76. **Does the project widen or improve travel lane width, shoulder width, and/or improve the entering sight distance of an existing facility?**

Yes, increases lane and shoulder widths	_____8 points
Yes, increases entering sight distance	_____7 points
Yes, increases lane widths only	_____6 points
Yes, increases shoulder widths only	_____5points
None	_____ 0 points

COMMITTEE SCORE_____
(Max. score of 8)

77. **Will this project correct a significant safety problem by implementing a seismic retrofit, guardrail, attenuator and barriers, or other devices?**
Guidance: The explanation and supporting material will be scored within a range of 0 to 4 points.

Please explain the existing problem and provide supporting data (accidents, police reports, etc…):

_____
_____
_____
_____
_____
_____

COMMITTEE SCORE_____
(Max. score of 4)

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81. How will the project improve transportation to, or within, existing central places in the rural community with commercial, retail, and community services?

Guidance: Community services may include government services such as Town Halls, Libraries, or Post Offices. Community services may include private services such as retail or commercial outlet such as grocery, bakery, clothing stores or restaurants.

Yes _____ 5 points
No _____ 0 points

Please explain:_____

High: A high scoring project would demonstrate the following characteristics:

- The project improves a corridor with direct access to a Rural or Town Center
- The project improves access to a Rural or Town Center with more than five types of community services.

Medium: A medium scoring project would demonstrate the following characteristics:

- The project improves a corridor with indirect access to a Rural or Town Center
- The project improves access to a Rural or Town Center with three or more types of community services.

Low: A low scoring project would demonstrate the following characteristics:

- The project is minimally related to a Rural or Town Center
- The project improves access to a Rural or Town Center with less than three types of community services.

COMMITTEE SCORE_____
(Max. score of 5)

TOTAL SCORE FOR ALL SECTIONS_____

JURISDICTION APPROVAL.

I, the undersigned, affirm to the best of my knowledge:

_____ **(initial) The project information contained within this application is accurate.**
_____ **(initial) The project is programmed and matching funds are available.**
_____ **(initial) Agency acknowledges it must apply for listing in Regional TIP before June 1 of the selected obligation year.**

BY: _____
Approving Authority

TITLE: Mayor

DATE: 4/30/14