

Project Title Washington Avenue Streetscape ROW Acquisition
Agency Town of Eatonville

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 appendices of the application packet. 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
- Non-Motorized
(Please answer Questions 1-23 and 49-54)
Potential score of 100
- Preservation
(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: Doug Beagle Address: 201 Center Street West, PO Box 309
Title: Town Administrator Telephone: 360-832-3361
Email: dbeagle@eatonville-wa.gov

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2. **Improvement Type:** Please select ONE primary Improvement Type. Please indicate one Primary Improvement (PI) and any number of Secondary Improvements (SI).

ROADWAY			
	New Facility – Roadway		Bridge Replacement
	Relocation – Roadway		Multiple Intersections – Roadway
	Environmental Improvement – Roadway		Single Intersection – Roadway
	Major Widening – General Purpose		Safety – Roadway
	Major Widening – HOV		Grade Separation
	Minor Widening – No new capacity		Major Interchange – GP
	Minor Widening – New capacity		Major Interchange – HOV
	Preservation/Maintenance/Reconstruction		Minor Interchange – GP
	Resurfacing		Minor Interchange – HOV
	New Bridge or Bridge Widening		Other – Roadway
	Bridge Rehabilitation		
NONMOTORIZED			
PI	Sidewalk		Bike Lanes
	Regional Trail (Separate Facility)	SI	Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
OTHER			
	Transportation System Management		Transportation Demand Management
	Intelligent Transportation System		Other – Special
	Study or Planning activity		
TRANSIT			
	New/Relocated Transit Alignment		New ferry route
	Transit Center or Station – new or expansion		Service Expansion – Ferry
	Flyer Stop		New/Relocated/Expanded terminal
	Transit Center or Station – Maintenance		Terminal Preservation
	Park and Ride (new facility or expansion)		New/Replacement Vessels – Passenger Only
	Vehicle Expansion		New/Replacement Vessels – Car/Pass
	Vehicle Replacement		Vessel Preservation/Rehabilitation
	Operations – Transit		Operations – Ferry
	Service Expansion – Transit		Other – Ferry
	Other – Transit		

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PROJECT LOCATION INFORMATION

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

- 3. **Project Location:** SR 161 (Washington Ave North)
From: Center St E To: Lynch Creek Rd
Or, other appropriate locating information: _____
Project Length: 1700 (feet)
- 4. **Federal Route Number** N/A
- 5. **Federal Functional Class:** Minor Arterial see link
www.wsdot.wa.gov/Mapsdata/tools/functionalclass
- 5a. **Posted Speed Limit:** 25
- 5b. **Average Daily Traffic Volume:** 6100

PROJECT DESCRIPTION

- 6. **Funding Request: What is the proposed funding source?** STP 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 No _____

If yes, cite document, page(s) and adoption date: The project is identified in the Eatonville Comprehensive Plan and the Eatonville Town Center and Corridor Study (Incorporated into the Eatonville Comprehensive Plan by Eatonville Ordinance 2007-6). The comprehensive plan was adopted on July 11th, 2005 and amended to include the Town Center and Corridor Study on February 26th, 2007.

- The relevant sections in the Eatonville Comprehensive Plan include:
- Section 10.7.3 (pages 10-12 through 10-13)
 - Section 10.9 (pages 10-21 through 10-23)
 - Figure 10-3 (page 10-20)
 - Section 15.5 (page 15-6)
 - Section 15.18 (page 15-15)
 - Figure 15-2 (page 15-16)
 - Section 16.12 (pages 16-16 through 16-19)
 - Table 16-3 the six year streets plan (page 16-17)
- The relevant sections in the Town Center and Corridor Study include:
- Chapter 2 Existing Conditions pages 9-14
 - Chapter 5 The Preferred Alternative pages 33-46

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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 Town of Eatonville is pursuing funding assistance for Right-of-Way purchasing at various locations throughout the larger Washington Avenue N Streetscape Project. The project has completed PE Design and identified locations where additional Right-of-Way is needed to accommodate ADA compliant facilities and traffic signal equipment. A complete project description is as follows:
The Town of Eatonville proposes to construct streetscape, sidewalk, crosswalk, and signalization improvements along Washington Avenue (SR-161) in Eatonville from just north of Lynch Creek Road through the intersection of Center Street E.

Confirm word count (85 words).

9. Purpose and Need – Please provide a clear and concise narrative describing the project’s existing and proposed conditions. If available, provide pictures, technical data and/or other supporting studies or analysis (400 words maximum):

SR 161 Washington Ave is a two lane state highway in a rural Town setting. While pedestrian in scale, the corridor is not an inviting environment for pedestrians due to substandard pedestrian crossings, a lack of buffering between sidewalks and the roadway, out of compliance ADA facilities, and a lack of general streetscape amenities including lighting, landscaping, and street trees. The corridor is zoned for downtown commercial development, but is uninviting to businesses and customers due to right of way infrastructure deficiencies. Shallow lot depths makes the construction of off-street parking difficult while a barren street scape and poor pedestrian environment discourages on-street parking. The corridor includes Eatonville's busiest intersection with traffic patterns that lead to significant traffic backups during the tourist season and especially when traffic is detoured through Eatonville as has been the case for more than 1 year with the closure of SR-7 south of town. Level of service at the intersection has been identified as "C" in recent traffic studies and is a major impediment to development under the town's concurrency requirements. The intersection drops to LOS "F" during the tourist season with backups that can extend more than a mile out of town requiring that police direct traffic. The intersection is a difficult pedestrian crossing location and has seen vehicle on pedestrian accidents including an instance where a school bus ran over a child. Of the Eatonville School District's five schools, three are located within one block of this corridor. This stretch of SR-161 is flooded with pedestrians at school opening and closing times when pedestrian safety concerns are greatest. Finally, Lynch Creek Quarry is in the process of expanding its operations to the north of town. Large gravel trucks will be using Lynch Creek Road for access and will primarily be making turning movements from westbound Lynch Creek Road to Northbound SR-161 and vice-versa. This intersection has poor alignment, visibility, and grade which will be corrected as part of this project. If constructed, this project will improve pedestrian safety (especially for students accessing Eatonville Middle School and Eatonville Elementary School), encourage greater pedestrian use of the corridor, support economic development and the infill of downtown, reduce traffic congestion at Eatonville's busiest intersection during the tourist season, and facilitate quarry traffic entering SR-161 from Lynch Creek Road.

Confirm Word count (381 words)

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PROJECT TRACKING AND FUNDING

NOTE: Sponsors may request funding for any single phase of the project, but requests for multiple phases is limited to preliminary engineering plus the subsequent phase necessary. For instance, requests for multiple phases are limited to the combination of (1) preliminary engineering and right-of-way or (2) preliminary engineering and construction (no right-of-way and construction requests will be considered).

Required Match: A minimum of 13.5% of local matching funds is required for PSRC's FHWA funding. The following formula may be used to calculate the projects match:

To calculate the amount of matching funds, divide the federal funds requested by .865 and subtract the federal funds from this amount.

Example: Federal funds requested = \$100,000

$$\begin{aligned} \$100,000 / .865 &= \$115,607 \\ \$115,607 - \$100,000 &= \$15,607 \text{ local match required} \end{aligned}$$

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
Right of Way	2015	\$147,050
		\$
		\$
		\$
		\$
		\$147,050

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>

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11. Total Project Cost (\$3,609,307)

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 Funds	Secured	2005	\$23,411	X			
PSRC STP Funds	Secured	2005	\$150,000	X			
Local Funds	Secured	2011	\$35,896		X		
PSRC STP Funds	Secured	2011	\$230,000		X		
Local Electric Tax	Secured	2015	\$16,065			X	
Local Stormwater Tax	Secured	2015	\$5,738			X	
Local Transportation Benefit District	Secured	2015	\$1,147			X	
Undetermined	Unsecured	2016	\$3,000,000				X
Grant Request	Unsecured	2015	\$147,050			X	
TOTAL			\$3,609,307				

If unable to completely fill out Tables #10-12, please explain why: N/A

11a. Provide additional information on any funds identified in the table above as reasonably expected to be secure. For example, identify the estimated approval date of funds for the project into the 6-year program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required, etc. For more information on the definition of secured, reasonably expected, and unsecured funds, refer to:
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>

N/A

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THE FOLLOWING RESPONSES WILL BE SCORED FOR PROJECT PRIORITIZATION.

PROJECT READINESS

12. **Cooperating Jurisdictions and Private Sector Support, if any: Provide names of all jurisdictions and private parties, contributing funds would be applied, and the percentage of total project funds provided.** The percentage shall be expressed based on the costs of the requested phases under the current application. Contributing funds for prior phases shall not be considered. **Applicants that have been previously awarded grant funding for their project CANNOT use the grantor as a cooperating jurisdiction.**

Letters of Commitment from all cooperating jurisdictions and private sector support must be attached to receive points: Yes No

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
N/A			
Total:			

- 5 % or more 3 points
- 3 to 4 % 2 points
- 1 or 2 % 1 point

COMMITTEE SCORE
(Max. score of 3)

Private Sector Support	Phase	Dollar Amount of Participation	Percentage of Current Application
N/A			
Total:			

- 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)

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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 1 point P/E Design 2 point
ROW 2 point Construction 2 point
(ROW is required to receive points)

If any are checked, name project title and Funding Agency ID# _____
SR 161/Washington Ave N. Corridor Streetscape and Design Project, Lynch CR Rd to Center St
PSRC Project No. EAT-8

Funding Source: PSRC
Funding Amount(s): \$230,000

Name and completion date of Planning Study:
Eatonville Town Center and Corridor Study (February 26, 2007)

COMMITTEE SCORE _____
(Max. score of 7)

14. Federal Functional Classification: Principal Minor Collector

Principal 3 points
Minor 2 points
Collector 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 0 points

If yes, what are they? This project will be installing 8' wide sidewalks.

COMMITTEE SCORE _____
(Max. score of 2)

16. Local Agency Over Match Incentive: N/A

More than 30% of total project costs 3 point
21% to 30% of total project costs 2 point
15% to 20% of total project costs 1 point

COMMITTEE SCORE _____
(Max. score of 3)

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17. Is the project or phase ready for implementation? (One point per box. Please check all that apply)

Obligate funds in 2015 (receives 2 points) *	X	Environmental process complete* (must provide a signed ECS by FHWA or WSDOT H&LP)	
Obligates funds in 2016 (receives 1 point)		Funding requested here completes project or fully implements the project	
ROW plans approved by WSDOT		Purchase of ROW certified or not required	

*Note: NEPA will NOT be finalized until the "next" project phase is funded in the STIP.

COMMITTEE SCORE _____
(Max. score of 6)

Please provide information on your project readiness to proceed:

Design Status (100% complete): Choose an item.

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	Complete	8/1/2013
Environmental Approval	Not complete	3/1/2015
Right-of-Way Certification	Not complete	11/1/2015

If construction funds are being requested, please describe any ROW needs for the project, including the number of parcels needed, whether property owners are expected to cooperate (and your agency's experience with condemnation and/or whether it is willing to go to condemnation if needed).

N/A

17a. Will other secured or reasonably secured funding benefits be missed if the project remains unfunded in 2015, 2016 or 2017?

Yes _____ No X (Include information about other funding benefits.)

Please explain:

N/A

COMMITTEE SCORE _____
(Max. score of 1)

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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)	
3. Countywide Center or Locally Identified Center (see approved PCRC Map) (scores 1 point)	X	6. Corridor Supporting two (2) or more Centers (scores 1 point)	

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.

This project is located within the designated Town Center, and is identified on the PCRC map as a Local Center.

The SR-161 corridor, particularly through the Town of Eatonville, supports truck traffic transporting timber between the harvest areas to the east and south of Town. Much of this truck traffic is destined for the Port of Tacoma Regional Manufacturing/Industrial Center. The construction of the new traffic signal will significantly reduce delay for freight destined for the Port of Tacoma and other Regional Centers.

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 _____ 1 point
 No X 0 points

If yes, provide route number(s) _____

COMMITTEE SCORE _____
(Max. score of 2)

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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>
 Pierce Transit route information is available at <http://www.piercetransit.org/pierce-transit-routes/>

Peak number of transit vehicles per hour 0

4 or more transit vehicles 2 points

1 to 3 transit vehicles 1 point

COMMITTEE SCORE
 (Max. score of 2)

21. Does this project specifically improve non-motorized access for trips to any of the following (check all that apply). Provide a map showing all checked items.

Transit locations (0-2 trips/day)	Schools	X	Household/Retail	X	Commercial Areas	X
Transit locations (0-5 trips/day)	Grocery Store	X	Parks and Recreation		Cultural Facilities (museums, libraries, etc.)	
Transit locations (0-5+ trips/day)	Medical	X	Employment Centers		*Other	

1 point each item

*Please describe:

N/A

COMMITTEE SCORE
 (Max. score of 12)

22. Does this project provide contiguous gap-closure to a previously funded transportation route?

(Gap closure projects may improve the facility to a standard equal to those sections on either end of the project. Gap closure project may provide a missing link of a facility that leads to a single connected facility. Gap closure projects are not limited to roadway sections and may include pedestrian paths, bicycle paths, trails, bridges, or any other transportation project which completes the system.)

Yes, Final Section 3 points

Yes, Next Section 2 point

No X 0 points

If yes, please name adjacent segments; provide their funding source, and completion date: N/A

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 primary emissions reduction measure on this project is the installation of the traffic signal at the intersection of SR-161 & Center Street E. Level of service at the intersection has been identified as "C" in recent traffic studies. The intersection drops to LOS "F" during the tourist season with backups that can extend more than a mile out of town requiring that police direct traffic.

Truck traffic accounts for 12% of the total volume on the corridor. Even during non-peak seasons, trucks experience unnecessary idle time at the existing 4-way stop configuration. By installing the traffic signal, vehicle detection will be utilized to reduce the number of stops and the emissions associated with stopping and starting.

The project also provides a significantly improved pedestrian environment that will increase pedestrian safety and encourage walking instead of driving within the Town Center area and adjacent schools.

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:

- It results in a low amount of emissions reductions; and
- The air quality benefits will occur after 2025.

High = _____ 5 points
 Medium = _____ 3 points
 Low = _____ 2 points
 0 = _____ 0 points

COMMITTEE SCORE _____
 (Max. score of 5)

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ROADWAY APPLICATION

24. Does the project include signal interconnection, pre-empt, or other ITS improvements?

Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the ITS improvement is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.).

Please describe:

Yes, Significant Improvement _____ 2 points
Yes, Minor Improvement _____ 1 point
No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 2)

25. Are the environmental/water quality improvements greater than the minimum requirements?

Please describe:

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site. _____ 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 adds 5,000 square feet or more new impervious but add less than 50% total. _____ 1 point

COMMITTEE SCORE _____
(Max. score of 3)

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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: _____

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- Yes, this project is located within a Manufacturing Industrial Center (MIC), is located on a classified Truck Route (T1-T2) and is within 2 miles of a marine terminal, intermodal or transload facility _____ 3 points
- Yes, this project is located within a Center, is located on a classified Truck Route (T1 –T3) and is within 2 miles of a marine terminal, intermodal or transload facility _____ 2 points
- Yes, this project is located on a corridor connecting two centers (one must be a MIC) and is within 4 miles of a marine terminal, intermodal or transload facility _____ 1 point

COMMITTEE SCORE _____
(Max. score of 3)

30. 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)

31. Does the project include a new bicycle lane or separated NM facility for the full length of the project?

- Yes, a separated NM facility _____ 3 points
- Yes, striped lane 5 feet or greater _____ 2 points
- Yes, shared lane 3 feet or greater in width _____ 1 point
- No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 3)

32. Does this project improve the transportation system by widening turn lanes or removing corridor conflicts?

Guidance: Modes of transport may include vehicular, rail, non-motorized...

Please explain:

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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

COMMITTEE SCORE _____
(Max. score of 3)

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36. Does this project add new HOV lanes or transit queue jump lanes (need to provide a letter of support for queue jump lanes from the transit agency)?

- Yes, two or more lanes _____ 2 points
- Yes, one lane _____ 1 point
- No _____ 0 points

COMMITTEE SCORE _____
 (Max. score of 2)

37. Does the project widen or construct the road to add general purpose lanes to increase capacity?

- One or more _____ 2 points
- None _____ 0 points

COMMITTEE SCORE _____
 (Max. score of 2)

PRESERVATION APPLICATIONS

38. Confirm project meets either Improvement Code 06 or 07. Please write only one code. _____

<p>06 = Restoration & Rehabilitation Work required to return an existing pavement (including shoulders) to a condition of adequate structural support or to a condition adequate for placement of an additional stage of construction. There may be some upgrading of unsafe features or other incidental work in conjunction with restoration and rehabilitation. Typical improvements would include replacing spalled or malfunctioning joints; substantial pavement stabilization prior to resurfacing; grinding/grooving of rigid pavements; replacing deteriorated materials; reworking or strengthening bases or subbases, and adding underdrains.</p>	<p>07 = Resurfacing Placement of additional surface material over the existing roadway to improve serviceability or to provide additional strength. There may be some upgrading of unsafe features and other incidental work in conjunction with resurfacing. Where surfacing is constructed by separate project as a final stage of construction, the type of improvement should be the same as that preceding stage—new route, relocation, reconstruction, minor widening, etc.</p>
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39. Pavement Preservation Surface Area: _____ / _____ (lane miles / SY)

40. Distressed Pavement (SY / percentage of total roadway surface (matching question 12))

_____ / _____ %
 (If over 30%, then this project is not eligible)

Distressed Pavement Definition:

HMA Pavement: Normally repaired by dig-out (i.e., removal of structurally failed pavement and underlying base. Replacement with full-depth HMA or base material and HMA after compaction and verification of subgrade support. Typical distressed pavement includes: potholes; severe alligator cracking; and/or severe settlement.

PCC Pavement: Concrete panels with 3 or more cracks.

41. Design and construction costs for mandated improvements (e.g. ADA upgrades and safety retrofits) (attach engineer's estimate). _____

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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)

COMMITTEE SCORE _____
(Max. score of 7)

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45. Jurisdiction has a pavement management system.

Yes _____ 3 points

COMMITTEE SCORE _____
(Max. score of 3)

46. Jurisdiction Overall PCI for Federal Functionally Classified Roadways _____

Year of overall functionally classified PCI _____ (must have been completed in the last 4 years)

Overall PCI 70 or above _____ 7 points
65-69 _____ 6 points
60-64 _____ 4 points
51-59 _____ 2 points

COMMITTEE SCORE _____
(Max. score of 7)

46A. Overall PCI conducted for Federal functionality classified roadways within last 3 years.

Yes _____ 2 points

COMMITTEE SCORE _____
(Max. score of 2)

47. Federal Functional Classification: Principal Minor Collector

Principal _____ 4 points
Minor _____ 3 points
Collector _____ 2 points

COMMITTEE SCORE _____
(Max. score of 4)

48. 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 _____ 3 points
Yes, partial or intersection _____ 2 point
No _____ 0 points
If yes, provide route number(s) _____

COMMITTEE SCORE _____
(Max. score of 3)

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NON-MOTORIZED APPLICATION

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

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site. _____ 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 adds 5,000 square feet or more new impervious but add less than 50% total. _____ 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 _____ 5 points
- Yes, removes modal conflicts at grade _____ 3 points
- No _____ 0 points

Please explain:

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 _____ 2 points
- Provision of facilities for bicycles _____ 2 points
- Provision of facilities for bicycles and Pedestrians _____ 1 points

COMMITTEE SCORE _____
(Max. score of 5)

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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.

- Pedestrian Amenities (benches, trash cans) _____ 2 points
- Bicycle Amenities (bike racks, signage) _____ 3 points
- Crosswalk Signalization/Flashing Beacon _____ 4 points
- Lighting _____ 3 points
- Transit Connection _____ 3 points
- Other _____ 0-3 points

Describe:

COMMITTEE SCORE _____
(Max. score of 18)

53. In the last five years, have there been any pedestrian or bicycle accidents that could have been prevented with this project?

- Yes _____ 5 points
- No _____ 0 points

Providing supporting data (accident data, police reports etc.) is a requirement of earning points.
Please identify the accident history:

COMMITTEE SCORE _____
(Max. score of 5)

54. Does this project add a new illumination system?

- Yes, full project corridor length _____ 4 points
- Yes, partial project corridor length _____ 3 points
- Yes, at an intersection only _____ 2 points
- No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 4)

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OTHER APPLICATIONS

55. Please explain how the project addresses transportation issues or needs of two or more jurisdiction/agencies and/or has countywide impact and benefit.

Guidance: Projects resulting in physical construction must be built in multiple jurisdictions to acquire multiple points.

Please explain:

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)

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

COMMITTEE SCORE _____
(Max. score of 4)

60. Please explain how the project addresses preservation.

COMMITTEE SCORE _____
(Max. score of 4)

61. Please explain how the project addresses global competitiveness.

COMMITTEE SCORE _____
(Max. score of 4)

62. Please explain how the project addresses productivity and efficiency.

COMMITTEE SCORE _____
(Max. score of 4)

63. Please explain how the project addresses connectivity.

COMMITTEE SCORE _____
(Max. score of 4)

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TRANSIT APPLICATIONS

64. Will this project reduce transit operating costs or improve efficiencies?

Yes _____ 4 points
No _____ 0 points

If yes, explain:

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)

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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:

- Provides clear benefit to a center or centers by expanding the person and goods carrying capacity of routes leading towards the center(s).
- Demonstrates that it helps a center(s) meet its development goals (and can reference these goals).
- Improves access to the center(s) for multiple modes, including nonmotorized and transit.

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

- Primarily benefits the development along the corridor rather than a center.
- Benefits to a center's development goals are not described in a comprehensive plan.
- Improves access to a center, but only for a few modes.

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

- Has very limited benefits to a center, with the benefits not described in a comprehensive plan.
- Limited access improvements for only one mode.

COMMITTEE SCORE _____
(Max. score of 4)

68. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, and those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment.

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:

- Serves multiple user groups, including those without full-time access to cars, those identified in the President's Order for Environmental Justice, and/or areas experiencing high levels of unemployment or chronic underemployment.
- Adjacent to dense, mixed-use areas that are likely to generate significant use of the project.

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

- Serves a moderate number and variety of users.
- Adjacent land uses are low-density, and therefore, likely to generate limited use.

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

- Serves a limited number and variety of users.

COMMITTEE SCORE _____
(Max. score of 4)

69. Describe how the project improves intermodal connections (e.g., between autos, ferries, commuter rail, high capacity transit, buses, carpools, bicycles, etc.) or facilitates connections between separate operators of a single mode (e.g., two transit operators).

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 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)

71. **How does the project maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.**

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.

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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)

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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RURAL APPLICATIONS

73. **Are the environmental/water quality improvements greater than the minimum requirements?
Please describe:**

The project will not be installing any water quality improvements. The project is rebuilding within the existing roadway footprint, therefore there is very little new impervious surface, and no new pollution generating impervious surface being added.

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site.

___ 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 adds 5,000 square feet or more new impervious but add less than 50% total.

___ 1 point

COMMITTEE SCORE ___
(Max. score of 3)

74. **Will this project improve the efficiency and accessibility of trucks to deliver rural economy products such as, mineral extractions, forest products, food or other agricultural products to the urban centers?**

Yes X 6 points
No ___ 0 points

Please explain: Signalizing the intersection of SR-161 & Center St E will improve the flow of forest products from logging operations south and east of the town to urban centers northwest of the town. The intersection of Lynch Creek Road where it intersects SR-161 will be upgraded to improve alignment, sight distance and safety to accommodate new truck traffic to the planned Lynch Creek Quarry expansion area.

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

- Demonstrate the project will improve transportation for more than one rural product group.
- The project consists of upgrades that provide greater sustainability for the rural freight system.

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

- Demonstrate the project will improve transportation for one rural product group.
- The project consists of upgrades that do not mitigate the impacts of truck traffic.

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

- The project does not improve transportation for any of the rural product group.
- The project does not include rehabilitation nor reconstruction elements.

COMMITTEE SCORE ___
(Max. score of 6)

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PICK AND SCORE **ONE ONLY** (75 or 75A)

75. Percent of heavy trucks (3 axles min) 12%
Basis for determining truck percentage (a description is required to score points)
Traffic information has been obtained through the WSDOT FGTS Classification Tables 2013 report. Data was obtained for the segment of SR-161 between Center Street in Eatonville and Kapowsin Hwy, approximately 3.02 miles north of the town of Eatonville.

- Over 10% X 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 X 7 points
- Yes, increases lane widths only _____ 6 points
- Yes, increases shoulder widths only _____ 5 points
- 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...):

The intersection of SR-161 & Center St E will receive a new traffic signal. This intersection is a difficult pedestrian crossing location and has seen vehicle on pedestrian accidents, including an instance where a school bus ran over a child.

The intersection of SR-161 & Carter St E will receive pedestrian actuated flashers for pedestrians crossing SR-161. This intersection receives heavy pedestrian and vehicle traffic at school opening and closing times; therefore the need for safety improvements for pedestrians, particularly young children, is very high.

COMMITTEE SCORE _____
(Max. score of 4)

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78. Will this project retain the important cultural, economic, and rural lifestyle opportunities of the region?

Yes 3 points
No 0 points

Please explain: This project will be completing the last major corridor as part of Eatonville's Town Center. The urban design incorporated many features that matched the historic feel of the corridor and the town. Overhead banner poles feature large mock saw blades that reflect the logging culture of Eatonville, benches were strategically placed along the corridor to highlight views of Mount Rainier and the surrounding foothills and street trees were placed to avoid blocking existing views of the mountain from homes along the corridor.

COMMITTEE SCORE _____
(Max. score of 3)

79. How does this project support cottage industries, small-scale farms, and/or access to recreational areas in designated natural resource lands?

Yes 5 points
No 0 points

Please explain: Signalizing the intersection of SR-161 and Center St E will decrease congestion and increase the flow of tourist traffic through Eatonville. The area sees significant congestion during peak tourist seasons as the main route from the Puget Sound area to Alder Lake, Mount Rainier National Park and many other historic towns.

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

- The project improves a corridor with direct access to the industries, farms, and/or recreational areas.
- The project improves access to more than five of the industries, farms, and/or recreational areas.

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

- The project improves a corridor with indirect access to the industries, farms, and/or recreational areas.
- The project improves access to three or more of the industries, farms, and/or recreational areas.

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

- The project provides minimal access to the industries, farms, and/or recreational areas.
- The project improves access to less than three of the industries, farms, and/or recreational areas.

COMMITTEE SCORE _____
(Max. score of 5)

80. Does the project, in whole or incrementally, improve the connectivity of the rural transportation system?

Yes, improves connections to 3 or more agencies outside of the Urban Growth Area _____ 3 points
Yes, improves connections to 2 or more agencies outside of the Urban Growth Area 2 points
Yes, improves connections within 1 agency outside of the Urban Growth Area _____ 1 points
No _____ 0 points

Please explain: This project provides improvement to the rural transportation system by reducing delay along the route from urban centers such as Puyallup and Tacoma to rural areas such as Elbe and Mount Rainier National Park.

COMMITTEE SCORE _____
(Max. score of 3)

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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 X 5 points
No 0 points

Please explain: The project will improve pedestrian access to many community destinations within the town of Eatonville. Along SR-161 there are many retailers including a grocery store, restaurants and a medical facility. One of the goals of the project is to "Integrate Town Center development with a transportation corridor development along Washing Avenue (SR-161) and Mashell Avenue (parallel to SR-161, one block west), thus creating a compact rural Town Center serving the commercial, retail and service needs of both the local residents and those traveling through Eatonville.

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:

- MS (initial) The project information contained within this application is accurate.
MS (initial) The project is programmed and matching funds are available.
MS (initial) Agency acknowledges it must apply for listing in Regional TIP before July 31, 2012.

BY: Yvette Schels
Approving Authority

TITLE: Mayor

DATE: 4/28/14