**Project Title** Kimball Dr. and Hunt St. Overlay
**Agency** City of Gig Harbor

# 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

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

_____X_____ 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: Emily Appleton Address: 3510 Grandview Street, Gig Harbor, WA 98335

Title: Senior Engineer Telephone: 253-853-7620

Email: appletone@cityofgigharbor.net

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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 |
| (PI) | Preservation/Maintenance/Reconstruction | | Minor Interchange – GP |
| (SI) | Resurfacing | | Minor Interchange – HOV |
| | New Bridge or Bridge Widening | | Other – Roadway |
| | Bridge Rehabilitation | | |
| **NONMOTORIZED** | | | |
| | Sidewalk | | Bike Lanes |
| | Regional Trail (Separate Facility) | (SI) | Other – Nonmotorized (ADA COMPLIANCE) |
| | 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:** Kimball Dr. and Hunt St.
From: Pioneer Way To: Soundview Dr.

Or, other appropriate locating information: _____

**Project Length:** 10,395 (lane feet)

4. **Federal Route Number** 620004310

5. **Federal Functional Class:** 16 Minor Arterial see link
www.wsdot.wa.gov/Mapsdata/tools/functionalclass

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

5b. **Average Daily Traffic Volume:** 6,700 vehicles

**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: City of Gig Harbor Comprehensive Plan- Chapter 11, pg. 11-61, Chapter 12, pg. 12-1. Adopted 2013-update

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):**
Provide 2-in HMA overlay along Kimball Drive and Hunt Street between Pioneer Way and Soundview Drive. Edge grinding will be performed as necessary to maintain compliant crown and cross-slopes, and tie-in with existing curb and gutter. Utility structures will be adjusted as needed to accommodate overlay thickness. Project includes a minor amount of dig-out and replacement of pavement (estimated to be approximately 5% of total area). Roadway will be re-striped. In addition, there will be upgrades to the existing crosswalk(s) and curb ramps to comply with ADA requirements and to increase pedestrian safety.

Confirm word count (93 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):**

Kimball Drive/Hunt Street is classified as a Minor Arterial on the WSDOT Functional Classification Map and as an Arterial in the City of Gig Harbor's Comprehensive Plan. There is a transit Park and Ride facility located along Kimball Drive with Pierce Transit Routes 100 and 102 and Sound Transit Route 595 running variously through all or part of the project limits.

This project is captured in the road rating data shown in the attachment entitled "City of Gig Harbor Pavement Rating Summary, April 2014". The average PCI score within the project limits is 65.4 summarized on another attachment labeled "Kimball/Hunt Preservation Project" and comprised of the sections as follows:

- Kimball Drive between Pioneer Way and Hunt Street (#32 and #55 on the attached) – NB 71.20 and SB 51.59;
- Hunt Street between Soundview Drive and Kimball Drive– EB 71.89 and WB 73.03.

If further degradation of the pavement occurs, rehabilitation costs will rise significantly. Receipt of the STP grant funds would further the State of Good Repair element outlined in the Regional Transportation 2040 plan as well as policies and goals adopted in the City of Gig Harbor's Comprehensive Plan. Specific City policies and goals are described in Policy 11.3.5 under the Transportation Chapter, "Give high priority to maintenance and preservation of the existing transportation system over new construction.", and Goal 12.1 in the Capital Facilities chapter of the Comprehensive Plan which states, "Provide needed public facilities to all the City residents in a manner which protects investments in existing facilities…"

The ADA upgrades are necessary to increase safety and ease of use, encouraging additional non-motorized travel.

Confirm Word count ( 266 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

$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 | 2016 | $331,000.00 |
| | | $ |
| | | $ |
| | | $ |
| | | $ |
| | | **$331,000.00** |

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 ($390,000.00 )**

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 | Reasonably expected | 2015/2016 | $59,000 | | | | $59,000 |
| (name) Co-op Jurisdiction | | | | | | | |
| (name) Private Funds | | | | | | | |
| (source) Grant | | | | | | | |
| Other | | | | | | | |
| Other | | | | | | | |
| Other | | | | | | | |
| Grant Request | Unsecured | 2016 | $331,000 | | | | $331,000 |
| | **TOTAL** | | **$390,000** | | | | **$390,000** |

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

**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

Every year the City of Gig Harbor approves a budget amount between $200,000 - $300,000 each year for Pavement Maintenance and Repair. Previous years approved budgets have been as follows: 2012 Budget- $250,000, 2013 Budget- $275,000, and 2014 Budget-$200,000.
The City of Gig Harbor plans to use this annual budgeted Pavement Maintenance and Repair for the biennial 2015/2016 budget to fund the match amount as required by grant requirements.
These funds are reasonably secured as they have historically been incorporated into the City's budget each cycle.

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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 |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | **Total:** | |

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

**COMMITTEE SCORE** N/A
(Max. score of 3)

| Private Sector Support | Phase | Dollar Amount of Participation | Percentage of Current Application |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | **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** N/A
(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#** _____

**Funding Source:**
**Funding Amount(s):** _____

**Name and completion date of Planning Study:** _____

**COMMITTEE SCORE** N/A
(Max. score of 7)

14. **Federal Functional Classification: Principal Minor Collector**

Principal _____3 points
Minor __X__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 X__ 2 points
No ____ 0 points
If yes, what are they?____The project will include upgrades to an existing mid-block crosswalk to increase pedestrian safety. The upgrades will include the removal of an outdated in-pavement lighted crosswalk and the installation of a new pedestrian actuated rapid flash beacon system and associated pavement markings.

**COMMITTEE SCORE**_____
(Max. score of 2)

16. **Local Agency Over Match Incentive**:

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

*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 (% complete):** Choose an item.

| Project Phase | Status | Actual or Expected Completion Date |
|---|---|---|
| Preliminary Engineering | Not complete | 5/29/2015 |
| Environmental Approval | Not complete | 5/29/2015 |
| Right-of-Way Certification | N/A | Click here to enter a date. |

**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).**
No ROW is needed to complete this project implementation as all the work to be performed is in the current city-controlled ROW.

**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:**

**COMMITTEE SCORE**_____

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(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) | |
| 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) | X | 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 City of Gig Harbor Municipal Code (GHMC) 17.99.090 describes activity centers as shown on the enclosed documents. This project is located within and directly supports the "Wollochet/Pioneer Interchange" center. The project also is on a corridor that connects the "Wollochet/Pioneer Interchange" center with the "Olympic Drive/Point Fosdick Interchange" center.

**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 ___X___ 2 points
Yes, partial or intersection ___X___ 1 point
No _____ 0 points
If yes, provide route number(s) Sound Transit Route 595 (partial); Pierce Transit Routes 100 (full length) and 102 (partial)

**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 Sound Transit Route 595 – 3/hr max; Pierce Transit Routes 100 & 102 – 1/hr max (see pages 26 and 27 of the call for projects)

4 or more transit vehicles X 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) | X | Schools | X | Household/Retail | | Commercial Areas | X |
| Transit locations (0-5 trips/day) | X | Grocery Store | | Parks and Recreation | X | Cultural Facilities (museums, libraries, etc.) | X |
| Transit locations (0-5+ trips/day) | X | Medical | X | Employment Centers – City Hall | X | *Other - Cushman Trail connection , Park and Ride | X<br>X |

1 point each item

*Please describe:
ADA upgrades to existing ramps and to the mid-block crossing will improve non-motorized access to all the facilities along Kimball Drive and Hunt Street within the project limits. There is a transit facility, which includes a park and ride lot, located within the project limits, served by Sound Transit and Pierce Transit. The Cushman Trail, a regional, non-motorized facility, also intersects and travels along a portion of the project limits. KinderCare Pre-School and Daycare and Beginnings Learning Center, a pre-school and daycare, are located within two and three (respectively) blocks of the project limits. Grandview Forest Park is within three blocks and the Civic Center Greens and Skate Park is within one block of the project limits. There are medical facilities located at the south end of Kimball Drive. The Civic Center, a hub of community activity including rotating historic and art installations, and City Hall, a government employment center, are located within one block of the project limits. There are numerous commercial, retail and restaurant facilities located along Kimball Drive and a portion of Hunt Street. The lower part of Hunt Street is primarily residential, with single family and multi-family homes and condominiums. These improvements will specifically improve non-motorized access.

**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: _____

**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 ADA upgrades and pedestrian safety improvements will encourage non-motorized travel within and around the project vicinity and has the potential to increase the number of transit users by providing upgraded facilities and increasing safety of the Kimball Drive mid-block crosswalk.

**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 = | __X___ 2 points |
| 0 = | _____ 0 points |

**COMMITTEE SCORE**_____

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(Max. score of 5)

## 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:

N/A

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

**COMMITTEE SCORE** N/A
(Max. score of 2)

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

N/A

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 provides water quality treatment for 150% of new impervious surfaces. ____ 1 point

**COMMITTEE SCORE** N/A
(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:**

N/A

(Narrative or supporting documents are required.)

**COMMITTEE SCORE** N/A
(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** N/A
(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:

N/A

**COMMITTEE SCORE** N/A
(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:

N/A

- 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** N/A
(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…):

N/A

**COMMITTEE SCORE** N/A
(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** N/A
(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:

N/A

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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** N/A
(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)**

N/A

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** N/A
(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** N/A
(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** N/A
(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** N/A
(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** N/A
(Max. score of 2)

## PRESERVATION APPLICATIONS

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

| **06 = Restoration & Rehabilitation** | **07 = Resurfacing** |
|---|---|
| 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. | 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. |

**39. Pavement Preservation Surface Area:** 1.97 lane miles / 41,580 SY (lane miles / SY)

**40. Distressed Pavement (SY / percentage of total roadway surface (matching question 12))**
2,079 SY / 5 %
(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).** $83,000 - Total A on Attached Engineer's Estimate

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

| | |
|---|---|
| Concrete or HMA treatment | X 5 points |
| Chip Seal | _____ 2 points |

**COMMITTEE SCORE**_____
(Max. score of 5)

**43.** **Project Roadway Pavement Condition Index (PCI)** 65.4

**Year of Project Roadway (PCI) (must be no older than 2010)** 2013

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

See attached rating sheet. The PCI rating is based on visual inspection using the form Street Wise II from WSDOT as a basis for the rating system.

| | |
|---|---|
| 75 to 80 | _____ 3 points |
| 65 to 74 | X 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)** 2 **%**
**Basis for determining truck percentage (a description is required to score points)**

There are two businesses on Hunt St. that regularly have large truck deliveries and one of the businesses is an equipment rental company that has trucks, trailers and equipment entering and leaving the yard throughout the day.

| | |
|---|---|
| Over 10% | _____ 7 points |
| 5 to 9% | _____ 5 points |
| 2 to 4% | X 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 |

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(Must be in Code or Comprehensive Plan and attached)

**COMMITTEE SCORE**_____
(Max. score of 7)

**45. Jurisdiction has a pavement management system.**

Yes __X__ 3 points

**COMMITTEE SCORE**_____
(Max. score of 3)

**46. Jurisdiction Overall PCI for Federal Functionally Classified Roadways** 87.6

Year of overall functionally classified PCI 2014 (must have been completed in the last 6 years)

| | |
|---|---|
| Overall PCI 70 or above | X 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** X 2 points

**COMMITTEE SCORE**_____
(Max. score of 2)

**47. Federal Functional Classification: Principal Minor Collector**

| | |
|---|---|
| Principal | _____ 4 points |
| Minor | X 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 | X 3 points |
| Yes, partial or intersection | _____ 2 point |
| No | _____ 0 points |

If yes, provide route number(s) Sound Transit Route 595 (partial); Pierce Transit Routes 100 (full length) and 102 (partial)

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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.**

N/A

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 provides water quality treatment for 150% of new impervious surfaces. ____1 point

**COMMITTEE SCORE N/A**
(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:

N/A

**COMMITTEE SCORE N/A**
(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 N/A**

(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.

| | |
|---|---|
| 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:

N/A

**COMMITTEE SCORE** N/A
(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:

N/A

**COMMITTEE SCORE** N/A
(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 |

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**COMMITTEE SCORE** N/A
(Max. score of 4)

## 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:

N/A

4 or more agencies affected _____ 8 Points
2 or 3 agencies affected _____ 5 Points

**COMMITTEE SCORE** N/A
(Max. score of 8)

**56. Please explain how the project addresses transportation Safety.**

N/A

**COMMITTEE SCORE** N/A
(Max. score of 4)

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

N/A

**COMMITTEE SCORE** N/A
(Max. score of 4)

**58. Please explain how the project addresses environment.**

**COMMITTEE SCORE** N/A
(Max. score of 4)

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

**COMMITTEE SCORE** N/A
(Max. score of 4)

**60. Please explain how the project addresses preservation.**

**COMMITTEE SCORE** N/A
(Max. score of 4)

**61. Please explain how the project addresses global competitiveness.**

**COMMITTEE SCORE** N/A
(Max. score of 4)

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

**COMMITTEE SCORE** N/A
(Max. score of 4)

**63. Please explain how the project addresses connectivity.**

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**COMMITTEE SCORE** N/A
(Max. score of 4)

## TRANSIT APPLICATIONS

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

Yes _____4 points
No _____0 points

If yes, explain:

_____
_____
_____
_____
_____
_____

**COMMITTEE SCORE** N/A
(Max. score of 4)

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

If yes, explain:

_____
_____
_____
_____
_____
_____

**COMMITTEE SCORE** N/A
(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** N/A
(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.

N/A

**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** N/A
(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.

N/A

**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** N/A
(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.

N/A

**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** N/A
(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.**

N/A

**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** N/A
(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.

N/A

**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** N/A
(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:

N/A

**COMMITTEE SCORE** N/A
(Max. score of 3)

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## RURAL APPLICATIONS

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

N/A

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 provides water quality treatment for 150% of new impervious surfaces. . ____ 1 point

**COMMITTEE SCORE** N/A
(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 _____ 6 points
No _____ 0 points

Please explain:

N/A

**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** N/A
(Max. score of 6)

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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)**

N/A

| | |
|---|---|
| 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 N/A**
(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 N/A**
(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…):

N/A

**COMMITTEE SCORE N/A**
(Max. score of 4)

**Project Title** Kimball Dr. and Hunt St. Overlay
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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:

N/A

**COMMITTEE SCORE** N/A
(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:

N/A

**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** N/A
(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:

N/A

**COMMITTEE SCORE** N/A
(Max. score of 3)

**Project Title** Kimball Dr. and Hunt St. Overlay
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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:

N/A

**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** N/A
(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: _____ DATE: _____