

Project Title Foothills Trail, Buckley to South Prairie – Phase 2A  
Agency Pierce County

**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
- 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: Dan Hansen, P.E. Address: 4310 S Pine ST Suite 628, Tacoma, WA 98409-7207  
Title: Transportation Engineer Telephone: (253) 798-2288  
Email: daniel.hansen@co.pierce.wa.us

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

<b>ROADWAY</b>			
	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		
<b>NONMOTORIZED</b>			
	Sidewalk		Bike Lanes
<b>PI</b>	Regional Trail (Separate Facility)		Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
<b>OTHER</b>			
	Transportation System Management		Transportation Demand Management
	Intelligent Transportation System		Other – Special
	Study or Planning activity		
<b>TRANSIT</b>			
	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:** Foothills Trail (Rail to Trail Corridor)

From: SR 165, MP 20.18, southwest of Borell Rd E

To: SR-162 Overcrossing of abandoned railroad right-of-way, southeast of SR-162/Mundy Loss Rd E intersection

Or, other appropriate locating information: \_\_\_\_\_

**Project Length:** 2,746 (feet)

4. **Federal Route Number** N/A

5. **Federal Functional Class:** N/A see link  
[www.wsdot.wa.gov/Mapsdata/tools/functionalclass](http://www.wsdot.wa.gov/Mapsdata/tools/functionalclass)

5a. **Posted Speed Limit:** N/A

5b. **Average Daily Traffic Volume:** N/A

**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:

This project is in the Pierce County Nonmotorized Transportation Plan; adopted by County Ordinance 96-129. The Nonmotorized Transportation Plan is an element of the Pierce County Comprehensive Plan. This project completes portions of projects E36A and E36C listed in the tables on page 46 of the Nonmotorized Transportation Plan. The project's design is consistent with the proposed facility types on page 42.

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 Foothills Trail, Buckley to South Prairie project will result in the completion of a multiuse trail from the City of Buckley to the Town of South Prairie. This application is for Phase 2A of the project, which will extend the existing trail from its terminus near the city of Buckley, to the SR-162 overcrossing.

Phase 2A includes 0.52 miles of 12 foot wide porous asphalt multi-use trail and an adjacent equestrian trail composed of natural materials. The equestrian trail may vary in width from 0 to 5 feet depending on topographic restrictions and wetland mitigation areas.

Confirm word count (97 words).

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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):**

The Foothills Trail is a significant portion of Pierce County's regional trail network. The trail travels through cities and towns, agricultural land, and a wooded scenic environment intermittently bordered by the Carbon River and the South Prairie Creek. The 15.4 miles of trail from Puyallup to South Prairie is fully constructed. Another 1.18 miles has been constructed in Buckley. The Foothills Trail is the primary non-motorized transportation facility from the urban center of Puyallup through the Orting Valley and points farther east.

The Foothills Trail, Buckley to South Prairie project is a partially completed 4.60 mile segment of the much longer regional trail. This specific request is for construction of Phase 2A of the larger project. Phase 2A will result in the construction of 0.52 miles of trail on unimproved, abandoned railroad right-of-way. Completing this section of trail will close a portion of the gap between fully constructed trail sections in Buckley and South Prairie. Phase 2A will extend the trail to within a half-mile of three wooden arch bridges and a 1.2-mile section of trail that was constructed in 2009. The 2009 construction is currently accessible only by traveling on an unimproved portion of the trail.

Upon completion of the full project, safe, intercity non-motorized transportation options will be extended to the City of Buckley. Non-motorized access to public amenities within the City of Buckley will be increased from locations southwest of Buckley. Phase 2A extends the regional trail, preserves and improves the scenic corridor, and brings the overall project one step closer to completion.

This project is part of the surface transportation system and is designated as a *Transportation 2040* pedestrian/bicycle corridor that enhances the aesthetic aspects of the travel experience, and serves a transportation purpose. For over a decade, federal transportation funds have been awarded to the project. The Foothills Trail corridor was first funded by FHWA funds in the early 1990s.

When complete, the Foothills Trail will be, nearly 23 miles long. It will enhance connections between the cities of Puyallup, Orting, South Prairie, and Buckley with a paved multi-use regional trail. This trail will be a backbone, to which future planned local and regional trails will connect, to form a robust, regional, non-motorized transportation system. Because of this, the Foothills Trail enjoys broad support from across the Pierce County community.

Confirm Word count (387 words)

**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**

<b>Phase (e.g., Planning Study/Project,, Preliminary Engineering, Right of Way, Construction, Other)</b>	<b>Estimated Obligation Date (year only)</b>	<b>Federal Funds Requested</b>
Construction	2015	\$1,159,100
		\$
		\$
		\$
		\$
		\$

**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 (\$1,340,000)**

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](http://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 Rental Car Tax Park Sales Tax							
(name) Co-op Jurisdiction							
(name) Private Funds							
PSRC Grant							
Other							
Other							
Other							
Grant Request	Unsecured						
<b>TOTAL</b>							

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

**Additional sheets are attached showing the funding and schedule of all phases of the project. It is the same sheet that was included in the PSRC screening form.**

**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>

**County match will come from the Rental Car Tax and Park Sales Tax. Additional documentation is attached showing the secured funding sources.**

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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 X

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
<b>Total:</b>			

- 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
<b>Total:</b>			

- 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#**  
Foothills Trail, Buckley to South Prairie  
Federal Aid# STPE-2027(031), Agreement # LA 2973

**Funding Source:** STPE  
**Funding Amount(s):** \$562,600 (PE/Design all phases), \$817,150 (Construction Phase 1)  
Planning for all phases was completed with local funds  
ROW for Phase 2A was completed with local funds (ROW is not complete for Phase 2B or Phase 3)

**Name and completion date of Planning Study:**  
Pierce County Park, Recreation & Open Space Plan (2000)

**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

**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 \_\_\_\_\_ 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) *	<input checked="" type="checkbox"/>	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	<input checked="" type="checkbox"/>	Purchase of ROW certified or not required	<input checked="" type="checkbox"/>

\*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):** 90%

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	Complete	5/29/2015
Environmental Approval	Not complete	3/31/2015
Right-of-Way Certification	Complete	11/30/2007

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).

All necessary right-of-way for this phase has been secured and certified.

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

Yes \_\_\_\_\_ No  (Include information about other funding benefits.)

Please explain:

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 1)

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

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

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

**List and describe centers and attach map.**

The Foothills Trail corridor passes through the Mt. Rainier Gateway Center in Buckley and the Orting Plaza center in Orting. When the Foothills Trail, Buckley to South Prairie project is fully completed, these two centers will be linked by shared use trail. This trail facility will allow safe, efficient, non-motorized transportation between these centers. Phase 2A immediately extends non-motorized access to the Buckley center farther to the southwest.

The Foothills Trail is the primary non-motorized transportation corridor between the Downtown Puyallup Regional Center and South Prairie as identified on the attached 2013 Pierce County Bike Map. Upon completion of the full Buckley to South Prairie project, non-motorized access to the Downtown Puyallup Regional Center will be extended to the City of Buckley. See the attached Centers Map for reference.

**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       N/A       (see pages 26 and 27 of the call for projects)

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	X	Cultural Facilities (museums, libraries, etc.)	X
Transit locations (0-5+ trips/day)	Medical	X	Employment Centers	X	*Other	X

1 point each item

\*Please describe:

There are many amenities in the City of Buckley which are very near the already completed segment of trail there. Many of these amenities are the closest of their kind to residents of South Prairie and those who live in between the two municipalities. The completion of Phase 2A of the project will make all of those locations readily accessible to additional non-motorized travelers southwest of the City of Buckley, while the completion of the full project will make them accessible to residents of South Prairie and beyond. Additionally, many amenities in Orting and beyond will be more accessible to the people of Buckley upon completion of the full project.

- **Schools:** Access to Glacier Middle School and Elk Ridge Elementary school in Buckley is improved by the nearby trail. See the attached amenities map.
- **Grocery Store:** Rose’s IGA on SR 410 in the city of Buckley is located near the intersection of the Foothills trail and SR 165. See the attached amenities map.
- **Medical:** White River Family Care (physician’s clinic), Buckley Chiropractic Clinic, Buckley Dental Care, Rainier Natural Health Clinic and Chuck’s Drug (a pharmacy) are all located within a block of the trail in the City of Buckley. See the attached amenities map.
- **Household/Retail:** Access to shops and restaurants on Buckley’s Main Street will be extended to the southwest. See the attached photos. Households in Buckley and South Prairie will be linked by the completion of the full project.
- **Parks and Recreation:** A playground and basketball court is adjacent to the trail at its intersection with Park Avenue in Buckley. See the attached “City of Buckley Parks & Recreational Facilities 2013” map.
- **Commercial Areas:** Access will be improved to the downtown commercial main streets in Orting and Buckley as well as the local centers in each city. Access will also be extended to the commercial area at the intersection of the Foothills trail and SR 165. See attached Amenities map, photos, and Centers Map.
- **Cultural Facilities:** The Foothills Historical Museum In Buckley is directly adjacent to the trail.

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The closure of the gap between South Prairie and Buckley will open that attraction to many additional annual visitors. Branches of the Pierce County Library system in Buckley and Orting are located adjacent to the trail. See the attached “Buckley Historic Points of Interest” map.

- **Other:** Access will be improved to a post office adjacent to the trail in Buckley.

**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   X   2 point  
No \_\_\_\_\_ 0 points

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

The segment adjacent to the north of Phase 2A in unincorporated Pierce County just south of the City of Buckley was completed in 2003. The next adjacent segment to the south will be Phase 2B, which is scheduled for completion in 2017. See the attached Vicinity Map.

**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.

This project will reduce emissions by encouraging walking and bicycling for trips that would have formerly been made by driving. According to 2012 WSDOT traffic count data, over 4,000 vehicles every day make trips on SR 162 and SR 165 between Buckley and South Prairie. The completion of the Buckley to South Prairie project will provide an opportunity for many of these drivers to choose a non-motorized transportation option. Destinations in South Prairie, Orting, Puyallup and beyond will be more accessible to residents of Buckley and the surrounding area who wish to use a non-motorized form of transportation. The inverse is also true for those locations that will have new non-motorized access to Buckley.

The enhanced recreational value of the trail may also result in more people choosing to engage in non-motorized recreation activities rather than more fossil fuel intensive forms of recreation.

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**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 =   X   3 points  
Low = \_\_\_\_\_ 2 points  
0 = \_\_\_\_\_ 0 points

**COMMITTEE SCORE** \_\_\_\_\_  
(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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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Yes, partial or intersection \_\_\_\_\_ 2 point  
No \_\_\_\_\_ 0 points

If yes, provide route number(s) \_\_\_\_\_

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 3)

**NON-MOTORIZED APPLICATION**

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

The 12 foot wide paved portion of the trail will be composed of porous asphalt. 100% of the water that falls on the paved trail will be retained on site.

Projects that incorporate Green Stormwater Infrastructure (rain gardens, bioretention, porous pavements, etc.) AND retain 100% of stormwater on site.  X  3 points

Projects that add more than 5,000 square feet of new impervious surface and provide water quality/quantity treatment for ALL (new and existing) impervious surfaces within the project area. \_\_\_\_\_ 2 points

Projects that add less than 5,000 square feet of new impervious surface and that provide water quality and quantity treatment OR provides water quality treatment for 150% of new impervious surfaces. \_\_\_\_\_ 1 point

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 3)

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

Yes, vertical grade separation  X  5 points  
Yes, removes modal conflicts at grade \_\_\_\_\_ 3 points  
No \_\_\_\_\_ 0 points

Please explain:

This phase of the project will construct trail under an existing bridge on SR 162. This will allow a safe, paved, grade separated crossing of SR 162 that does not currently exist for non-motorized travelers.

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 5)

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

Provision of facilities for pedestrians  X  2 points  
Provision of facilities for bicycles  X  2 points  
Provision of facilities for bicycles and Pedestrians  X  1 points

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 5)

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

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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)   X   3 points
- Crosswalk Signalization/Flashing Beacon \_\_\_\_\_ 4 points
- Lighting \_\_\_\_\_ 3 points
- Transit Connection \_\_\_\_\_ 3 points
- Other   X   0-3 points

Describe:

**Bicycle Amenities:** Bicycle signage will be included as part of Phase 2A. Signs for bicycle users will be placed at crossings of driveways.

**Other:** An equestrian trail will be constructed for horse riding.

**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   X   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   X   0 points

**COMMITTEE SCORE** \_\_\_\_\_  
(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:

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

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

Yes \_\_\_\_\_ 5 points  
No \_\_\_\_\_ 0 points

Please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

High: A high scoring project would demonstrate the following characteristics:  
• The project improves a corridor with direct access to a Rural or Town Center  
• The project improves access to a Rural or Town Center with more than five types of community services.

Medium: A medium scoring project would demonstrate the following characteristics:  
• The project improves a corridor with indirect access to a Rural or Town Center  
• The project improves access to a Rural or Town Center with three or more types of community services.

Low: A low scoring project would demonstrate the following characteristics:  
• The project is minimally related to a Rural or Town Center  
• The project improves access to a Rural or Town Center with less than three types of community services.

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 5)

TOTAL SCORE FOR ALL SECTIONS \_\_\_\_\_

**JURISDICTION APPROVAL.**

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

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

BY:   
Approving Authority

TITLE: Director Public Works  
& Utilities

DATE: 4/29/10