

Project Title Puyallup-Sumner Puyallup River Trail Bridge
Agency City of Puyallup

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

Supplementary information can be found in the appendices of the application packet. Incomplete or missing answers will be scored zero. Please respond to all unrelated questions with N/A.

APPLICANT INFORMATION

1. Please select an application type:

- Other
(Please answer Questions 1-23 and 55-63)
Potential score of 100
- Non-Motorized
(Please answer Questions 1-23 and 49-54)
Potential score of 100
- Preservation
(Please answer Questions 1-23 and 38-48)
Potential score of 100
- Rural
(Please answer Questions 1-23 and 73-81)
Potential score of 100
- Transit
(Please answer Questions 1-23 and 64-72)
Potential score of 100
- Roadway application type not listed above
(Please answer Questions 1-23 and 24-37)
Potential score of 100

1a. Agency Contact Person

Name: Steve Carstens, P.E.

Address: 333 S. Meridian, Puyallup, WA 98371

Title: Stormwater Engineer/Project Manager

Telephone: 253-841-9193

Email: scarstens@ci.puyallup.wa.us

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

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

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PROJECT LOCATION INFORMATION

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

3. **Project Location:** Downstream of the existing E. Main bridge approx.. 400 LF. The bridge would span bank to bank from the existing trails..

From: NA

To: NA

Or, other appropriate locating information: The bridge would span the Puyallup river and connect the City of Puyallup trail to the City of Sumner trail.

Project Length: 520 (feet)

4. **Federal Route Number** NA

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

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

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

PROJECT DESCRIPTION

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

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

Yes X_____ No _____

If yes, cite document, page(s) and adoption date: The trail is listed in the City of Puyallup 2012 Comprehensive Plan. It is also listed in the City of Sumner's 2012 Comprehensive Plan. Puyallup Comp Plan was updated during the amendment cycle (June) of 2012 while Sumner's plan was updated in April. The project is also listed on both City's TIP.

Puyallup: 2012 Amended Comprehensive Plan, Parks, Recreation, and Open Space Plan Element, section IV, page 39 and section C, Trails, page 72.

Puyallup: TIP 2015-2020, Summary Sheet, page 3

Sumner: Sumner Comprehensive Plan, 2012, Section IV, Elements, Parks and Open Space, page 69.

Sumner: TIP 2015-2020, Pedestrian Projects, Page 2,

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 Sumner-Puyallup Puyallup River Trail Bridge will provide a pre-fabricated truss bridge that will connect the cities River Trail systems.

The bridge will consist of a 12 foot wide, concrete decked, steel pre-fabricated truss. It will cross the Puyallup River at a location approximately 400 feet downstream of the E. Main Bridge. The bridge will have ADA compliant approaches. It is expected to have one drilled shaft pier in the middle of the river bed. The bridge will be 2 spans, each approximately 260 feet in length. The bridge will be placed above the FEMA floodplain elevation.

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Confirm word count (97 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):**

The Puyallup River marks the city limits between the City of Sumner and Puyallup. Paralleling the river, on the city of Puyallup side, is the 5-mile long Riverwalk Trail. The trails western terminus is adjacent to River Road near the cross street of 20th St NW, and its eastern terminus is at the East main street Bridge that spans over the Puyallup River and enters into the City of Sumner. On the east side of the Puyallup is the City of Sumner Trail System. Sumner does not have a trail connection west of their City limits. The existing Puyallup trail provides connection to Pierce County river trail adjacent to River Road as well as connection to Pierce County’s Foothills Trail on Pioneer. This project would also allow Sumner a connection to the Pierce County Foothills Trail system. It does not currently connect to Sumner, Auburn, or the King County trail system. Sumner’s trail system only connects to systems to the north of the city (King County and Auburn). Sumner does not connect to the Pierce County system.

The project will construct a pedestrian trail over the Puyallup River at a location approximately 400 feet downstream (north) of the East Main Street Bridge. The project will connect Puyallup’s Riverwalk Trail with Sumner’s.

Currently, the Puyallup River limits expansion and inter-connection between the two trail systems. This lack of inter-connection limits access to facility users to access the greater regional trail system. These regional system are Pierce County’s Foothills Trails, and King County’s Interurban trail system. By establishing this connection, each City will be able to further their comprehensive goals of creating access to regional systems.

Confirm Word count (273 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 .856 and subtract the federal funds from this amount.

Example: Federal funds requested = \$100,000

$$\$100,000 / .856 = \$115,607$$

$$\$115,607 - \$100,000 = \$15,607 \text{ local match required}$$

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,	Estimated Obligation Date (year only)	Federal Funds Requested
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Other)		
Preliminary Engineering	2015	\$434,000
Right of way	2016	\$320,000
		\$
		\$
		\$
		\$754,000

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

11. Total Project Cost (\$920,000)

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

A	B	C	D	Project Phase			
				E	F	G	H
Fund Source	Secured, reasonably Expected, or Unsecured?	Obligation Date (Yr Only)	\$ Amount by Funding Source	Planning	Prelim. Eng/ Design	Right-of-Way	Construction / Implementation
Local	Secured	2015	60000		30000	30000	
City of Sumner Co-op Jurisdiction	Secured	2015	60000		30000	30000	
Rails to Trails Private Funds	Secured	2015	46000		26000	20000	
(source) Grant							
Other							
Other							
Other							
Grant Request	Unsecured		754000		434000	320000	
TOTAL			920000		520000	400000	

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

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definition of secured, reasonably expected, and unsecured funds, refer to:
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>
NA

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 X No

Cooperating Jurisdiction	Phase	Dollar Amount of Participation	Percentage of Current Application
City of Sumner	1	60000	6.52%
Total:			13.04%

- X 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
Rails to Trails Coalition	1	46000	5%
Total:			5%

- X 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# _____

Funding Source:
Funding Amount(s): _____

Name and completion date of Planning Study: _____

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

The trail will be 12 feet in width. This is greater than the minimum requirements for ADA accessibility.

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

*

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

COMMITTEE SCORE _____
(Max. score of 6)

Please provide information on your project readiness to proceed:

Design Status (% complete): Choose an item.

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	N/A	6/15/2016
Environmental Approval	N/A	6/15/2016
Right-of-Way Certification	N/A	6/15/2016

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 construction funds being requested.

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

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

Please explain:

The trails coalition will rescind their offer to provide the funding for this project and put it towards another project(s) that will move forward. Future funding beyond this date is not guaranteed. The City of Sumner may rescind their match money if other priorities are advanced above this project.

COMMITTEE SCORE _____
(Max. score of 1)

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

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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)	

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

List and describe centers and attach map.

This project directly supports the Sumner Town 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 _____ 2 points
Yes, partial or intersection _____ 1 point
No _____ 0 points

If yes, provide route number(s) _____

COMMITTEE SCORE _____
(Max. score of 2)

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

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

Peak number of transit vehicles per hour NA

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.

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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:

By joining the trails of Sumner and Puyallup, it will open non-motorized travel between the two cities. This ultimately reduces emissions. The location of the trail bridge opens up Sumner's downtown retail core and Puyallup's E Main business district to non-motorized users. It gives users of the both cities trail system an option to take a non-traditional route to shop and recreate in each city. The essence of a trail is to get residents out of their vehicles. We believe this project would rate high for that very reason. Additionally, the trail system for both cities is purposely built with limited parking access to trail heads. By reducing/eliminating parking at trail heads, it encourages users to walk, utilize transit, and bike to use the system instead of driving their vehicles. Once the connection is in place, both cities anticipate facility users to utilize the trail systems for access to work, shopping, schools. The air quality benefits will occur once the trail bridge is constructed

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 = X 5 points
Medium = 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:

NA

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

COMMITTEE SCORE
(Max. score of 2)

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

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

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

Projects that add less than 5,000 square feet of new impervious surface and that provide water quality and quantity treatment OR adds 5,000 square feet or more new impervious but add less than 50% total. _____ 1 point

COMMITTEE SCORE _____
(Max. score of 3)

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:**

NA

(Narrative or supporting documents are required.)

COMMITTEE SCORE _____
(Max. score of 4)

27. **Does this project add a new illumination system?**

Yes, full project corridor length _____ 3 points

Yes, partial project corridor length _____ 2 points

Yes, at an intersection only _____ 1 point

No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 3)

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

Yes, a roundabout will be installed in lieu of a traffic signal _____ 3 points

Yes, a traffic signal will be installed _____ 2 points

Yes, other solution _____ 1 point

No, the intersection does not meet 2 warrants _____ 0 points

Please describe the other solution:

NA

COMMITTEE SCORE _____
(Max. score of 3)

29. **Will this project improve the efficiency and accessibility of trucks to freight distribution facilities and/or**

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other intermodal connections?

Please explain:

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

COMMITTEE SCORE _____
(Max. score of 3)

30. Will this project correct a significant safety problem by implementing a seismic retrofit, guardrail, attenuator and barriers, or other devices?

Guidance: The explanation and supporting material will be scored within a range of 0 to 4 points.

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

COMMITTEE SCORE _____
(Max. score of 4)

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

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

COMMITTEE SCORE _____
(Max. score of 3)

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

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

Please explain:

NA

- Removes conflicts for three modes of transport _____ 2 points
- Removes conflicts for one mode of transport _____ 1 point
- Improves system without removing conflicts _____ 0 points

COMMITTEE SCORE _____
(Max. score of 2)

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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)
NA

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

OR

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

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

COMMITTEE SCORE _____
(Max. score of 5)

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

Yes _____ 1 point
No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 1)

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

Yes, adds a continuous TWLTL or a continuous center median _____ 3 points
Yes, adds a non-continuous TWLTL or a non-continuous center median _____ 2 points
No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 3)

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

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

COMMITTEE SCORE _____
(Max. score of 2)

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

One or more _____ 2 points
None _____ 0 points

COMMITTEE SCORE _____
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PRESERVATION APPLICATIONS

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

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

40. **Distressed Pavement (SY / percentage of total roadway surface (matching question 12))**
 _____ / _____ %
 (If over 30%, then this project is not eligible)

Distressed Pavement Definition:

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

PCC Pavement: Concrete panels with 3 or more cracks.

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

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

Concrete or HMA treatment _____ 5 points
 Chip Seal _____ 2 points

COMMITTEE SCORE _____
 (Max. score of 5)

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

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

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

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

COMMITTEE SCORE _____
(Max. score of 9)

PICK AND SCORE ONE ONLY (44 or 44A)

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

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

OR

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

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

COMMITTEE SCORE _____
(Max. score of 7)

45. Jurisdiction has a pavement management system.

Yes _____ 3 points

COMMITTEE SCORE _____
(Max. score of 3)

46. Jurisdiction Overall PCI for Federal Functionally Classified Roadways _____

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

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

COMMITTEE SCORE _____
(Max. score of 7)

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

Yes _____ 2 points

COMMITTEE SCORE _____
(Max. score of 2)

47. Federal Functional Classification: Principal Minor Collector

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

COMMITTEE SCORE _____
(Max. score of 4)

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

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

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

COMMITTEE SCORE _____
(Max. score of 3)

NON-MOTORIZED APPLICATION

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

The City anticipates using green stormwater technology for this project. It is a bridge, however the runoff will be directed to either side of it to a combination of bioretention areas and rain gardens.

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 adds 5,000 square feet or more new impervious but add less than 50% total. _____ 1 point

COMMITTEE SCORE _____
(Max. score of 3)

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

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

Please explain:

The trail bridge will be built above the flood plain elevation. It will be high enough for the trail on either bank to pass under the structure. Approach ramps will be designed to access the structure.

COMMITTEE SCORE _____
(Max. score of 5)

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

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

COMMITTEE SCORE _____
(Max. score of 5)

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

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

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

Describe:

The project will provide signage for bicycles and pedestrians at either end of the structure. There will also be trash cans and benches provided as part of the project. The project will allow users to access the Sumner Sounder station.

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:

NA

COMMITTEE SCORE _____

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(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:

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

COMMITTEE SCORE _____
(Max. score of 8)

56. Please explain how the project addresses transportation Safety.

COMMITTEE SCORE _____
(Max. score of 4)

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

COMMITTEE SCORE _____
(Max. score of 4)

58. Please explain how the project addresses environment.

COMMITTEE SCORE _____
(Max. score of 4)

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

COMMITTEE SCORE _____
(Max. score of 4)

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60. Please explain how the project addresses preservation.

COMMITTEE SCORE _____
(Max. score of 4)

61. Please explain how the project addresses global competitiveness.

COMMITTEE SCORE _____
(Max. score of 4)

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

COMMITTEE SCORE _____
(Max. score of 4)

63. Please explain how the project addresses connectivity.

COMMITTEE SCORE _____
(Max. score of 4)

TRANSIT APPLICATIONS

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

Yes _____ 4 points
No _____ 0 points

If yes, explain:

COMMITTEE SCORE _____
(Max. score of 4)

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

If yes, explain:

COMMITTEE SCORE _____
(Max. score of 7)

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

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

If yes, explain: _____

Yes, security improvements _____ 2 points

Yes, safety improvements _____ 2 points

Yes, access to essential services _____ 2 points

No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 6)

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

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

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

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

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

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

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

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

COMMITTEE SCORE _____
(Max. score of 4)

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

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

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

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

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

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

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

- Serves a limited number and variety of users.

COMMITTEE SCORE _____
(Max. score of 4)

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

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

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

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

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

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

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

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

COMMITTEE SCORE _____
(Max. score of 4)

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

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

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.
- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.

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- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

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

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

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

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

COMMITTEE SCORE _____
(Max. score of 4)

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

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

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

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

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:

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

COMMITTEE SCORE _____
(Max. score of 4)

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

Explain:

COMMITTEE SCORE _____
(Max. score of 3)

RURAL APPLICATIONS

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

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

___ 3 points

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

___ 2 points

Projects that add less than 5,000 square feet of new impervious surface and that provide water quality and quantity treatment OR adds 5,000 square feet or more new impervious but add less than 50% total.

___ 1 point

COMMITTEE SCORE _____
(Max. score of 3)

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: _____

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.

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COMMITTEE SCORE _____
(Max. score of 4)

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

Yes _____ 3 points
No _____ 0 points

Please explain: _____

COMMITTEE SCORE _____
(Max. score of 3)

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

Yes _____ 5 points
No _____ 0 points

Please explain: _____

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

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

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

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

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

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

COMMITTEE SCORE _____
(Max. score of 5)

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

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

Please explain: _____

COMMITTEE SCORE _____
(Max. score of 3)

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.

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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:

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

BY: 
Approving Authority

TITLE: City Engineer

DATE: 4/29/14

