

Project Title Shaw Road, 23rd to 39th Avenue SE
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 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 Handa Address: 333 S Meridian, Puyallup, WA 98371
Title: Civil Engineer Telephone: (253) 841-5498
Email: dhanda@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
SI	Environmental Improvement – Roadway		Single Intersection – Roadway
PI	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			
SI	Sidewalk		Bike Lanes
	Regional Trail (Separate Facility)	SI	Other – Nonmotorized (Two-way Cycle Track)
	Non-Regional Trail (Separate Facility)		
OTHER			
SI	Transportation System Management		Transportation Demand Management
SI	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

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	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:** Shaw Road

From: 23rd Avenue SE To: 39th Avenue SE

Or, other appropriate locating information: _____

Project Length: 5,800 (feet)

4. **Federal Route Number** 3217

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

5a. **Posted Speed Limit:** 35 mph

5b. **Average Daily Traffic Volume:** 16,500

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 Puyallup 2014-2018 Six Year Transportation Improvement Plan, adopted by Resolution 2233, 5/21/2013. See Attachment A.

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):**
Reconstruct Shaw Road from a two lane facility to three lanes, to include porous pavement throughout, porous sidewalks, porous dedicated two-way cycle track, concrete curbs and curb ramps, crosswalks with pedestrian crossing flashing beacons, overhead utility relocation (or undergrounding at city expense), installation of traffic signal fiber interconnect and other ITS improvements, landscaping and LED street lighting. See Attachment B

Confirm word count (52 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 2010 opening of the Shaw Road extension crossing the Puyallup Valley has resulted in a spike in traffic

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volumes within the Shaw Road corridor. Recent data indicates the Shaw Road ADT is currently at 16,500 with a current peak hour Volume to Capacity ratio of 1.0. Without the project the peak hour V/C ratio is expected to increase to 1.29 by year 2030. With the project in 2030 the V/C ratio is expected to remain below 1.0 (0.79 projected for 2030). The lack of turn-lanes is resulting in increasing peak hour congestion as turning traffic awaits gaps. During the last three years there have been 43 reported accidents within the project limits.

The Shaw Road corridor is tributary to Deer Creek, a fish bearing stream which is experiencing downstream flooding and siltation. The Natural Resources Conservation Service website indicates that the soils in the Shaw Road upland corridor are suitable for infiltration. Accordingly, projects sidewalks, cycle track, and roadway pavement are all proposed to be porous which will result in a net decrease in runoff from the project corridor which will benefit Deer Creek.

Most of the project length is lacking sidewalks on one or both sides of the roadway. The incomplete sidewalk network on Shaw Road does not promote a walkable community. Worn paths in the grass shoulder areas are indicative of the need for sidewalks. Curb ramps where they do exist do not comply with current standards for accessibility. The project will construct porous sidewalk on both sides of the streets with curb ramps at all intersections and will meet all current accessibility requirements. Marked crosswalks will be included at three intersections and will include pedestrian activated LED rapid flashing beacons. The project will provide a continuous sidewalk on both sides of the roadway and a two-way cycle track on one side.

There are presently just 12 streetlights located between the intersections of 23rd and 39th. Some intersections within the corridor are unlit during hours of darkness. The project will light the entire corridor by increasing the number of streetlights to approximately 40.

Once interconnected, the two signalized intersections at 39th and 23rd will be coordinated to maximize traffic flow efficiency. These two intersections will also be connected to the Puyallup Traffic Management Center which will allow city traffic engineers to remotely maintain and manage the corridor to maximize efficiency under various traffic flow conditions.

See Attachment C.

Confirm Word count (400 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

$$\$100,000 / .865 = \$115,607$$

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

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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 Phase	2016	\$4,492,259
		\$
		\$
		\$
		\$
		\$4,492,259

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 (\$9,492,259)

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							
(name)							
Co-op Jurisdiction							
(name)							
Private Funds							
Transportation Improvement Board (TIB) Grant	Secured	2014	\$5,000,000	0	\$904,816	\$142,500	\$3,952,684
Other							
Other							
Other							
Grant Request	Unsecured	2016	\$4,492,259	0	0	0	\$4,492,259
TOTAL			\$9,492,259	0	\$904,816	\$142,500	\$9,492,259

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

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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>

Not applicable.

THE FOLLOWING RESPONSES WILL BE SCORED FOR PROJECT PRIORITIZATION.

PROJECT READINESS

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

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

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

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

COMMITTEE SCORE _____
 (Max. score of 3)

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

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

If any are checked, name project title and Funding Agency ID# Shaw Rd, 23rd Ave to Manorwood DR SE, TIB project number 9-1-129(019)-1. See Attachment D.

Funding Source:
Funding Amount(s): \$5,000,000

Name and completion date of Planning Study: _____

COMMITTEE SCORE _____
(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 _____ 2 points
No X 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 X 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) *		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	

* 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	5/16/2016
Environmental Approval	Not complete	12/31/2014
Right-of-Way Certification	Not complete	12/31/2015

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

Additional right of way will be needed at some of the intersections. Temporary construction easements and permanent slope easements will be needed from parcels in some areas along the corridor. Up to 87 parcels could be affected. We have no reason to believe affected property owners would unduly object to right of way acquisition where needed to accommodate the project.

The City of Puyallup has past experience with condemnation. City Council action is required and condemnation authorization has been given for other projects.

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:

There are \$5,000,000 of secured TIB grant funds established for Shaw Road, from 23rd to Manorwood Drive. The Puyallup City Council authorized acceptance of the TIB grant in January 2014. TIB staff have advised us that the secured TIB funds could be utilized over expanded project limits from 23rd to 39th. If STP grant funds cannot be secured for 23rd to 39th, then the City of Puyallup will proceed to design and construct the 23rd to Manorwood Drive section of Shaw Road.

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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 Shaw Road corridor provides a supporting role as a direct north-south route to and from the Sumner/Pacific Candidate MFG/IND Center. The Shaw Road corridor also supports the Sumner Town Center. Congestion within the SR-161 Meridian corridor makes Shaw Road an important alternative transportation corridor supporting the South Hill and Puyallup Downtown Growth Centers, and the South Hill Local Centers to the south.

See Attachment E.

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

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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 _____ (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		Commercial Areas	
Transit locations (0-5 trips/day)	Grocery Store		Parks and Recreation	X	Cultural Facilities (museums, libraries, etc.)	
Transit locations (0-5+ trips/day)	Medical	X	Employment Centers	X	*Other (churches and fire station)	X

1 point each item

*Please describe:

Celebration Lutheran Church is located in the Project Corridor at the intersection of Shaw Road with Cherokee Boulevard. A Central Pierce Fire & Rescue station is located within the Project Corridor.

COMMITTEE SCORE _____
 (Max. score of 12)

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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 39th Avenue SE Overlay project STPUL-3086(002) will be completed by September 2014. STPUL-3086(002) will complete missing gaps in the 39th Avenue SE sidewalk system resulting in connected sidewalks in 39th Avenue SE from Meridian to Shaw Road. The Shaw Road, 23rd to 39th project, would further extend this connected sidewalk system north 5,800 feet to 23rd Avenue SE.

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 project will increase the capacity of Shaw Road and thereby reduce emissions that result from vehicular congestion. The project also has the potential to reduce emissions by providing a continuous sidewalk which has never existed on Shaw Road and provision of a dedicated bicycle facility. These two alternative modes of transportation are not well utilized on Shaw Road due to the lack of sidewalks and the narrow width of the pavement. We are hopeful that following the improvement of the Shaw Road corridor Pierce Transit will begin providing service on the route and provide an alternate mode of transportation. Pierce Transit already provides service to nearby Pierce College from 39th Avenue SE via Meridian. The Puyallup Valley is attractive to cyclists because of the flat grades. The provision of a bicycle facility in Shaw Road would provide a convenient connection for bicyclists riding between the Valley and South Hill.

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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:

The current peak hour level of service is E, with a V/C of 1.0, and average daily traffic volume of 16,500. The project will include traffic signal interconnect on Shaw Road between the signalized intersections at 23rd and 39th Avenue SE. A fire station call pre-emption signal will be installed on Shaw Road at Fire Station 72. Other signal improvements will be changing the left-turn signal heads with flashing yellow arrow signal heads which will improve safety and intersection capacity. ITS improvements will allow city traffic engineers to monitor traffic flow from the Puyallup Traffic Center and adjust signals according to changing traffic flow.

Yes, Significant Improvement _____ 2 points
 Yes, Minor Improvement X 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:

The project lies within the Deer Creek tributary basin, a fish bearing stream. Soils within the project corridor

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are favorable for infiltration. The project will take advantage of this by fully (100%) infiltrating all of the pollution generating and non-pollution generating hard surfaces. In addition to the porous concrete, a sand treatment layer will be provided where necessary below the pollution generating hard surfaces. Thus the project will result in both a net reduction in runoff and a net reduction in runoff pollutants reaching downstream Deer Creek.

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)

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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:

The project limits are generally straight with only very gradual grade changes.

(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 X 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 X 0 points

Please describe the other solution:

COMMITTEE SCORE _____
(Max. score of 3)

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

Please explain: The Puyallup Industrial Park is located near the foot of Shaw Road at 13305 Pioneer Way East and just over one mile from the project. This industrial park contains an intermodal transload facility served by the Meeker Southern Railroad which interties with BNSF. Shaw Road is a T3 truck route and is located south of the Sumner/Pacific Candidate Mfg/Ind. Center and north of the South Hill Regional Center.

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

N/A

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 _____ X 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:

Congestion caused by turning conflicts will be reduced by the installation of left turn pockets at intersections and a two-way left turn lane elsewhere. More than half of the sidewalk along Shaw Road is missing which discourages pedestrian use. Most of the Shaw Road pavement is not wide enough for cyclists to comfortably ride without affecting motorized traffic. Funding of this project will provide a continuous sidewalk on both sides of Shaw Road and provide for a dedicated two-lane cycle track on one side.

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

COMMITTEE SCORE _____
(Max. score of 2)

PICK AND SCORE ONE ONLY (33 or 33A)

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

See 33A below.

- 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

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

COMMITTEE SCORE
(Max. score of 2)

PICK AND SCORE ONE ONLY (33 or 33A)

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

- 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 X 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 X 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 X 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

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(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 6 years)

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

COMMITTEE SCORE _____
(Max. score of 7)

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

Yes _____ 2 points

COMMITTEE SCORE _____
(Max. score of 2)

47. Federal Functional Classification: Principal Minor Collector

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

COMMITTEE SCORE _____
(Max. score of 4)

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

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

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

COMMITTEE SCORE _____
(Max. score of 3)

NON-MOTORIZED APPLICATION

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

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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 _____
(Max. score of 3)

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

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

Please explain:

COMMITTEE SCORE _____
(Max. score of 5)

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

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

COMMITTEE SCORE _____
(Max. score of 5)

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

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Crosswalk Signalization/Flashing Beacon	_____	4 points
Lighting	_____	3 points
Transit Connection	_____	3 points
Other	_____	0-3 points

Describe:

COMMITTEE SCORE _____
(Max. score of 18)

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

Yes _____ 5 points
No _____ 0 points

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

COMMITTEE SCORE _____
(Max. score of 5)

54. Does this project add a new illumination system?

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

COMMITTEE SCORE _____
(Max. score of 4)

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.

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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.

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COMMITTEE SCORE _____
(Max. score of 4)

60. Please explain how the project addresses preservation.

COMMITTEE SCORE _____
(Max. score of 4)

61. Please explain how the project addresses global competitiveness.

COMMITTEE SCORE _____
(Max. score of 4)

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

COMMITTEE SCORE _____
(Max. score of 4)

63. Please explain how the project addresses connectivity.

COMMITTEE SCORE _____
(Max. score of 4)

TRANSIT APPLICATIONS

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

Yes _____ 4 points
No _____ 0 points

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If yes, explain:

COMMITTEE SCORE _____
(Max. score of 4)

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

If yes, explain:

COMMITTEE SCORE _____
(Max. score of 7)

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

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

If yes, explain:

- Yes, security improvements _____ 2 points
- Yes, safety improvements _____ 2 points
- Yes, access to essential services _____ 2 points
- No _____ 0 points

COMMITTEE SCORE _____
(Max. score of 6)

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.

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

- Medium:** A medium scoring project would demonstrate the following characteristics:
- Primarily benefits the development along the corridor rather than a center.
 - Benefits to a center's development goals are not described in a comprehensive plan.
 - Improves access to a center, but only for a few modes.

- Low:** A low scoring project would demonstrate the following characteristics:
- Has very limited benefits to a center, with the benefits not described in a comprehensive plan.
 - Limited access improvements for only one mode.

COMMITTEE SCORE _____
(Max. score of 4)

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

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

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

- Medium:** A medium scoring project would demonstrate the following characteristics:
- Serves a moderate number and variety of users.
 - Adjacent land uses are low-density, and therefore, likely to generate limited use.

- Low:** A low scoring project would demonstrate the following characteristics:
- Serves a limited number and variety of users.

COMMITTEE SCORE _____
(Max. score of 4)

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

Guidance: Applicants should demonstrate the magnitude of the benefits provided by the project and

describe how it might improve system continuity and access to centers.

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

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

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

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

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

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

COMMITTEE SCORE _____
(Max. score of 4)

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

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

- Improves a corridor in logical segments, preventing the creation of missing links or gaps, thereby improving access to a center or centers.
- Creates a new intermodal connection that provides significant system-wide performance benefits.

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- Address critical gaps or barriers in the development of a corridor, creating greater efficiency or reliability in accessing a center.
- Removes a bottleneck that improves the overall system performance and creates improved access to a center.
- Provides a long-term solution for meeting projected travel demand for people and/or goods to a center, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

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

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

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

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

COMMITTEE SCORE _____
(Max. score of 4)

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

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

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

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

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

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- improvements in efficiency or reliability in accessing a center.
- Provides limited relief to a bottleneck with limited improvement to overall system performance.
- Provides a short-term solution for meeting projected travel demand for people and/or goods, considering environmental issues, land-use strategies, transportation efficiency, and health impacts.

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

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

COMMITTEE SCORE _____
(Max. score of 4)

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

Explain:

COMMITTEE SCORE _____
(Max. score of 3)

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RURAL APPLICATIONS

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

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 _____
(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.

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

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

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

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

COMMITTEE SCORE _____
(Max. score of 6)

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PICK AND SCORE ONE ONLY (75 or 75A)

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

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

OR

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

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

COMMITTEE SCORE _____
(Max. score of 3)

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

- Yes, increases lane and shoulder widths _____ 8 points
- Yes, increases entering sight distance _____ 7 points
- Yes, increases lane widths only _____ 6 points
- Yes, increases shoulder widths only _____ 5 points
- None _____ 0 points

COMMITTEE SCORE _____
(Max. score of 8)

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

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

COMMITTEE SCORE _____
(Max. score of 4)

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

- Yes _____ 3 points
- No _____ 0 points

Please explain: _____

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)

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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:

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

BY: 
Approving Authority

TITLE: City Engineer

DATE: 4/30/14

