

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

**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: Jack Ecklund Address: 3715 Bridgeport Way West UP, WA 98466  
Title: City Engineer Telephone: 253-686-3066  
Email: jecklund@cityofup.com

Project Title 27<sup>th</sup> Street Improvements  
 Agency University Place

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	PI	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	SI	Bike Lanes
	Regional Trail (Separate Facility)	SI	Other – Nonmotorized
	Non-Regional Trail (Separate Facility)		
OTHER			
	Transportation System Management		Transportation Demand Management
	Intelligent Transportation System		Other – Special
	Study or Planning activity		
TRANSIT			
	New/Relocated Transit Alignment		New ferry route
	Transit Center or Station – new or expansion		Service Expansion – Ferry
	Flyer Stop		New/Relocated/Expanded terminal
	Transit Center or Station – Maintenance		Terminal Preservation
	Park and Ride (new facility or expansion)		New/Replacement Vessels – Passenger Only
	Vehicle Expansion		New/Replacement Vessels – Car/Pass
	Vehicle Replacement		Vessel Preservation/Rehabilitation
	Operations – Transit		Operations – Ferry
	Service Expansion – Transit		Other – Ferry
	Other – Transit		

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

**PROJECT LOCATION INFORMATION**

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

3. Project Location: 27<sup>th</sup> Street West

From: Grandview Drive West To: Bridgeport Way West

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

Project Length: 3320 (feet)

4. Federal Route Number 3236

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

5a. Posted Speed Limit: 35

5b. Average Daily Traffic Volume: 16500

**PROJECT DESCRIPTION**

6. Funding Request: What is the proposed funding source? STP  CMAQ \_\_\_\_\_

7. Is this project included in a locally adopted plan or program?

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

Yes  No \_\_\_\_\_

If yes, cite document, page(s) and adoption date: \_\_\_\_\_  
City of University Place 6 Year TIP, 2015-20120 TIP Project 7, Page 2, adopted on April 14, 2014

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):

\_\_\_\_\_  
\_\_\_\_\_  
This project will provide 6' sidewalk, curb, gutter and street lighting along the south side of the street between Grandview Dr. and Bridgeport Way. A 5 ft landscaped pedestrian buffer/planter strip will be provided where existing ROW permits. ADA ramps at the local street intersections will be part of the projects along pedestrian crosswalks. The existing utilities will be adjusted to the grade at the flow/curb lines. The other side of the street and the bikelanes has been funded and completed under project UVP-14(27<sup>th</sup> St. Safe Routes to Schools) and a pavement overlay was funded and completed under UVP-18.  
\_\_\_\_\_

Confirm word count (99 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 existing road is an arterial road with 5’ bike lane, 5’ planterstrip, 6’ sidewalk and street lights along the north side and limited improvements on the south side. There are no dedicated facilities for walking or biking on the south side of 27th Street. Minimal street lighting exists in this area making visibility of pedestrians and cyclists poor in PM conditions. The 85% vehicle speed is 39.5 mph. Within the project limits is the highest density of pedestrian accidents within the City of University Place. University Place Primary is located at the SW corner of Grandview and 27th Street. In addition to UP Primary, a private preschool and kindergarten is located along the project limits at the University Place Presbyterian Church. This project consists of constructing approximately 2000’ of 6’ sidewalk, curb/gutter, 16 foot high pedestrian oriented street lighting along the south side of the street. The sidewalk work will close the gap between the small unconnected segments of sidewalk in the project limits. Bicycle racks and signage will be provided. Pedestrian amenities (benches, trash cans) and transit shelters will be provided. A historic 27<sup>th</sup> Street business district educational sign will be provided. The 5 ft paved shoulder will be signed as a dedicated bike lane. Where ROW permits, a 5’ wide landscaped pedestrian buffer will also be built along the street. ADA ramps will be constructed at all intersections to conform to the current WSDOT design standards. The project will reduce potential pedestrian and bicycle conflicts with motor vehicles by providing separate dedicated facilities for each use. The landscaped buffer will further separate pedestrians from the motor vehicles and will provide a traffic calming effect. The proposed lighting will be designed to illuminate the pedestrian and bicycle areas. This will greatly increase the visibility of pedestrians and bicycles to motorists. All intersection crossings will be improved to meet the current design standards for accessibility. Crosswalks will be provided at all sidestreets where currently none exist. The sidewalk and streetlighting constructed with this project will provide a safe and fully accessible traveled way for pedestrians and cyclists. These improvements will connect to non-motorized improvements constructed on Grandview Dr to the west, Bridgeport to the east and Sunset Dr (mid point of project). This is the second phase of the 27<sup>th</sup> Street project and will complete the roadway. The first phase was (north side) was completed under project UVP-14.

Confirm Word count (399 words)

**Project Title** 27<sup>th</sup> Street Improvements  
**Agency** University Place

**PROJECT TRACKING AND FUNDING**

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

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

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

Example: Federal funds requested = \$100,000

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

Please note: The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded cannot be approved into the regional TIP and therefore will be considered ineligible for PSRC funding.

**10. Grant Funds Requested**

<b>Phase (e.g., Planning Study/Project,, Preliminary Engineering, Right of Way, Construction, Other)</b>	<b>Estimated Obligation Date (year only)</b>	<b>Federal Funds Requested</b>
Preliminary Engineering	2015	\$ 51,000
Construction	2016	\$ 1,224,000
		\$
		\$
		\$
		\$ 1,275,000

**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>

Project Title 27<sup>th</sup> Street Improvements  
 Agency University Place

**11. Total Project Cost (\$1,500,000)**

Guidance: To be programmed into the state Transportation Improvement Program, funds for the phase being requested must be secure or reasonably expected to be secure. Unsecured funds will not be considered. Please use the website following link to assist in completing the following table:

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

A Fund Source	B Secured, reasonably Expected, or Unsecured?	C Obligation Date (Yr Only)	D \$ Amount by Funding Source	Project Phase			
				E Planning	F Prelim. Eng/ Design	G Right-of-Way	H Construction / Implementation
Local	Secured/ Reasonably Expected	PE 2015 CN 2016	\$225,000		\$9,000		\$216,000
(name) Co-op Jurisdiction							
(name) Private Funds							
(source) Grant							
Other							
Other							
Other							
Grant Request	Unsecured	PE 2015 CN 2016	\$1,275,000		\$51,000		\$1,224,000
<b>TOTAL</b>			\$1,500,000		\$60,000		\$1,440,000

If unable to completely fill out Tables #10-12, please explain why: The table is limited to the current project request. CN funding for the north side of the street was provided by a Federal Safe Routes to Schools grant and Overlay construction funding was provided by previous STP preservation grant. These projects were completed early 2014.

**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>

**PE and CN local funds are programmed in the adopted 6-yr TIP.**

*Response to PSRC screening form comments: Although the expenditures are noted in the TIP as 2016 for PE and 2017 for CN, sufficient funds are available to meet the obligation dates of this application (see attached email from Assistant Finance Director Sandy Garrett). The 6-yr TIP adoption date is noted under question 7*

Project Title 27<sup>th</sup> Street Improvements  
 Agency University Place

**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
<b>Total:</b>			

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

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

Private Sector Support	Phase	Dollar Amount of Participation	Percentage of Current Application
<b>Total:</b>			

- \_\_\_\_\_ 5 % or more of total project costs      3 points
- \_\_\_\_\_ 3 to 4 % of total project costs        2 points
- \_\_\_\_\_ 1 or 2 % of total project costs        1 point

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

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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

If any are checked, name project title and Funding Agency ID#:

27<sup>th</sup> Street Safe Routes to Schools – UVP- 14 (CN / PE)  
27<sup>th</sup> Street Asphalt Overlay – UVP-18 (CN -preservation)

Funding Source: UVP-14 (SRTS) and UVP-18 (STP)  
Funding Amount(s): UVP-14: \$910,000  
                                  UVP-18: \$332,200

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   x   2 points  
No        0 points

If yes, what are they? \_\_\_\_\_

\_\_\_\_\_  
6 foot wide sidewalks (wider than ADA min.)

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)

Project Title 27<sup>th</sup> Street Improvements  
 Agency University Place

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

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

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

COMMITTEE SCORE \_\_\_\_\_  
 (Max. score of 6)

Please provide information on your project readiness to proceed:

Design Status (% complete): 20%

Project Phase	Status	Actual or Expected Completion Date
Preliminary Engineering	Not complete	12/30/2015
Environmental Approval	Not complete	6/15/2015
Right-of-Way Certification	N/A	Click here to enter a date.

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

No ROW needed for this project.

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

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

Please explain:

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

Project Title 27<sup>th</sup> Street Improvements  
 Agency University Place

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)	X	5. Corridor Supporting one (1) or more Centers (scores 1 point)	X
3. Countywide Center or Locally Identified Center (see approved PCRC Map) (scores 1 point)	X	6. Corridor Supporting two (2) or more Centers (scores 1 point)	X

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

List and describe centers and attach map.

The project is located within and serves the University Place Regional Growth Candidate Center. It is also on a corridor that connects to and serves the Nalley Valley Candidate Industrial Center in addition to the UP Regional Growth Candidate Center. The corridor has also been designated in the UP Transportation Improvement Plan as a US Open Corridor serving/connecting to the Chambers Creek Properties Activity Node (local Center and Chambers Bay Golf Course).

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 8)

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

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

Yes, full project length   X   2 points  
 Yes, partial or intersection \_\_\_\_\_ 1 point  
 No \_\_\_\_\_ 0 points  
 If yes, provide route number(s)   Route 53  

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   4   (see pages 26 and 27 of the call for projects)

4 or more transit vehicles   X   2 points  
 1 to 3 transit vehicles \_\_\_\_\_ 1 point

Project Title 27<sup>th</sup> Street Improvements  
 Agency University Place

COMMITTEE SCORE \_\_\_\_\_  
 (Max. score of 2)

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

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

1 point each item

\*Please describe:

**Transit locations:** TCC Transit Center, Route 53 Stops, Bus Route 2  
**Schools:** University Place Primary, Sunset Christian Preschool, Tacoma Community College; Montessori School  
**Grocery Store:** Harbor Greens  
**Medical:** Vision Care Associates, Chapman Dental, Bartell Pharmacy, Walgreens Pharmacy, Family Dentistry, Mt. Rainiers Neurology, Franciscan Hospice  
**Household Retail:** Bridgeport Landing Retail Center, AutoZone, Places Retail Center,  
**Parks and Recreation:** Senior Center, City Park, Rhythm Fire School, UP Primary Park  
**Commercial Areas:** 27<sup>th</sup> St Business District, Automotive Import Repairs, Meineke  
**Cultural Facilities:** UP Presbyterian Church, UP 1<sup>st</sup> Baptist Church, Masonic Lodge  
**Employment Centers:** University Place Regional Growth Candidate Center  
**Other Facilities:** US Post Office, Wells Fargo Bank, ABC Daycare

COMMITTEE SCORE \_\_\_\_\_  
 (Max. score of 12)

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

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

Yes, Final Section   X   3 points  
 Yes, Next Section \_\_\_\_\_ 2 point  
 No \_\_\_\_\_ 0 points

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

This project will complete the entire 27<sup>th</sup> Street Corridor within the City of University Place. The north side of the street between Bridgeport Way and Grandview Drive was funded and completed in early 2014 under Safe Routes to Schools Projects. The segment of 27<sup>th</sup> St between Bridgeport Way and 67<sup>th</sup> Avenue is funded through TIB grant and scheduled to be completed in 2015. Non-motorized improvements exist along 27<sup>th</sup> St to the west.

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:

Access to residential and commercial areas will be improved for all modes of travel. The dedicated non-motorized facilities and transit access improvements and amenities will provide safe, viable, efficient, and clean alternatives to the Single Occupant Vehicle resulting in improved access, travel, and mobility for all modes of travel. This project will connect into over 27 miles of non-motorized improvements within University Place further increasing the viability and likelihood of non-motorized commuting within the both Cities. Improved access and amenities at transit stops will encourage transit use on Pierce Transit Route 53. These air quality benefits would be realized upon completion of the project which should be complete by 2018.

**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)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

**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:

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- Yes, Significant Improvement \_\_\_\_\_ 2 points
- Yes, Minor Improvement \_\_\_\_\_ 1 point
- No \_\_\_\_\_ 0 points

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 2)

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

Please describe:

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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)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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:

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(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:

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

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

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

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Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

- 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...):

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

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

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

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

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

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

Please explain:

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Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 2)

PICK AND SCORE ONE ONLY (33 or 33A)

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

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

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

OR

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

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

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

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

Yes \_\_\_\_\_ 1 point  
No \_\_\_\_\_ 0 points

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

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

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

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

Project Title 27<sup>th</sup> Street Improvements  
 Agency University Place

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

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

COMMITTEE SCORE \_\_\_\_\_  
 (Max. score of 2)

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

- One or more \_\_\_\_\_ 2 points
- None \_\_\_\_\_ 0 points

COMMITTEE SCORE \_\_\_\_\_  
 (Max. score of 2)

**PRESERVATION APPLICATIONS**

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

<p><b>06 = Restoration &amp; Rehabilitation</b>          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><b>07 = Resurfacing</b>          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). \_\_\_\_\_

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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

Concrete or HMA treatment \_\_\_\_\_ 5 points  
Chip Seal \_\_\_\_\_ 2 points

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

43. Project Roadway Pavement Condition Index (PCI) \_\_\_\_\_

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

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

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

75 to 80 \_\_\_\_\_ 3 points  
65 to 74 \_\_\_\_\_ 9 points  
55 to 64 \_\_\_\_\_ 5 points

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 9)

**PICK AND SCORE ONE ONLY (44 or 44A)**

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

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

Over 10% \_\_\_\_\_ 7 points  
5 to 9% \_\_\_\_\_ 5 points  
2 to 4% \_\_\_\_\_ 3 points

**OR**

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

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

COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 7)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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 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)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

**NON-MOTORIZED APPLICATION**

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

Project will provide water quality treatment for 150% of new impervious surfaces.

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.   X   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   X   3 points

No      0 points

Please explain:

Providing safe dedicated facilities for pedestrians and cyclists removes conflicts between pedestrians, cyclists and motor vehicles. The project includes curb and gutter installation between the sidewalk and the travel lane that provides a vertical grade separation between the vehicular traffic and the pedestrian. The project also provides a landscaping buffer between the vehicular traffic and the sidewalk that removes the conflict at grade.

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)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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

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

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

Describe:

The benches and trash cans will be provided in compliance with 27th Street Business District Design Standards. Bike racks and signage will be provided. Pedestrian oriented street lighting will be provided. Transit connections and amenities (shelters, bus pad, benches etc) will be provided at the Pierce Transit Route 53 bus stop. Other improvements will include educational signage highlighting the history of 27th Street Business District which is the City's historic downtown.

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:

Numerous pedestrian accidents have occurred in the project limits that could have been prevented with safe dedicated facilities. This corridor has the highest concentration of pedestrian accidents in the City of University Place.

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)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

**OTHER APPLICATIONS**

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

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

Please explain:

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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.

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

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

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

58. Please explain how the project addresses environment.

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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.

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

61. Please explain how the project addresses global competitiveness.

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

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

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

63. Please explain how the project addresses connectivity.

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COMMITTEE SCORE \_\_\_\_\_  
(Max. score of 4)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

**TRANSIT APPLICATIONS**

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

- Yes \_\_\_\_\_ 4 points
- No \_\_\_\_\_ 0 points

If yes, explain:

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

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

If yes, explain:

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**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: \_\_\_\_\_

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- 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.

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**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.

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**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.

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

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

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

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

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

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

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

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

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

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**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.

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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

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

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

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

**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

72. **Will this project extend the useful life of an asset or will it replace an asset that is beyond the useful life?**

- The entire project will extend the useful life of an asset or replace an asset beyond its useful life. (3 points)  
 Part of the project will extend the useful life of an asset or replace an asset beyond its useful life. (2 points)  
 No, this project will not extend the useful life of an asset or replace an asset beyond its useful life. (0 points)

Explain:

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**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 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)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

**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)

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- 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...):

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**COMMITTEE SCORE** \_\_\_\_\_  
(Max. score of 4)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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)

Project Title 27<sup>th</sup> Street Improvements  
Agency University Place

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:

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

BY: Joel Ecklund  
Approving Authority

TITLE: City Engineer

DATE: 4/30/14