

CITY OF SULTAN  
AGENDA ITEM COVER SHEET

---

Agenda Item #: D - 3

Date: June 21, 2010



SUBJECT: Puget Sound Regional Council Transportation Enhancement Grant Program

CONTACT PERSON: Donna Murphy Grants and Economic Development Coordinator

ISSUE: The issue before the Council is to discuss a possible grant application to Puget Sound Regional Council for a Transportation Enhancement Grant application to fund a Bicycle and Pedestrian Bridge parallel to the WSDOT owned vehicle traveled bridge crossing the Sultan River.

STAFF RECOMMENDATION: Direct staff to apply to Puget Sound Regional Council for a Transportation Enhancement Grant for \$4,000,000 to fund planning, design and construction of a pedestrian and bicycle facility crossing the Sultan River, parallel with US 2.

**SUMMARY STATEMENT:**

Puget Sound Regional Council has called for projects for the Transportation Enhancement Grant Program for the 2011 Funding Cycle. The application is due July 12, 2010. Due to the short response time, staff is seeking direction from Council on a proposed project. There is \$19.8 million available statewide. This is a very competitive process. Staff recommends applying for the entire project cost.

Transportation enhancements are transportation-related activities designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's transportation system. The focus of these actions is to improve the transportation experience in and through local communities. The enhancements program provides for a variety of non-traditional projects in 12 eligible categories. Each category has specific eligibility requirements, and every project must demonstrate a relationship to the surface transportation system. Under federal legislation, every state must reserve at least 10 percent of its Surface Transportation Program (STP) funds for designated Transportation Enhancement activities. The City funded the Visitor Information Center in 2000 using STP Transportation Grant funds.

**Eligible Activities:**

1. Provision of Facilities for Bicycles and Pedestrians
2. Acquisition of Scenic Easements and Scenic Historic Sites
3. Scenic or Historic Highway Programs (including tourist and welcome center facilities)
4. Landscaping and other Scenic Beautification
5. Historic Preservation
6. Rehabilitation & Operation of Historic Transportation Buildings, Structures or Facilities
7. Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)

8. Control and Removal of Outdoor Advertising
9. Archaeological Planning and Research
10. Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity
11. Provision of Safety & Educational Activities for Pedestrians & Bicyclists
12. Establishment of Transportation Museums

The Comprehensive Plan identifies providing pedestrian and bicycle facilities crossing on US 2 (NM-8) to promote increased safety for pedestrians and bicyclists and improve traffic flow. The proposed project would be a pedestrian and bicycle bridge spanning the Sultan River, beginning and ending at the WSDOT Right-of-Way and built parallel to the Sultan River bridge. The grant does not allow for projects within parks. The proposed project must be within the road right-of-way.

This project addresses several criteria for eligibility:

- #1 Provision of Facilities for Bicycle and Pedestrians
- #4 Landscaping and other Scenic Beautification
- #11. Provision of Safety & Educational Activities for Pedestrians & Bicyclists

The total project cost for planning, design and construction is identified in the Comprehensive Plan at \$4,000,000.

Other Potential Projects:

- NM-5 US 2- Route Corridor Trail.
- Sidewalks and bicycle pedestrian bridge on US 2 between Sultan Basin Road and Community Transit Park and Ride lot.
- Highway beautification on US 2 between Cascade View Drive and Sultan Basin Road.

**ALTERNATIVES:**

1. Apply for NM-8 to design and build a Pedestrian and Bicycle bridge on US 2 over the Sultan River.
2. Do not apply for NM-8 and direct staff to apply for an alternative project.
3. Do not apply for a Transportation Enhancement Grant in 2010.

**Fiscal Impacts:** Staff time in 2011. There is no match requirement for this funding source.

**Attachments:**

Transportation Enhancement Grant Application  
Transportation Enhancement Grant Evaluation Criteria  
City of Sultan Comprehensive Plan Capital Improvement Schedule

# 2010 Statewide Transportation Enhancements Program PSRC Regional Application Form

**\*\*Please read all of the text in this section before completing this application\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

**Email submissions are preferred:** Attach your completed application to an email and send it to [tipapp@psrc.org](mailto:tipapp@psrc.org). Please name the file "2010 Enhancements-[agency]-[project title]". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy Murray), 206-971-3277.

**Deadline:** Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

<b>PROJECT IDENTIFICATION AND DESCRIPTION</b>	
<b>1</b>	<b>PROJECT TITLE:</b>
<b>2</b>	<p><b>TRANSPORTATION 2040 ID#</b></p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to <a href="http://www.psrc.org/assets/3763/Appendix_M.pdf">http://www.psrc.org/assets/3763/Appendix M.pdf</a>. For assistance or questions regarding these issues, contact <a href="mailto:Kimberly Scriver">Kimberly Scriver</a>, 206-971-3281.</p>
<b>3</b>	<p><b>SPONSORING AGENCY:</b></p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable:</p> <p><i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT?    <input type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/">http://www.wsdot.wa.gov/LocalPrograms/LAG/</a> for more information.</p>
<b>4</b>	<p><b>PROJECT CONTACT:</b></p> <p>Name:</p> <p>Email :</p> <p>Phone:</p>

**5 PROJECT DESCRIPTION**  
 Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.

**6 PROJECT LOCATION:**  
 County(ies) in which project is located:  
**Answer the following questions if applicable:**  
 a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):  
 b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):

- 7 PROJECT TYPE** (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):
- Provision of Facilities for Bicycles and Pedestrians
  - Acquisition of Scenic Easements & Scenic or Historic Sites
  - Scenic or Historic Highway Programs (including tourist & welcome center facilities)
  - Landscaping and other Scenic Beautification
  - Historic Preservation
  - Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities
  - Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)
  - Control and Removal of Outdoor Advertising
  - Archaeological Planning and Research
  - Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity
  - Provision of Safety and Educational Activities for Pedestrians and Bicyclists
  - Establishment of Transportation Museums

**PLAN CONSISTENCY**

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro, 206-464-6360.

**8 CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040**  
 All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at [www.psrc.org/growth/planreview/statusreportppr/](http://www.psrc.org/growth/planreview/statusreportppr/). For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC Information Center, 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to [www.psrc.org/transportation/t2040/](http://www.psrc.org/transportation/t2040/) or contact Kimberly Scrivner, 206-971-3281.

Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.  
 Certification Status: (click here to select)      Date of certification action (mm/dd/yy):

Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See [http://www.psrc.org/assets/465/Centers\\_small.pdf](http://www.psrc.org/assets/465/Centers_small.pdf) for more information.)

- The project is located outside the designated urban growth area.
- The project is located within the designated urban growth area.
- The project is located within an identified regional growth center or town/activity center. Refer to <http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.
  - Regional Growth Center(s):
  - Regional Manufacturing/Industrial Center(s):
  - Local Town/Activity Center(s):

Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
  
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

## ADDITIONAL REGIONAL PROJECT EVALUATION

### Part 1: Questions for All Projects

**Instructions:** Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

#### 9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

#### 10 COMMUNITY SUPPORT

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

#### 11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

**Required Match:** No local match is required; projects may be funded with 100% Enhancement funds.

**11A: Enhancements Funds Requested**

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
		\$
		\$
		\$
		\$
		\$
<b>TOTAL:</b>		\$

\* Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.

**11B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			\$

\*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

**11C: Needed future funding (unsecured)** Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			\$

**11D: Total Project Cost**

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$	Preliminary Engineering/Design:	
Right of Way:	\$	Right of Way:	
Construction:	\$	Construction:	
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$	Estimated date of completion (i.e. open for use)	

**11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

**11F. If unable to completely fill out Table D (Total Project Cost), please explain why:**

**12 PROJECT READINESS**

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 12A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

**12A. Check all that apply.** If no ROW is required for the project, select "not needed" for sections b through g.

- (select one) a. Final FHWA approval of environmental documents including:
  - (select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
  - (select one) - Section 106 Concurrence.
  - (select one) - FHWA Environmental Classification Summary Checklist (or EA or EIS).
- (select one) b. True Cost Estimate for Right of Way.
- (select one) c. Right of Way Plans (stamped).
- (select one) d. Relocation Plan (if applicable).
- (select one) e. Right of way certification.
- (select one) f. Certification Audit by WSDOT RW Analyst.
- (select one) g. Relocation Certification, if applicable.
  - (select one) - Certification Audit by WSDOT of Relocation Process, if applicable.
- (select one) h. Engineer's Estimate.
- (select one) i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**12B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

**13 OTHER CONSIDERATIONS**

Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.

**PART 2: CATEGORY SPECIFIC QUESTIONS**

**14 Select one of the following four categories that best fits your project and follow the corresponding instructions:**

- Nonmotorized Projects: Complete question 15.
- Scenic Resources Projects: Complete question 16.
- Historic Resources Projects: Complete question 17.
- Environmental Projects: Complete question 18.

15	<p><b>NONMOTORIZED PROJECTS</b></p> <p><b><u>Instructions: Complete this section if you selected “Nonmotorized Projects” in question 14.</u></b></p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The project extends, completes or otherwise adds to an existing nonmotorized system or network.</li> <li>• The project connects or links to other multimodal facilities (such as transit stations).</li> <li>• The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.</li> <li>• The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).</li> <li>• Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul>
16	<p><b>SCENIC RESOURCES PROJECTS</b></p> <p><b><u>Instructions: Complete this section if you selected “Scenic Resources Projects” in question 14.</u></b></p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The project promotes greater public appreciation or use of the transportation system.</li> <li>• The project contributes to the preservation of significant scenic resources.</li> <li>• The level of public exposure or access to the project.</li> <li>• Long-term preservation plans to maintain the scenic character of the property.</li> <li>• Whether or not there is perpetual ownership of the property.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul>
17	<p><b>HISTORIC RESOURCES PROJECTS</b></p> <p><b><u>Instructions: Complete this section if you selected “Historic Resources Projects” in question 14.</u></b></p> <p><b>Please explain how your project addresses the following:</b></p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> <li>• The historic significance of the facility.</li> <li>• The planned use of the facility.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• The long-term preservation and/or maintenance plans for the facility.</li> <li>• Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> <li>• The project’s relationship to the protection of historic or archaeological resources.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The long-term plan for ongoing management, updating and training.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul>

**18 ENVIRONMENTAL PROJECTS**

**Instructions: Complete this section if you selected "Environmental Projects" in question 14.**

**Please explain how your project addresses the following:**

- The relationship of the project to the transportation system.
- The need for the project.
- The long-term maintenance plans for the project.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

## **2010 Statewide Transportation Enhancements Program Regional Project Evaluation Criteria**

The twelve eligible Transportation Enhancements categories have been grouped into four categories to provide for comparison of similar projects and a rating system based on factors that are most appropriate to each category. Part 1 contains evaluation criteria that will be applied to ALL projects. Part 2 contains evaluation criteria based on the four categories; project sponsors are asked to pick the category that best fits their project.

Project scores of high, medium, and low are assigned for each criterion based on the magnitude of the impacts. Projects that most directly support each criterion will be rated "High." The highest possible total score a project can receive is 100 points.

Projects will be evaluated against the criteria based on the responses provided in the application found in Attachment F of the Call for Projects. After all projects have been scored by the Regional Council's staff, the scoring committee will use the scores as a tool to help determine which projects to recommend for funding to the Regional Council's Boards for final approval.

### **Part 1: Criteria for All Projects**

#### **A. The project supports regional growth centers, local town or activity centers and the corridors connecting these locations. 15 Points**

Projects are rated on their ability to provide service to the greatest number of people, as expressed through their relationship to regional growth centers designated through countywide planning policies, town/activity centers identified in local comprehensive plans, and the corridors connecting these locations.

**Guidance:** The emphasis of this category relates to objectives established under VISION 2040, PSRC's growth management, transportation and economic strategy. VISION 2040 calls for preserving and developing compact communities and directing employment and housing growth into centers that support walking, biking, and transit use. In addition to regional growth centers, VISION 2040 also calls for the support of rural cities and towns, as well as the protection and enhancement of the natural environment, open space and recreational opportunities, and scenic and historic areas. Preference will be given to those projects located within one of these designated urban or rural centers, or along a corridor that connects such places.

Projects will be rated:

High: The project is located within a designated urban or rural town center or activity area, or is located along a corridor connecting two of these areas.

Medium: The project is located within an area of concentrated development that has not been formally designated, or is located along a corridor that provides direct access to such an area.

Low: The project is not located within a center or area of concentrated development, and is not located along a corridor that provides direct access to such an area, but is within the urban growth area.

#### **B. The community demonstrates support for the project. 15 Points**

Projects are rated according to the breadth and strength of local community support. Projects will be evaluated based on the following information:

- The dates, times, and places of all relevant public presentations (such as planning commission or community council meetings, etc.)

- Letters received or other types of support for the project (including in-kind and financial support, fundraising efforts, etc.<sup>1</sup>)
- The public review process, date completed, and any negative response or resistance to the project

**Guidance:** In some instances, projects may not have an opportunity to generate direct public support due to a need for confidentiality (for example, archaeological resources or properties associated with religious and cultural practices) or due to the nature of the project (for example, non-capital projects such as resource tools or planning studies). Under those circumstances, projects will be evaluated based on their relationship to state, regional and/or local planning objectives.

A project will be rated:

**High:** The project demonstrates strong, broad based support in the community. The project has been presented in one or more public forums [separate from a required public process such as a hearing for local plans] or has received support from a diversity of community members, organizations, or interests likely to be affected by the project. Alternatively, the project demonstrates that it meets identified state, regional and/or local planning objectives.

**Medium:** The project has not been presented in a public forum but has received some support in the community (more than one organization or interest). Alternatively, the project is consistent with identified state, regional and/or local planning objectives.

**Low:** The project has received community support from a single community group.

### C. Project Readiness/Financial Plan. 20 Points

Projects are rated according to the extent to which projects are “ready to go.” The status of the project will be based on the following factors: approval of environmental documentation, status of environmental permits, status of right-of-way or easement acquisition, if needed, and status of design. Completion of environmental documentation will require that the project address all environmental mandates (for example the National and State Environmental Policy Acts, Endangered Species Act, National Historic Preservation Act, etc.).

Projects will be evaluated based on the following (please refer to <http://www.psrc.org/transportation/tip/applications/tipreference> for definition of technical terms [e.g. “obligation”] and other assistance):

- When the sponsor will complete all prerequisites needed to obligate the project’s requested regional funds.
- When the sponsor plans to obligate the requested regional funding.
- The amounts and sources of secured funding for the project.
- Other public or private agencies or organizations financially partnered with the project sponsor.
- Whether or not the funds will complete the project or a phase of the project.

**Guidance:** The emphasis of this category is to rate projects based upon the sponsor’s ability to obligate requested regional funds at the earliest possible time, as demonstrated by having completed all applicable prerequisites for obligation and securing all needed funding to complete the project or phase of the project. Please note: this program does not require a local match, and projects may be funded 100% with Enhancement funds, however WSDOT requires that all Enhancement funds be obligated within two years of selection approval.

Projects will be rated:

**High:**

- The applicant can demonstrate that all prerequisites for obligation have been met at the time the competition application is submitted.
- The sponsor plans to obligate funds at an early date (2011).
- All other needed funding is fully secured at the time the competition application is submitted.

---

<sup>1</sup> There is no matching funds requirement for this program, so any in-kind and financial support will be evaluated solely from the perspective of community support for the project.

- The requested regional funding will be sufficient to complete the project or phase of the project.

**Medium:**

- The applicant can demonstrate that all prerequisites for obligation will be met by the estimated obligation date.
- The sponsor plans to obligate funds sometime during 2012.
- All other needed funding will be fully secured by the estimated obligation date.
- The requested regional funding will be used to complete a key element of the project, but will not complete an entire phase of the project (for example the environmental documentation will be completed but the full Preliminary Engineering phase will not).

**Low:**

- The applicant fails to demonstrate that all prerequisites for obligation will be met by the estimated obligation date.
- There is reason to doubt that all other needed funding will be fully secured by the estimated obligation date.
- The requested regional funding will not be sufficient to complete a key element or a phase of the project.

## Part 2: Category Specific Criteria

**D. The project significantly enhances the transportation experience for a variety and multitude of users. 50 points**

Projects will be rated according to their relationship to the transportation system, their benefit to the community, and how well they meet certain elements particular to each of the following four project categories. These four categories will provide for comparison of similar projects and a rating system based on factors that are most appropriate to each category.

Project sponsors will select the category most appropriate for their project, and projects will be evaluated based on the evaluation criteria specific to that category. All categories are of equal weight, and each project will receive up to 50 points from this section.

The twelve eligible Transportation Enhancements project categories have been grouped into the four categories shown below. All projects must meet the appropriate Transportation Enhancements eligibility requirements (refer to the Eligibility information in the Call for Projects) and follow federal design and other professional standards.

Nonmotorized	Scenic Resources	Historic Resources	Environmental
Provision of facilities for bicycles and pedestrians	Acquisition of scenic easements and scenic or historic sites	Historic preservation	Control and removal of outdoor advertising
Provision of safety and educational activities for pedestrians and bicyclists	Scenic or historic highway programs (including tourist and welcome center facilities)	Rehabilitation and operation of historic transportation buildings, structures or facilities	Mitigation of water pollution due to highway runoff <i>or</i>
Preservation of abandoned railway corridors (including conversion and use for pedestrian or bicycle trails)	Landscaping and other scenic beautification	Archaeological planning and research	Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
		Establishment of transportation museums	

**D1. Nonmotorized Projects. 50 Points**

All projects must meet the appropriate Transportation Enhancements eligibility requirements and follow federal design and other professional standards. Projects will be evaluated based on the following elements:

- The project extends or completes a nonmotorized system, and/or adds facilities to an existing nonmotorized system or network (regional network [Metropolitan Transportation Nonmotorized System], county network, or city/community network).
- The project connects to other multimodal facilities (for example, high capacity or other transit stations).
- The project addresses current nonmotorized needs in the community – for example gaps in the system, safety issues, etc.
- The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, etc. that would be expected to provide utilization of the facility).

Nonmotorized projects will be rated:

High:

- The project extends, completes or otherwise adds to an existing nonmotorized system.
- The project is complementary or links to other multimodal facilities (for example, high capacity or other transit stations).
- The project has or will have a high level of usage in the community (for example, is easily accessible to a high density area or to a large proportion of the local community).
- The project addresses a need in the community, for example, safety or missing link issues (can include safety and education programs).

Medium:

- The project extends, completes or otherwise adds to an existing nonmotorized system.
- The project has or will have a moderate level of usage in the community (for example, is accessible to a fair-sized portion of the local community, but not the most densely populated area).

Low:

- The project does not link to an existing nonmotorized system.
- The project has or will have a low level of usage in the community (for example, is easily accessible to only a small portion of the local community).

## **D2. Scenic Resources Projects. 50 Points**

All projects must meet the appropriate Transportation Enhancements eligibility requirements and follow professional standards. Projects will be evaluated based on the following elements:

- The project promotes greater public appreciation or use of the transportation system.
- The level of public exposure or access to the project.
- Long-term preservation plans to maintain the scenic character of the property.
- Perpetual ownership of the property.
- The resource is threatened; there will be a loss of opportunity if this project is not funded.

Scenic Resources projects will be rated:

High:

- The project contributes to preservation of significant scenic resources.
- The project enhances appreciation of the transportation system to a high level of the local population.
- The project has a long-term plan.
- The project is in perpetual ownership.
- The project is part of a corridor and/or a larger plan.
- The project supports appreciation of the transportation system to a variety of modes (vehicles, bicycles, pedestrians, etc.).

Medium:

- The project enhances appreciation of the transportation system to a moderate level of the local population (not the highest density area or the most heavily traveled roadway).
- The project has a long-term plan.
- The project is in perpetual ownership.

Low:

- The project enhances appreciation of the transportation system to a low level of the local population.
- The project is in perpetual ownership.
- The project does not have a long-term plan.

### **D3. Historic Resources Projects. 50 Points**

All projects must meet the appropriate Transportation Enhancements eligibility requirements and follow professional standards. Due to the variety of possible project types, the evaluation criteria has been separated into two categories: site-specific and/or capital projects and planning projects. Projects will be evaluated based on the following elements:

For site-specific and/or capital projects:

- The current or former transportation use of the facility.
- The historic significance of the facility.
- The planned use of the facility; the project's relationship to the transportation system.
- The project is part of a larger historic preservation plan.
- The level of public exposure or access to the project.
- The resource is threatened; there will be a loss of opportunity if this project is not funded.
- Long-term preservation and/or maintenance plans for the facility.
- The project has an operating plan, including a feasibility study and a financial plan (demonstrating the project's ability to promote economic revitalization and tourism, as well as the financial solvency of the facility).

For planning projects:

- The project's relationship to the transportation system.
- The project has a long-term plan for ongoing management, updating and training.
- The project is part of a larger historic preservation plan.
- The level of public exposure or access to the project.
- The resource is threatened; there will be a loss of opportunity if this project is not funded.
- The project's relationship to the protection of historic or archaeological resources.

Historic Resources projects will be rated:

High:

- There is access to the project for a high proportion of the local population.
- There is access to the project for a variety of modes (vehicles, bicycles, pedestrians, etc.).
- The project is part of a larger historic preservation plan.
- The project has a long-term maintenance plan.
- The planned use of the facility will have a strong connection to the existing transportation system.
- The project contributes to the preservation of significant historic or archaeological resources.

Medium:

- There is access to the project for a moderate level of the local population.
- The project has a long-term maintenance plan.
- The project has a moderate impact on the preservation of historic or archaeological resources.

Low:

- There is access to the project for a low level of the local population.
- The project does not have a long-term maintenance plan.
- The project has a limited impact on the preservation of historic or archaeological resources.

### **D4. Environmental Projects. 50 Points**

All projects must meet the appropriate Transportation Enhancements eligibility requirements and follow professional standards. Projects will be evaluated based on the following elements:

- The relationship of the project to the transportation system, and the level of public exposure or access to the project.
- The need for the project.
- How well the project goes over and above what is normally required.
- Long-term maintenance plans for the project.
- There will be a loss of opportunity if this project is not funded.

Environmental Projects will be rated:

High:

- The project has a long-term maintenance plan.
- The project has a high level of exposure to the public (for example, the project is along a heavily traveled route, there are a variety of modes [vehicles, bicycles, pedestrians, etc.], there is a high population density surrounding the project, etc.).
- There is a demonstrated need for the project, and the project provides benefits beyond those of mitigation.
- The resource is threatened; there will be a loss of opportunity if the project is not funded.

Medium:

- The project has a long-term maintenance plan.
- The project has a moderate level of exposure to the public.
- There is a demonstrated need for the project, and the project provides benefits beyond those of mitigation.

Low:

- The project has no long-term maintenance plan.
- The project has a low level of exposure to the public.

**Table T-8: Planning Level Cost Estimates for Recommended Transportation Improvements**

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
NM-1	East Main St. Trail	Construct multipurpose trail from the east end of E. Main St north on Cascade View Dr to US 2 for nonmotorized and emergency access.	n/a	Nonmotorized	n/a	\$500,000
NM-3	Sidewalk Spot Improvements	Repair, replace and construct missing sidewalks within the City	n/a	Existing Deficiency	n/a	\$130,000
NM-4	Sidewalk Enhancement	Renovate public sidewalks. Stand alone projects not associated with road renovation.	n/a	Existing Deficiency	n/a	\$310,000
NM-5	US-2 Route Corridor Trail	Construct multipurpose trail to provide nonmotorized safety and connectivity as part of US-2 RDP reconstruction/widening.	n/a	Nonmotorized	n/a	\$1,672,000
NM-6	Willow/Bryant Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized	n/a	\$390,000
NM-7	High/Kessler/140th Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized	n/a	\$887,000
NM-8	US-2 Pedestrian Overcrossing	Construct a nonmotorized bridge crossing on US 2 to provide increased safety for pedestrians and improved traffic flow. Joint Project with WSDOT	n/a	Nonmotorized	n/a	\$4,000,000
T-23	Alder St Reconstruction	Reconstruct Alder Street from 5th St. to 8th St.	2	Existing Conditions	Collector Arterial	\$728,000
T-24	New East/West Collector	Construct new east/west collector between 339th Ave SE and Sultan Basin Rd in the north section of the City (approx. location between 132nd and 124th St SE).	2	Circulation	Collector Arterial	\$11,040,000

City of Sultan Comprehensive Plan

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-25	Foundry Road Reconstruction	Reconstruct road to Collector arterial standards to serve industrial employment and residential areas.	2	Circulation	Collector Arterial	\$1,300,000
T-26	New North Industrial Park Collector	Provide east/west access and traffic collector through the Industrial Park from Rice Rd (339th) to Sultan Basin Rd. and US-2	2	Circulation	Collector Arterial	\$15,510,000
T-27	East Main St Road Extension	Extend East Main St. east to connect to 149th St. SE within the Economic Development Zone south of US-2.	2	Circulation	Local Street	\$2,000,000
T-29A	Kessler Drive Extension	Extend Kessler Dr. north from Bryant Rd. to UGA Boundary	2	Circulation	Proposed Collector Arterial	\$3,452,000
T-29B	Kessler Drive Extension Non UGA portion	Extend Kessler Dr. north from UGA Boundary to 124th St.	2	Circulation	Proposed Collector Arterial	n/a
T-31a	New 330th Ave Arterial	Construct a new north-south arterial from US-2 through the Industrial Park north to 124th St SE. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Collector Arterial	\$2,800,000
T-32a	Rice Rd. (339th) St Extension	Extend Rice Rd. (339th Ave) north to 124th St. SE at County Rural Arterial road standards to provide arterial connectivity and access to US-2. Proposed joint project with Snohomish County. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Minor Arterial	\$2,942,500
T-33	229th Ave Extension or Highland Ave Extension	Develop an interior access arterial from Old Owen Rd. east to Sportsmans Park to provide access to existing roadside commercial properties and reduce curb cuts on US-2.	2/3	Circulation	Collector Arterial	\$2,720,000
T-34	US-2 RDP City Access Revisions	Downtown access to US 2 will be focused on 3rd, 5th, 8th, and Main Streets to reduce congestion.		Circulation		Awaiting WSDOT Estimate

City of Sultan Comprehensive Plan

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-35	Cascade View Drive Reconstruction	Reconstruct Cascade View Dr to Collector arterial standard and provide intersection improvements at US-2	2	Circulation	Collector Arterial	\$560,000
T-36	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE.	2	Circulation	Collector Arterial	\$2,833,600
T-38	1st Street Reconstruction Phase II	Reconstruct 1st St from High Ave to Trout Farm Rd. Project includes water, sewer and storm water utilities construction.	3	Capacity	Minor Arterial	\$2,800,000
T-40	US-2/Rice Rd (339th Ave) Signalization	Signalize existing intersection of US-2 at 339th Ave SE.	3	Capacity	Principal Arterial	\$1,400,000
T-41	Rice (339th Ave SE) Reconstruction	Reconstruct 339th Ave from Sultan Startup Rd. north to 132nd St. SE to arterial standard with curbs gutter and sidewalks.	2/3	Circulation	Proposed Minor Arterial	\$8,350,000
T-42A	Sultan Basin Rd. Reconstruction Phase IV	Continue Sultan Basin Rd. improvements north to UGA Boundary	3	Capacity	Minor Arterial	\$6,092,724
T-43	Walburn Rd. Rerouting	Redesign the road to remove access from US-2 rerouting access to Sultan Basin Rd. north of Wagley Creek	2	Circulation	Collector Arterial	\$1,400,000
T-44	Pine Street Extension	Extend Pine St. East to Walburn to provide east west access from Sultan Basin Rd to downtown Sultan. Emergency Evacuation Route	2	Circulation	Collector Arterial	\$840,000
T-45	Alder St Improvements	Install traffic signal and improvements from the intersection of 4th and Alder St to the intersection of 5th and US-2. Reconstruct Street to 8th St. Proposed joint project with Community Transit and Sultan School District	2	Circulation	Collector Arterial	\$650,000

City of Sultan Comprehensive Plan

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-46	Date Avenue Traffic Calming	Install traffic calming treatment to Date Ave. from 8th St west to the Elementary School	2	Existing Deficiency	Local Street	\$124,000
T-47	Trout Farm Rd Reconstruction	Reconstruct Trout Farm Rd. from 1st St. north to 125th St SE. Proposed joint City/County Project	2/3	Capacity	Collector Arterial	\$9,050,000
T-48	Gohr Rd Reconstruction	Reconstruct Gohr Rd to arterial standard from 1st St north to 311th Ave SE	2	Circulation	Collector Arterial	\$4,704,000
T-49	Gohr Rd Extension	Extend Gohr Rd north to the proposed 132nd Ave. Extension.	2	Circulation	Collector Arterial	\$3,920,000
T-51	3rd St. Reconstruction	Repair, replace, and construct as necessary asphalt, sidewalks, and bike lanes. Project is combined with water, sewer, and stormwater system projects.	2	Existing Deficiency	Local Street	\$1,456,000
T-52	8th St. Sidewalks	Install sections of missing sidewalks on 8th St.		Circulation	Collector Arterial	\$310,000
T-53	10th St. Railroad Crossing Improvement	Reconstruct the 10th St. crossing with the BNSF Rail Line Within the Economic Development zone.	2	Circulation	Local Street	\$100,000
T-55	Industrial Park Rail Spur Construction	Petition BNSF and contribute to construct a rail spur access to the Industrial Park	n/a	Circulation	n/a	\$1,000,000
T-57	132nd Ave Arterial Extension	Extend 132nd St from Sultan Basin Rd. northwest connecting to Trout Farm Rd. near 307th St.	3	Capacity	Minor Arterial	\$17,480,000
T-58	132nd Ave Reconstruction	Reconstruct 132nd St SE to arterial standard	2	Circulation	Proposed Minor Arterial	\$12,432,000
T-59	US 2/1st Avenue Interchange	Provide grade-separated ramp access to US-2 from 1st St.	2	Capacity	Minor Arterial	\$6,470,000
T-60	Sultan Basin Road Improvements Phase III	Realign Cascade View Drive and its intersection with US-2 to align with the recently improved Sultan Basin Rd.	2	Circulation	Proposed Collector Arterial	\$2,800,000

City of Sultan Comprehensive Plan

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-61	6th Street Reconstruction	Reconstruct 6th St. to urban standards	2	Existing Deficiency	Local Access	\$1,680,000
T-62A	124th St. SE Reconstruction Phase 1	Reconstruct 124th St SE to urban standards from west terminus to UGA Boundary	2	Circulation	Collector Arterial	\$4,312,000
T-65	124th St. Extension	Extend 124th Ave. west to Trout Farm Rd. intersecting at approx. 125th St	2	Circulation	Collector Arterial	\$11,984,000
<b>Total Project Costs</b>						<b>\$153,129,824</b>