

# 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@psrc.org), 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>	<p><b>PROJECT TITLE:</b> Downtown Streetscape Improvements - Phase II</p>
<b>2</b>	<p><b>TRANSPORTATION 2040 ID#</b> N/A</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.Scrivner@psrc.org">Kimberly Scrivner</a>, 206-971-3281.</p>
<b>3</b>	<p><b>SPONSORING AGENCY:</b> City of Everett</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: N/A</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 checked="" 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:            Richard Tarry</p> <p>Email :           rtarry@ci.everett.wa.us</p> <p>Phone:           425-257-8922</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.

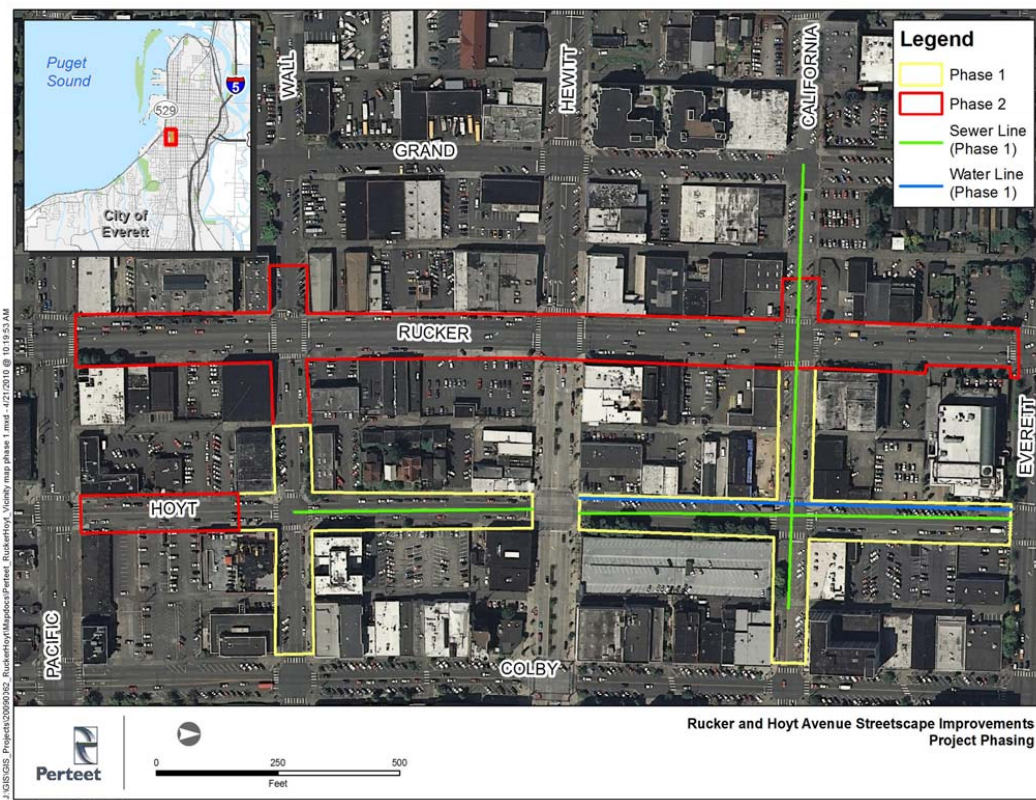
The Downtown Streetscape Improvements - Phase II will enhance the streetscape of this five block area in the Everett Regional Center and central business district (CBD). It will support the planned increase in development density of the downtown residential neighborhoods in the city of Everett by making improvements prior to redevelopment. The project will improve Rucker Avenue between Pacific Avenue and Everett Avenue by the addition of pedestrian friendly curb bulbs, wide sidewalks, street trees, street furniture, and pedestrian lighting. On Hoyt Avenue between Pacific Avenue and Wall Street, the last block length of a new north-south bicycle lane through the CBD will be completed. (See map below and on following pages)

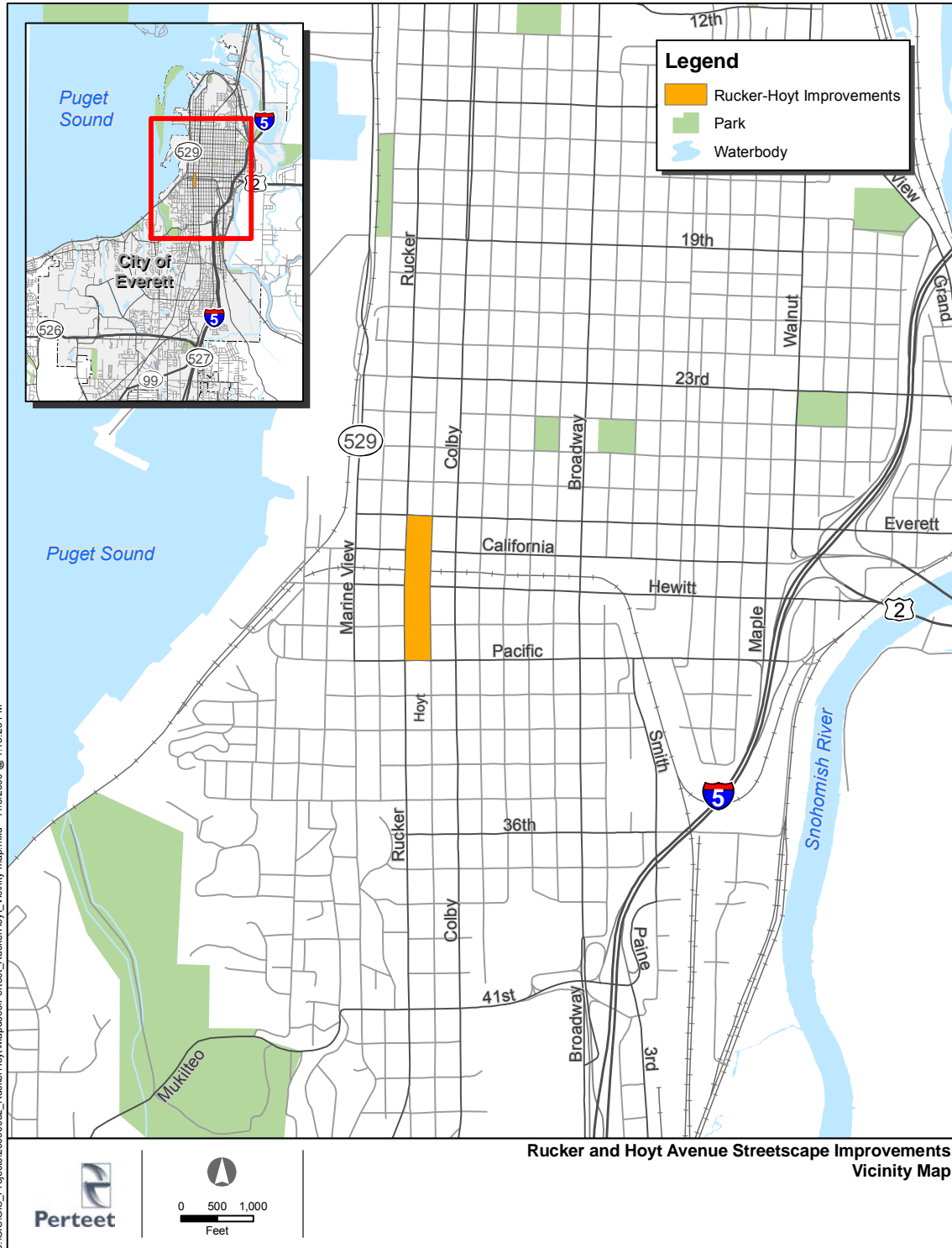
Several segments will have street medians planted with trees which will have a traffic calming effect and improve pedestrian safety. In the future, congestion will not increase as fast as neighborhood density increases because additional trips for retail, restaurant, and entertainment can be accomplished without a motor vehicle.

Streetscape improvements will provide a clean safe and active transportation environment which will stimulate return visits to the businesses, residences, and amenities that are provided. The completion of the final segment of designated bicycle lanes on Hoyt Ave will be a significant improvement for non-motorized travel in the downtown neighborhood.

The access to transit on a local, county-wide, and regional basis will reduce future trips generated to and from this section of the CBD. Transit service frequencies are increasing in the project area and the higher density that this project supports will strengthen the transit market and give the neighborhood sustainable mode choices.

The active transportation amenities and changed streetscape are shown on pages 4 and 5.





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## STREET DESIGNS

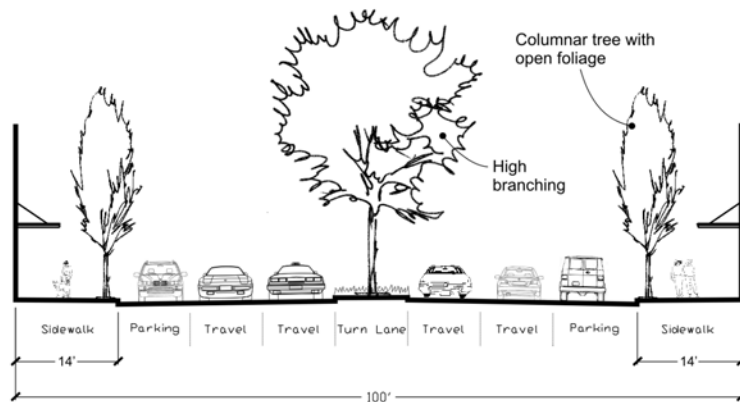
# Rucker Avenue

### Circulation Function

- Heavy traffic (16,000 AWDT).
- Four lanes, median, and parallel parking. Three lanes north of Hewitt Avenue.
- Future transit-oriented street.

### Community Development Function

- Planned to be the core of the downtown residential neighborhood.
- Ground-level pedestrian-oriented uses



### Street Features

- Trees:
  - Mid-block: Plant columnar trees with open foliage to enhance residential qualities in the sidewalk.
  - Curb bulbs and median: Plant vase-shaped, broad shade trees to reduce the scale of the street and present a unique streetscape.
- Lights: Pedestrian lights are a priority.
- Pavements: Paving could include some special treatments at intersection bulbs.
- Intersections:
  - Install curb bulbs with landscaping at all intersections.
  - There should be a gateway treatment at Pacific Avenue.



### Implementation

- Rucker merits high priority for a full reconstruction because of its potential as the focus of a residential neighborhood. Construction should be compatible with early redevelopment projects (i.e., before or during the first projects) so that new residents will not experience street construction.
- Adjust bus routes and enhance amenities as development occurs.
- Signal timing to discourage through traffic.
- The realignment of the truck route may result in major improvements to the Rucker/Pacific intersection.



# Hoyt Avenue

## Circulation Function

- Moderate traffic volume (4,000 AWDT).
- Proposed bicycle lanes.
- One travel lane each way.
- Parallel parking.

## Community Development Function

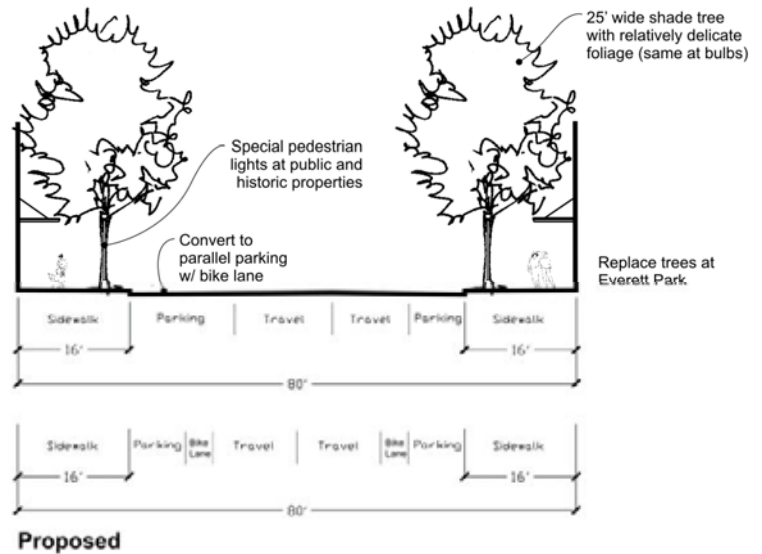
- Primarily residential but with civic facilities.
- Pleasant, quieter walking street (part of Livability Loop).

## Features

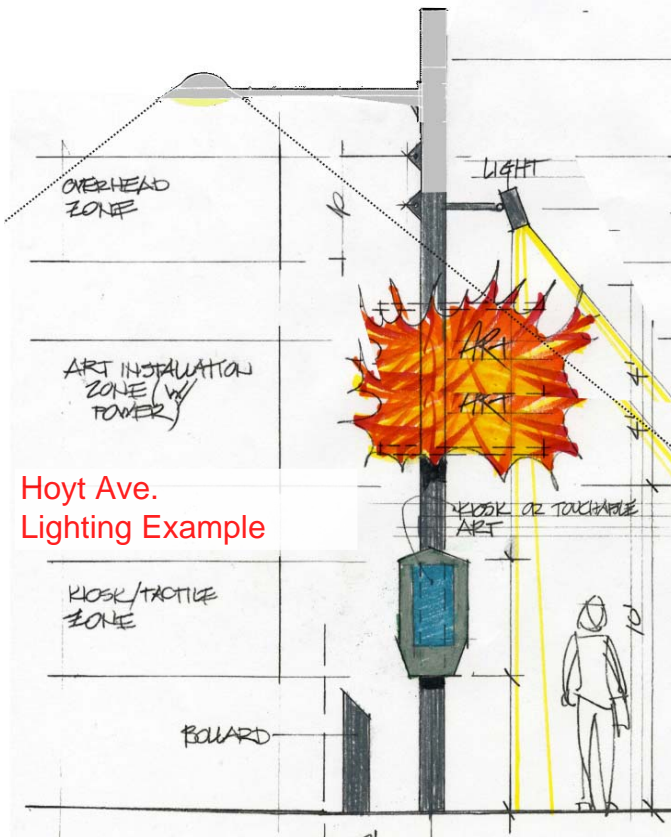
- Trees: Install 25-foot-wide upright, vase-shaped shade trees with relatively delicate foliage. Consider one tree type between California Avenue and Wall Street and a different tree type at the two ends.
- Lights: Install special pedestrian lights, especially at public and historic properties.
- Pavements: Encourage special pavements as part of development to add interest to the street.
- Intersections:
  - Add curb bulbs, lights, and street trees (the same as the mid-block trees).
  - Consider mid-block crosswalks, especially at the library and Everpark garage.
- Other:
  - If possible, integrate street improvements with the spaces around public buildings.
  - Wayfinding kiosks at California Avenue and Wall Street.
  - Bicycle rack and curb bulbs at the library.
  - The "Arts Space" redevelopment will provide 40 loft artist studios and a good opportunity to feature rotating art exhibits. Locations for sculpture and other forms of art should be explored as the plans are refined.

## Implementation

- Convert angle parking to parallel parking in the near term to create an opportunity for bicycle lanes. Choose different tree types to add character to each block.
- Tree planting is a high priority because of the street's public facilities and its Livability Loop status.



6	<p><b>PROJECT LOCATION:</b> Rucker Avenue and Part of Hoyt Avenue (See Map)</p> <p>County(ies) in which project is located: Snohomish County</p> <p><b>Answer the following questions if applicable:</b></p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Pacific Avenue</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Everett Avenue</p>
7	<p><b>PROJECT TYPE</b> (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</li> <li><input type="checkbox"/> Acquisition of Scenic Easements &amp; Scenic or Historic Sites</li> <li><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist &amp; welcome center facilities)</li> <li><input checked="" type="checkbox"/> Landscaping and other Scenic Beautification</li> <li><input type="checkbox"/> Historic Preservation</li> <li><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</li> <li><input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)</li> <li><input type="checkbox"/> Control and Removal of Outdoor Advertising</li> <li><input type="checkbox"/> Archaeological Planning and Research</li> <li><input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity</li> <li><input type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists</li> <li><input type="checkbox"/> Establishment of Transportation Museums</li> </ul>



## 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](mailto:Rocky.Piro@psrc.org), 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](mailto:Information.Center@psrc.org), 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](mailto:Kimberly.Scrivner@psrc.org), 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: Certified      Date of certification action (mm/dd/yy): 06/24/04

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): Everett .
  - Regional Manufacturing/Industrial Center(s): N/A
  - Local Town/Activity Center(s): Central Business District

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:

Everett Comprehensive Plan (June 2004)

Transportation Element - pages 58 and 62

Everett Downtown Plan (July 2006) - Actions T-11 and S-2 on page 103

Downtown Everett Streetscape Plan (January 2009)

Section 4. Street Designs - Pages 30 and 31.

- 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.

<b>9</b>	<b>RELATIONSHIP TO CENTERS</b>  Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.  This project is located entirely within the Everett Regional Growth Center which is also the city's central business district.
<b>10</b>	<b>COMMUNITY SUPPORT</b>  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.  The plan for improving the streetscape in the Everett regional center has been a component of the public hearings and subsequent council approvals of the city's Comprehensive Plan Transportation Element (2004), the Downtown Plan (2007), and the Downtown Streetscape Plan (2009). In 2008, the entire Downtown Streetscape Improvements project (both phases) was evaluated in a feasibility study that was conducted to investigate the formation of a Local Improvement District. Support for the improvements was positive, but the desire to pay assessments was not. The city has pursued the project in phases, with phase I being funded by various city sources and funding support being sought for phase II.  The City Engineer, the project manager, has met with adjacent property owners and stakeholders throughout the second quarter of 2010. The city has had input from the Arts Council of Snohomish County, Artspace, Everpark, Everett Transit, and the Imagine Children's Museum as well as individual property owner's and tenants along the corridors. Now that the phase II design is at 60% further public open houses will be scheduled for the third quarter of 2010.

(Please see letter of support from the Everett Area Chamber of Commerce on page 14.)

**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
Planning		\$0
Preliminary Engineering		\$0
Right of Way		\$0
Construction	12/1/2011	\$2,634,500
		\$
<b>TOTAL:</b>		<b>\$2,634,500</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
Planning		Local	\$35,000
Preliminary Engineering		Local	\$624,000
Right of Way		Local	\$0
Construction	12/1/2011	Local	\$391,536
			\$
<b>TOTAL:</b>			<b>\$1,050,536</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
Planning			\$0
Preliminary Engineering			\$0
Right of Way			\$0
Construction			\$1,026,536
			\$
<b>TOTAL:</b>			<b>\$1,026,536</b>

**11D: Total Project Cost**

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$35,000	Planning:	1/2009
Preliminary Engineering/Design:	\$624,000	Preliminary Engineering/Design:	3/2011
Right of Way:	\$0	Right of Way:	n/a
Construction:	\$4,053,000	Construction:	12/2012
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$4,712,000	Estimated date of completion (i.e. open for use)	12/2012

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

PE, ROW, and CN

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

N/A

**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.

Not yet completed a. Final FHWA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not yet completed - Section 106 Concurrence.

Not yet completed - FHWA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right of way certification.

Not needed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed 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.

NEPA application completed and being transmitted to WSDOT for joint WSDOT/FHWA final approval; WSDOT/FHWA have conducted the site visit for the project. NEPA approval expected by November 2010.

Design for the project is fully funded and at 60% for Phase II with expected design completion by March 2011. Engineer's estimate noted above is for 60% design.

**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.

Phase I of the Downtown Streetscape Improvements will start construction in August and be completed by the beginning of 2011. Phase II funding will be augmented by savings from a positive bid climate in Phase I with the resulting savings being applied to the city's portion of the funding. Other funding is being sought to replace the local portion of the construction funding in order to maximize the number of capital projects that the city can complete.

**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 NONMOTORIZED PROJECTS**

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

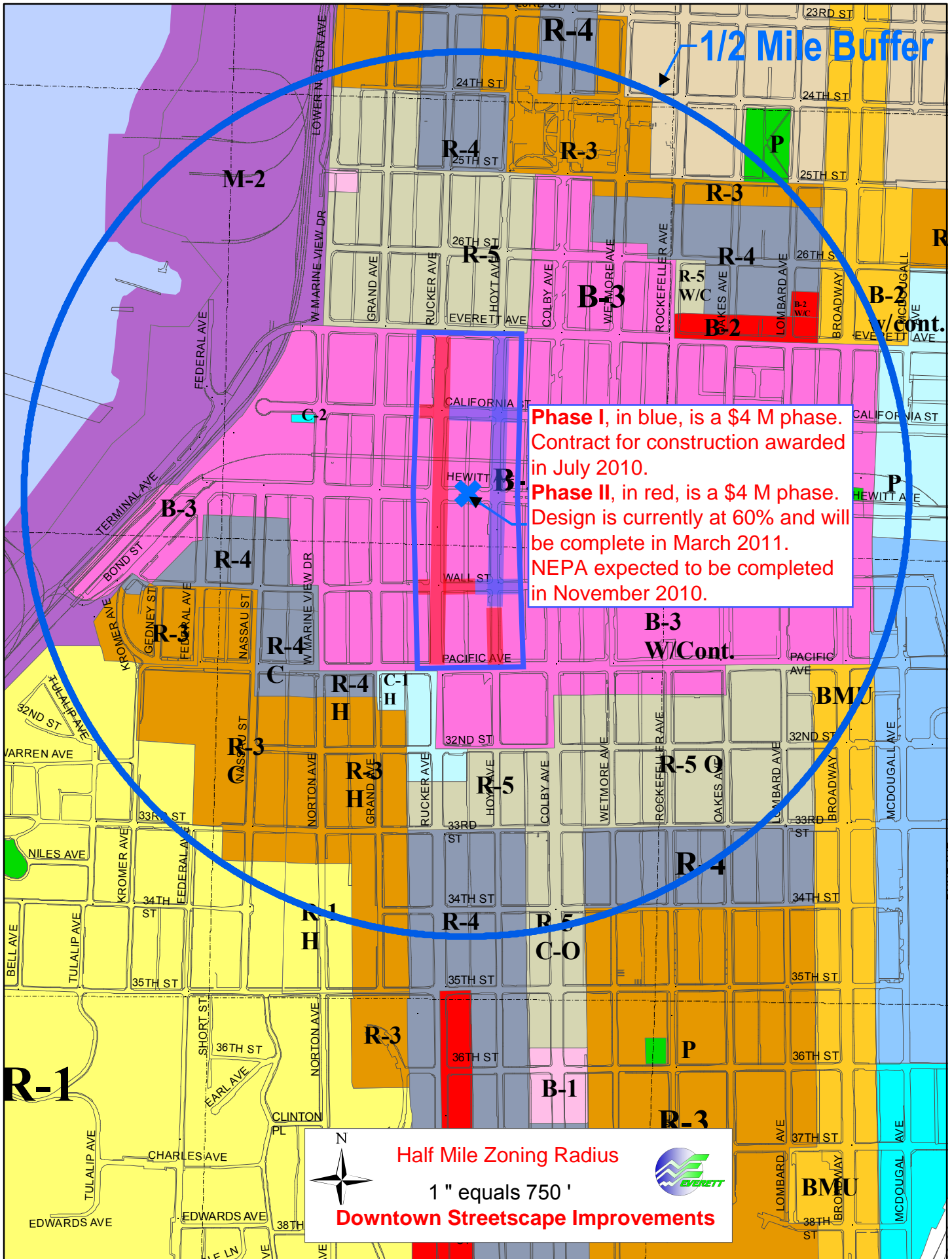
**Please explain how your project addresses the following:**

- The project extends, completes or otherwise adds to an existing nonmotorized system or network.
- The project connects or links to other multimodal facilities (such as transit stations).
- The project addresses current nonmotorized needs in the community, e.g., - 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).
- 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).

**Improving the streetscape of this five block area in the central business district (CBD) will continue the development of the downtown residential neighborhood in the city of Everett. The project is in the city's B-3 Downtown business zoning with building heights of 100 to 150 feet permitted. (See map on page 13)**



**The improvement of five intersections by the addition of pedestrian friendly curb bulbs, wide sidewalks, street trees, street furniture, and the last block length of a new north-south bicycle lane through the CBD is expected to double the peak hour pedestrian traffic from an average of 100 during the noon hour on the streets within the project to almost 300 during the noon hour as residential projects with ground floor business and retail opportunities develop within the desired area. Several segments will have street medians planted with trees which will have a traffic calming effect. Congestion will not increase as fast as neighborhood density increases because additional trips for retail, restaurant, and**

	<p><b>entertainment can be accomplished without a motor vehicle.</b></p> <p><b>Streetscape improvements will provide a clean safe and active transportation environment which will stimulate return visits to the businesses, residences, and amenities that are provided. The completion of the final segment of designated bicycle lanes on Hoyt Ave will be a significant improvement for non-motorized travel in the downtown neighborhood.</b></p> <p><b>The access to transit on a local, county-wide, and regional basis will reduce future trips generated to and from this section of the CBD. Transit service frequencies are increasing in the project area and the higher density that this project supports will strengthen the transit market and give the neighborhood sustainable mode choices.</b></p> <p><b>The active transportation amenities and changed streetscape will have a traffic calming effect.</b></p>
16	<p><b>SCENIC RESOURCES PROJECTS</b></p> <p>N/A</p>
17	<p><b>HISTORIC RESOURCES PROJECTS</b></p> <p>N/A</p>
18	<p><b>ENVIRONMENTAL PROJECTS</b></p> <p>N/A</p>



**Phase I**, in blue, is a \$4 M phase. Contract for construction awarded in July 2010.

**Phase II**, in red, is a \$4 M phase. Design is currently at 60% and will be complete in March 2011. NEPA expected to be completed in November 2010.


**Half Mile Zoning Radius**  
 1" equals 750'  
**Downtown Streetscape Improvements**


*Your Chamber Means Business*



July 9, 2010

Mr. Bob Drewel  
Executive Director  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035

Re: City of Everett's 2010 Statewide Transportation Enhancements Program Application:  
**Downtown Streetscape Improvement Project Phase 2**

Dear Mr. Drewel:

I am writing you today on behalf of the Everett Area Chamber of Commerce, our 600 members and their 60,000 employees to express our support for the City of Everett's Statewide Transportation Enhancements application for \$2,634,500 for the City of Everett's Downtown Streetscape Project Phase 2.

The Downtown Streetscape Improvement Project Phase 2 will continue streetscape elements, from Phase 1 of the project. Phase 1 sets an ambitious course for transforming the downtown into a vital metropolitan center with regional attractions, residential neighborhoods, and a greater array of commercial activities. This improvement will help improve and maintain the economic vitality of downtown Everett. The comprehensive street and streetscape reconstruction of Rucker Avenue and part of Hoyt Avenue in the central business district will improve pedestrian flow, better bicycle travel, and improve neighborhood transit connections.

I urge you to support the funding request of the City of Everett. Thank you for taking time to consider this important issue. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Louise Stanton-Masten". The signature is written in a cursive, flowing style.

Louise Stanton-Masten  
President & CEO