

# 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> Centennial &amp; Riverfront Trail Connection</p>
<b>2</b>	<p><b>TRANSPORTATION 2040 ID# 2823</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.Scrivner@psrc.org">Kimberly Scrivner</a>, 206-971-3281.</p>
<b>3</b>	<p><b>SPONSORING AGENCY:</b> City of Snohomish</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 type="checkbox"/> Yes    <input checked="" 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:            Andrew Sics            Email :           sics@ci.snohomish.wa.us            Phone:          360-568-3115</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 nature of this project is to tie the Riverfront and Centennial Trails together by constructing a new trail in between them. The project would first involve purchasing two parcels of land situated along Commercial Street and State Avenue near both the Snohomish River and Cady Park (the parcels are under one ownership and both exist as detached single family residences). The next facet of the scope would involve designing the project and producing 100% bid documents. Finally, the last step would be to construct the new trail.

The construction of a trail connection through these two parcels is identified in the City's adopted Parks, Recreation and Open Space Long Range Plan and is needed to help facilitate both local and regional pedestrian and bike traffic within and thru Snohomish.

This project meets Activity 1 "Pedestrian and Bicycle Facilities" of the eligibility criteria since it will construct a new trail for both pedestrian and bicycle traffic.

A regional and local location map and a trail concept map have been included as Attachments A, B and C, respectively.

**6 PROJECT LOCATION: 28 Commercial Street and 56 State Avenue**

County(ies) in which project is located: Snohomish

**Answer the following questions if applicable:**

- a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):  
Near intersection of Burlington Northern Railroad & Commercial Street
- b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):  
Near intersection of First Street & State Avenue

- 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

**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: Certified    Date of certification action (mm/dd/yy): 3/22/07

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.

The project is supported by and furthers the adopted Comprehensive Plan policies shown on Attachment D.

**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.  
The Centennial Trail provides links to other Snohomish communities to the north and will eventually be extended to the south to King County. With this project there will be an increase

of the functionality of the Centennial Trail and the interconnectedness of neighborhoods and larger communities. Connecting the Riverfront and Centennial Trails will enhance opportunities to walk/ride from residential areas to local destinations located directly on the trail, including Kla Ha Ya and Cady Park, the Regional Library, Senior Center, Skate Park, play area and Boys and Girls Club.

**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.

This project location would be captured as part of the overall analysis done several years ago for the Centennial Trail project which is currently under design. As such, it was subject to the thirty plus public meetings previously held which discussed details of the trail project.

**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
ROW (Property Aquisition)	01/15/2011	\$625,000
PE	03/15/2011	\$75,000
CN	8/15/2011	\$400,000
		\$
		\$
<b>TOTAL:</b>		<b>\$1100000</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>			<b>\$</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:	\$75,000	Preliminary Engineering/Design:	75,000
Right of Way:	\$625,000	Right of Way:	625,000
Construction:	\$400,000	Construction:	400,000
Other (Specify):	\$	Other (specify):	
Total Project Cost:	\$1,100,000	Estimated date of completion (i.e. open for use)	12/15/2011

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

PE, ROW & 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.

Already completed a. Final FHWA approval of environmental documents including:

Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Already completed - FHWA Environmental Classification Summary Checklist (or EA or EIS).

Already completed 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.  
 Not yet completed h. Engineer's Estimate.  
 Not yet completed 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.

It should be noted that it is assumed that much of the environmental documentation for this project will be covered by work already performed as part of the Centennial Trail project. Items h. and i. listed above will be completed prior to bid opening which is anticipated to be in August of 2011.

**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.

The City is still in contention to receiving money from the Rural Town Centers and Corridor Grant to design a traffic signal at Second Street and Lincoln Avenue. This grant, along with the enhancement grant, could work in perfect harmony towards achieving both their intent and completing two very small but large elements both locally and regionally.

**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).

1) This project will connect two existing trails together within the City of Snohomish near the City's waterfront.

2) This project will construct a new path which will connect to the Centennial Trail, a regional facility with growing local significance within Snohomish. By the summer of 2011, the missing

link of the Centennial Trail from Bowen Street to Pine Avenue will be constructed. GNP Railway Co. proposes to soon begin passenger train service between Woodinville and a point one block south of the Second Street and Lincoln Avenue intersection in Snohomish. Also, this project will allow pedestrians and bicyclists to travel unabated from the riverfront to the north to catch a bus since Second Street is a designated transit route. Finally, the proposed project location is adjacent to Cady Park which also serves as a boat launch to access the Snohomish River.

3) Currently the Riverfront Trail's eastern end terminates near Cady Park and the existing boat launch area. The Centennial Trail's southern end terminates at First and State Street. The completion of this project would allow an existing gap to be filled. Currently pedestrian and bicycle traffic would have to travel north along Maple Avenue from the eastern end of the Riverfront Trail or Cady Park to get to the Centennial Trail. Doing so, without a designated travel way, poses definite safety concerns. The completion of this project would close a gap between these two existing trails which will not only help address safety issues but also provide a means to convey trail traffic to regional growth centers, town/activity centers or other regional connecting corridors.

4) This project will be in the immediate vicinity of both a Park and boat launch area which experiences a lot of public exposure.

5) This project relates to surface transportation by providing pedestrian and biking facilities.

**16 SCENIC RESOURCES PROJECTS**

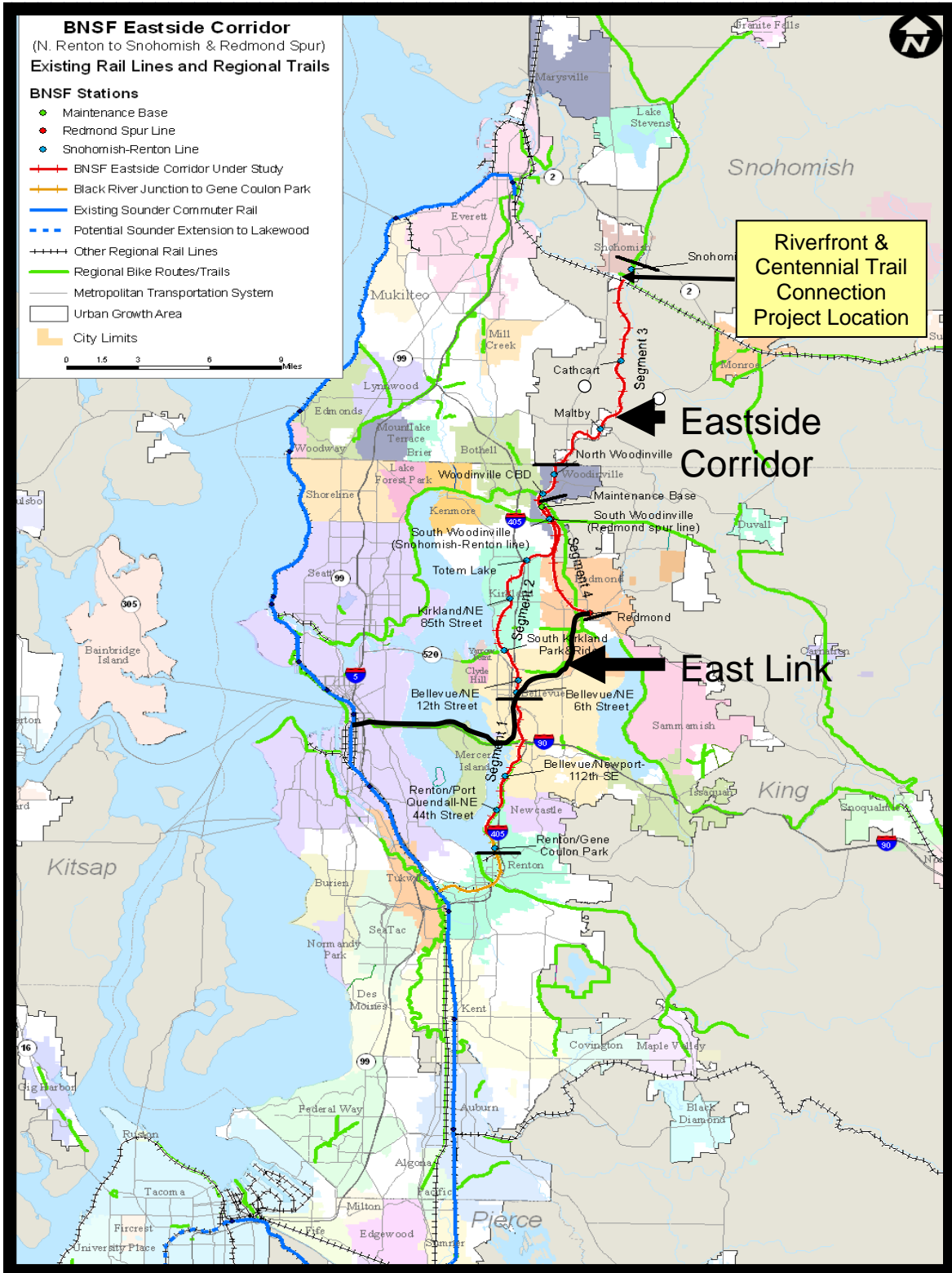
**Instructions: Complete this section if you selected "Scenic Resources Projects" in question 14.**

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

- The project promotes greater public appreciation or use of the transportation system.
- The project contributes to the preservation of significant scenic resources.
- The level of public exposure or access to the project.
- Long-term preservation plans to maintain the scenic character of the property.
- Whether or not there is perpetual ownership of the property.
- 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).

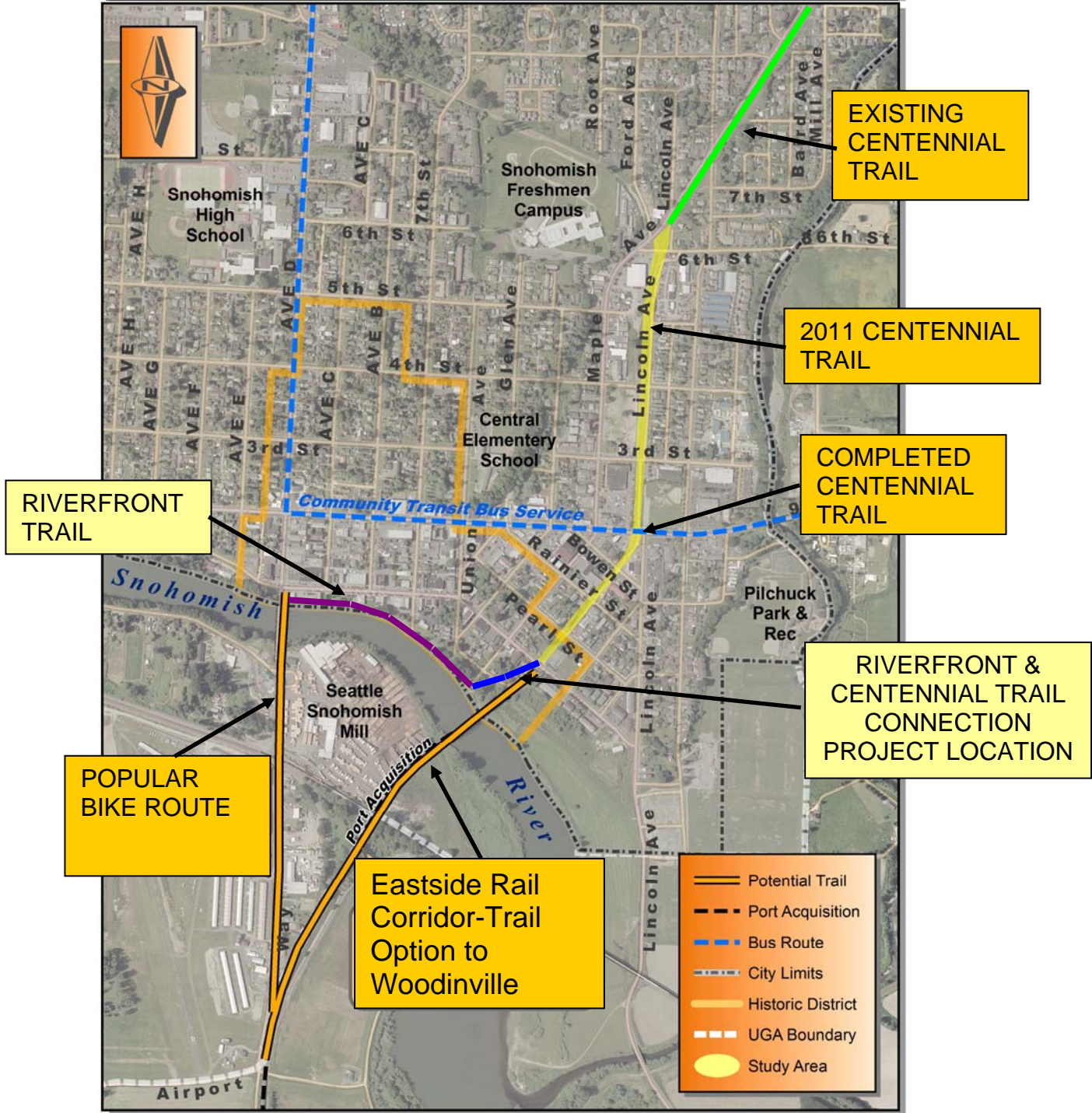
# ATTACHMENT A

## REGIONAL VICINITY MAP



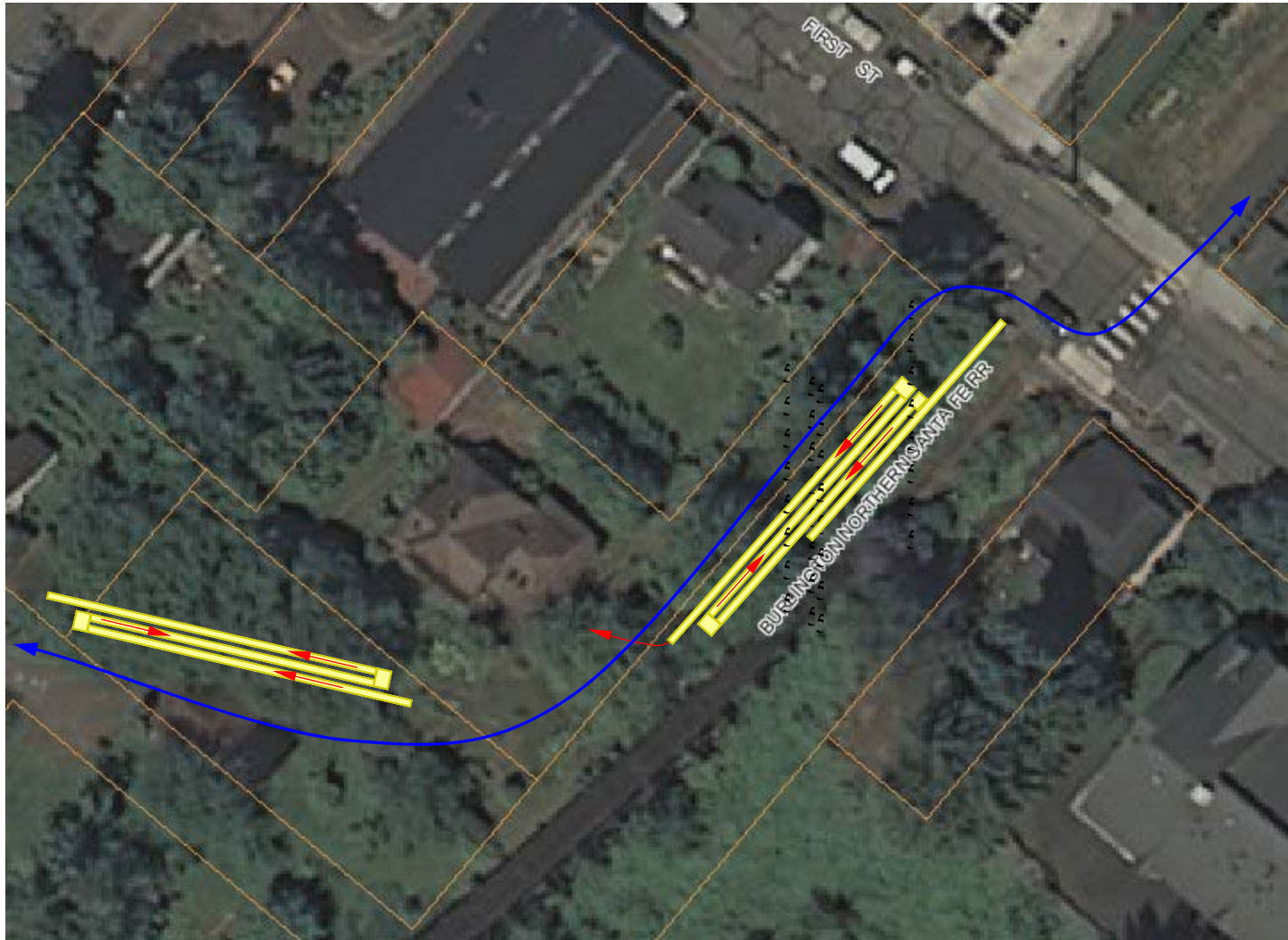
# ATTACHMENT B

## PROJECT VICINITY



# ATTACHMENT C

## TRAIL CONCEPT



# ATTACHMENT D

## Applicable Comprehensive Plan Policies

(Last updated September 15, 2009)

The Comprehensive Plan policies addresses the proposal in the following ways:

- The Land Use Element provides guidance on the existing land use designations:
  - **IA 7.1:** Maintain a practice that designate adequate land use areas to allow for the growth of existing industries, to provide space for new small manufacturing activity and to address needs of other land uses that require separation. The airport has unique needs and problems and should be identified and regulated as airport industry areas. The land use categories described below, when implemented on the land use plan, will provide areas for manufacturing and other activities with different characteristics. . .
  - c. Mixed Use Designation. This designation applies to areas of the City in which housing, shopping and working activities can be compatibly mixed to encourage consolidation and infill of under-utilized parcels, reduced auto work and shopping trips and increased housing densities. Mixed Use areas will encourage a mix of multifamily residential, commercial and light industrial uses in the same area, on the same site, and in the same structure. Compatibility among sharing uses will be increased by design controls on both the site and structures. Mixing uses will be encouraged by incentives, but not required in the Mixed Use area. *(Emphasis added. Note: The majority of the Pilchuck District is currently designated Mixed Use.)*
- The Economic Development Element policies provide guidance for the Maple Avenue economic opportunity area, a prior designation for the Pilchuck District.
  - **ED 4.2:** Site identification – scale  
Maintain the practice of working with other public agencies and private interests to identify and promote sites with a variety of development and enterprise sizes and scales including larger sites in the Bickford opportunity area compared with smaller, mixed use site opportunities within the Maple Avenue and Historic Business District economic planning areas.
  - **ED 4.4:** Existing property revitalization  
Maintain the practice of assisting with special planning and development efforts to promote reuse and infill for older buildings, redevelop vacant properties, and revitalize the economic opportunity areas, particularly in the Maple Avenue area and Historic Business District.
  - **ED 4.5:** Economic opportunity area revitalization  
Maintain the practice of helping structure local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, and other actions that will realize revitalization opportunities within each economic opportunity area as a whole, particularly Avenue D, Maple Avenue, and the Historic Business District.
  - **ED 6.3:** Financial programs  
Maintain the practice of helping local private groups structure special improvement districts including parking and business improvement authorities, local improvement districts or

other programs with which to manage and finance effective revitalization efforts particularly within Avenue D, Maple Avenue, and the Historic Business District.

- **ED 10.3:** Public facilities

Maintain the practice of working with private property owners, neighborhood residents, and other interested parties to create civic master plans and programs integrating the library, school, parks, Centennial Trail, and other public facilities into the economic planning areas of the community.

- The Transportation Element directs efforts to reduce the effect of Second Street as an obstacle to pedestrian mobility.
  - **TR 6.20:** Maintain a practice that incorporates Second Street as an element of the downtown business area rather than a boundary that separates the different parts of the City.
- The proposal furthers Environmental Protection Element Policy EP 18.1 by encouraging pedestrian and bicycle circulation.
  - **EP 18.1:** Maintain a practice that encourages non-motorized travel by improving pedestrian and bicycle systems in the City.