

## PSRC's 2021 Rural Town Centers & Corridors Program Application

*The following application is intended for sponsors that have been recommended by their countywide forum to compete in PSRC's regional competition for its 2021 Rural Town Centers and Corridors program. If selected to compete in the regional competition, an application must be submitted to PSRC using this online form by end of day **December 13, 2021**. A resource document has been developed to direct sponsors to resources available to complete the application, and assist in verifying eligibility for these funds.*

*For information related to the 2021 Rural Town Centers and Corridors program, contact:*

Jennifer Barnes  
Puget Sound Regional Council  
1011 Western Avenue  
Seattle, WA 98104  
(206) 389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org)

### Project Identification and Description

#### **Project Title**

US 2/Main Street Roundabout Preliminary Engineering/ROW

**Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.**

Capital Project

#### **Regional Transportation Plan ID#**

4178

*The current list of investments that are required to be on the Regional Transportation Plan Regional Capacity Project List and have a designated ID # can be accessed at Appendix G of the Regional Transportation Plan, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature, or are on local facilities and therefore not required to be on the Project List, can be found [here](#).*

*For assistance or questions regarding these issues, contact Mitch Koch at (206) 464-7537 or [mkoch@psrc.org](mailto:mkoch@psrc.org).*

Lead Agency	List Applicable Partnership Agencies Involved
City of Sultan	WSDOT

**Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?**  
*More information on certification acceptance and a listing of current CA agencies can be found*

[here.](#)

No

**If not, which agency will serve as your CA sponsor?**

WSDOT Local Programs

## Contact Information

Primary Contact Name	Alternate Contact Name
Nathan Morgan	Will Ibershof
Primary Contact Phone	Alternate Contact Phone
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Primary Contact Email	Alternate Contact Email
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## Project Description

**Project scope: Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.**

The City of Sultan and WSDOT both envision that US 2 will ultimately be 4-lanes within the Sultan city limits in the future with roundabouts at key intersections as described in PSRC Regional Transportation Plan Project No. 4178 US 2: Within Sultan. "The long-term vision through Sultan is a four-lane section (two-lanes in each direction with bike lanes, sidewalks and a center median). The existing signalized intersections would be replaced with roundabouts."

Existing volumes on US 2 through the City of Sultan combined with new development consistent with GMA established growth targets for the City of Sultan now being realized require improvements to the minor stop control intersection of US 2/Main Street to meet WSDOT LOS standards and City of Sultan Concurrency Requirements under the GMA.

This phase of the project would provide for preliminary design, environmental documentation and right of way acquisition for a two-lane roundabout at the intersection of US 2/Main Street in Sultan, WA. The two-lane roundabout is necessary to preserve regional mobility while accommodating City of Sultan planned growth. The design will be forward compatible with multiple 4-lane corridor options under consideration (existing signals, future roundabouts, and possible couplet) all consistent with the region's vision for US 2 through Sultan.

In addition to preserving regional and local motorized mobility and safety the roundabout will provide new, safe, and efficient non-motorized crossings of both US 2 and Main St. The roundabout will include ADA compliant pedestrian crossings including RRFBs and will include multi-use paths around its perimeter consistent with the envisioned future non-motorized improvements on US 2.

The roundabout will also improve safety at the intersection. Roundabouts are a proven safety countermeasure for stop-sign and traffic signal controlled intersections. They are particularly effective at reducing fatal and serious injury crashes for all users including bicyclists and pedestrians.

The intersection of US 2/Main Street is also the Gateway to the City's downtown. The City of Sultan has invested in improvements to Main Street and a roundabout at this intersection would provide a safe, multi-modal Gateway to downtown from US 2.

This funding will allow the City of Sultan to obtain necessary WSDOT and NEPA approvals for the project, acquire the necessary right-of-way for construction, and establish a true cost for construction so that the City of Sultan can be ready to apply for construction funding at the end of this phase.

## Project Location

### **Project Location and Length:**

*Please identify the county(s) in which the project is located. Check all that apply.*

Snohomish County

### **Project Location**

*For example, please include street, route or trail name, or other identifiable location.*

Intersection of US 2 and Main Street in Sultan, WA.

### **Crossroad/landmark nearest to the beginning of the project:**

300 feet west of US 2/Main Street

### **Crossroad/landmark nearest to the end of the project:**

300 feet east of US 2/Main Street

## Federal Functional Classification

*Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found [here](#).*

**Please select the appropriate project category (rural or urban) followed by the corresponding functional classification.**

Urban Functional Classification (Population over 5,000)

**Please select the appropriate rural classification.**

**Please select the appropriate urban classification.**

14 Principal Arterial

## Bicycle and Pedestrian Accommodations

*Per US Department of Transportation policy, transportation projects in urbanized areas should include bicycling and walking facilities unless certain conditions are met. For more information on this policy, refer to PSRC's resource document.*

**Does the project include bicycle and/or pedestrian features and/or paved shoulders?**

Yes

**If yes, please check the classifications below that best reflect the scope of the project.**

Shared-use path, Shared roadways (streets with wide curb lanes, or roads with paved shoulders), Walkways (pedestrian facilities separate from or part of the roadway), Other (e.g. bike/pedestrian bridge, curb cuts, medians, refuge island, signage)

**If no, please explain why the project does not include bicycle and/or pedestrian facilities.**

## Plan Consistency

*All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2050 and the Regional Transportation Plan. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to PSRC's Plan Review page or contact Liz Underwood-Bultmann at [LUnderwood-Bultmann@psrc.org](mailto:LUnderwood-Bultmann@psrc.org).*

**Is the project specifically identified in a local comprehensive plan?**

Yes

**If yes, indicate 1) plan name 2) relevant section 3) page number.**

City of Sultan Comprehensive Plan, Chapter 8: Transportation, Section 8.9.2.2 (20-Year Motorized Transportation Improvements Plan), Table 8-14 (Arterial Circulation Projects), page 8-47 (Project # T-34E).

Provides highway crossing component of US-2 Route Corridor Trail. See Chapter 8: Transportation, Section 8.9.2.3 (20-Year Non-Motorized Transportation Improvements Plan), Table 8-15 (Non-motorized Projects), page 8-50 (Project # NM-5 US-2 Route Corridor Trail).

**If 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.**

## Type of Project

**Please select your agency's project type.**

Capital Project

*NOTE: Once a selection is made, you will be taken to a new page to enter additional information based on the category selected.*

*Capital Project*

Local and Regional Policy Support

*Please address the following:*

**Identify the rural town center and describe how the project will help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdictions(s). Please provide citations and a copy of the appropriate page(s) from the plan or policies using the upload tool below.**

The City of Sultan has adopted policies consistent with Snohomish County's countywide policies and PSRC's Vision 2040's Multicounty planning policies. PSRC has certified the City's Comprehensive Plan (see Chapter 8.13 and PSRC certification attachment). The City actively participates in the Snohomish County Infrastructure Coordinating Committee (ICC) meetings to maintain consistency with regional transportation planning policies including Vision 2050.

City of Sultan Comprehensive Plan, Chapter 8: Transportation, Section 8.13 Transportation Goals and Policies:

TR 1.3.3 Highway Access: Work cooperatively with the Washington State Department of Transportation to develop a long-range road and channelization design, signal, and signage plan

to resolve traffic and safety conflicts on US 2 and promote compatible land use development within the downtown core and adjacent neighborhoods. The proposed roundabout is forward compatible with several long range options on US 2 (signals, roundabouts, or couplet).

TR 1.4.6 Standards: Incorporate design that is friendly to nonmotorized transportation projects, using a variety of design and traffic control techniques. Roundabouts are bicycle/pedestrian friendly and safe.

TR 1.5.1 Level of service and concurrency: Establish transportation level of service standards to evaluate the performance of the transportation system. The roundabout is necessary to meet WSDOT and Sultan LOS standards at this location.

TR 2.4.1 Non-motorized travel: Plan non-motorized facilities for commuter and recreation use to increase the desirability of Sultan as a place to live and work. The roundabout provides a safe bicycle/pedestrian crossing of US 2 to access downtown and transit.

TR 3.2.2 Safety: Coordinate with the Washington State Department of Transportation to provide pedestrian crossings on US 2 in order to connect business and residential areas on both sides of the highway. The roundabout provides a safe bicycle/pedestrian crossing of US 2 to access downtown and transit.

TR 4.1 Develop a transportation system that allows people to easily accomplish basic needs using active transportation such as bicycling or walking rather than having to drive for every trip. The roundabout provides a safe bicycle/pedestrian crossing of US 2 to access downtown and transit.

**Describe how the project fits the intended character of the local center or area in which the corridor resides to help better define or provide a clear distinction between rural corridor and rural centers. For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural and environmental resources of the subject area?**

The proposed roundabout is a bicycle/pedestrian friendly intersection treatment that will improve safety and is compatible with regional mobility needs of the US 2 highway corridor.

A roundabout at this location will provide traffic calming and a visual gateway to Main St and Downtown Sultan, alerting drivers to the transition from a rural highway to an urban street within the city limits of Sultan.

This is consistent with the roundabout at US 2/Rice Road in Sultan and the future roundabout at US 2/5th Street in Skykomish.

## Mobility, Accessibility, and Safety

*Please address the following:*

**Describe what issue(s) the project is addressing within the rural town center or along the corridor, and what impact will the project have on the center(s), such as remedying an**

**existing safety or other transportation problem in the center(s) or along the corridor (e.g., vehicular, pedestrian or bicycle safety, congestion, incomplete nonmotorized system, inadequate stops/pullouts for transit service or facilities, etc.).**

The current intersection of US 2 and Main Street in the City of Sultan, WA, has inadequate bicycle/pedestrian crossings to access transit. The US 2 corridor has a high crash rate. The current intersection also inhibits local circulation due to the disruption caused by regional through traffic. The roundabout will provide local circulation opportunities without disrupting regional mobility. The proposed roundabout is a remedy for local and regional congestion/delay, including during peak hour periods for commuter and weekend recreational traffic. The roundabout reduces the potential for pedestrian/bicycle conflicts by providing RRFB crossings and is also a remedy for nonmotorized access to transit on both sides of US 2.

**Describe how the project will provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility. This could include enhanced opportunities for active transportation that can provide public health benefits, such as improving walkability, public transit access, safety & security, etc.**

The proposed roundabout has the potential to reduce injury crashes by up to 82% as a FHWA proven safety countermeasure. The roundabout will effectively eliminate the potential for pedestrian fatalities through reducing corridor speeds and vehicle conflicts through the rural town center and providing marked RRFB pedestrian crossing treatments to access transit. The roundabout design reduces the likelihood of rear end and angle crashes by reducing stops compared to a traffic signal.

The roundabout improves regional mobility between urban and rural sections of the US 2 corridor as well as improving local circulation during peak hour periods for residents who must use US 2 to access downtown from residential developments on the Sultan Basin Plateau. The project improves non-motorized access across US 2 to access transit and improves non-motorized and motorized access to local businesses. The roundabout improves local mobility by reducing average left-turn delay on Main Street from 139 seconds per vehicle (LOS F) to 10 seconds per vehicle (LOS B) in the PM peak hour of travel.

**Describe whether the project is multimodal in nature and how it will benefit a range of travel modes and user groups either accessing the center(s) or using the corridor.**

The lack of intersection control on US 2 at Main Street results in a barrier to all modes of travel on Main Street. The roundabout will remove the barrier to pedestrian/bicycle mobility created by the high regional traffic volumes on US 2 at Main Street. The roundabout will be multimodal with marked pedestrian/bicycle RRFB crossings to access transit and local businesses on both sides of the regional corridor.

**Describe how the project will help to improve or enhance a pedestrian-oriented environment in the center or along the corridor to the center(s).**

The lack of intersection control on US 2 at Main Street results in a barrier to all modes of travel on Main Street. The roundabout provides a pedestrian/bicycle friendly crossing of US 2 to access transit and the rural town center's local businesses for both residents and visitors utilizing the U2 2 corridor for recreational and commuter trips.

**Describe how the project contributes to transportation demand management and commute trip reduction opportunities.**

The lack of intersection control on US 2 at Main Street results in a barrier to all modes of travel on Main Street. This results in what could be short pedestrian/bicycle trips across US 2 becoming much longer vehicle trips to take advantage of existing controlled intersections to access transit and businesses across US 2 from Main Street. The project supports active transportation and transit access, resulting in the reduction of short vehicle trips for local activities and enhancing transit access for commuting.

## **System Performance and Innovative Solutions**

*Please address the following:*

**Describe how the project will result in more reliable and efficient travel flows in the center, along a corridor, or both, as well as any time savings for moving freight and goods.**

The roundabout improves the operations of the intersection through increased capacity and efficiency. The roundabout provides for more efficient travel flows for local residents who must use US 2 to access downtown and make left turns on or off US 2 at Main Street. The roundabout improves local mobility by reducing average left-turn delay on Main Street from 139 seconds per vehicle (LOS F) to 10 seconds per vehicle (LOS B) in the PM peak hour of travel.

The roundabout will maintain freight mobility on US 2 by providing local circulation without the delays associated with a traffic signal.

**Describe how the project provides a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor.**

The roundabout will be forward compatible with WSDOT's long-range vision of a four-lane section with roundabouts for US 2 through the City of Sultan. WSDOT Connecting Washington funds are currently committed to provide similar forward compatible improvements at the intersections of US 2/5th St/Mann Rd and US 2/Old Owen Rd/Fern Bluff Rd.

The roundabout at Main Street maximizes the efficiency of the transportation system by allowing Main Street to fully function as a Major Urban Collector by removing the existing operational constraint at the intersection with US 2.

The roundabout increases efficiency of local circulation for Sultan residents in one of the State's fastest growing residential cities. The roundabout increases efficiency of transit access through the enhanced bicycle/pedestrian crossing.

**Describe any particularly innovative facilities or traffic operational concepts included in this project.**

Roundabouts are documented to have lower risk of serious and fatal injuries to all users, motorized and non-motorized, due to slower vehicle operating speeds. RRFBs will be included for all non-motorized crossings to address accessibility requirements and enhance safety for all users. Roundabouts provide enhanced local circulation with less delay to regional mobility than traffic signals. Roundabouts can be used to provide gateway treatments alerting users to the transition from rural/high speed to urban/lower speed environments.



## Social Equity, Environmental Justice, and Public Health

**Please identify the groups being served by the project, including commuters, residents, commercial users, populations as identified in the President's Order for Environmental Justice including people of color and people with low incomes, older adults, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.**

The project will provide commuters from the City of Sultan and its neighbors along US 2 with a safer and more efficient route through the City of Sultan.

The project will provide the residents of Sultan with improved vehicular access to US 2 and will provide a safe and effective non-motorized crossing of US 2 allowing residents to access commercial services and transit on both sides of US 2.

The project will provide commercial users with a safer and more efficient route through the City of Sultan by providing for local vehicular circulation and non-motorized crossings with minimal interruption of regional through traffic.

The project will support new local employment opportunities by resolving a level of service failure that could preclude future commercial development if not addressed by this project.

According to the 2015-2019 American Community Survey from the U.S. Census, the City of Sultan has a lower poverty rate (4.4%) than Snohomish County (7.0%).

Also, 9.5% of Sultan residents live with a disability and are under 65 years of age. This is higher than Snohomish County as a whole at 8.3%. The roundabout will serve persons with disabilities by providing accessible pedestrian crossings with RRFB beacons where no marked pedestrian crossing of SR 2 currently exists. Curb ramps will be designed to current ADA standards and will provide access to transit and the Sultan Park & Ride.

Environmental Justice communities are not disproportionately negatively affected by the project.

## Project Readiness & Financial Plan

*In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. \$2.735 million is available for each of the 2023 and 2024 federal fiscal years. Sponsors should be aware of the following information before completing this section:*

*Funding Request: Sponsors may request up to the total annual award for one program year (up to \$2,735,000). Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary, i.e., a sponsor may request funding for both preliminary engineering and right-of-way phases, or preliminary engineering and construction phases, but not both right-of-way and construction phases.*

*Funding Requirements: A minimum of 13.5% of local matching funds is required for the FHWA funding being distributed through the RTCC competition. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.*

*Obligation Requirements: Sponsors must select 2023 or 2024 as the expected year of obligation. In order to align with annual delivery expectations, all project phases awarded PSRC's FHWA funds must obligate the funds by June 1 of the program year selected. Funds may be obligated beginning October 1 prior to the program year. The earliest the RTCC funds will be available is the 2023 federal fiscal year (beginning October 1, 2022). If a sponsor plans to begin work for the phase awarded prior to this date, they will need to utilize Advanced Construction (AC). For more information on this topic, contact Jennifer Barnes at (206) 389-2876 or [jbarnes@psrc.org](mailto:jbarnes@psrc.org).*

*Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies.*

## PSRC Funding Request

*Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.*

Phase	Year	Amount Requested
Preliminary Engineering/Design	2023	\$300000
Right-of-Way	2024	\$480000

### Total PSRC Funding Request:

\$780000

### Has the project received PSRC funds previously?

No

Please provide the project's PSRC TIP ID.

## Financial Plan

*In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.*

*Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecured. PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).*

## Planning Phase

*Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.*

Funding Source	Funding Status	Funding Amount
N/A		\$
		\$
		\$
		\$
		\$

**Total Planning Phase Cost:**

\$0

**Actual or estimated date of completion (month and year):**

## PE/Design Phase

Funding Source	Funding Status	Funding Amount
City of Sultan Impact Fee	Secured	\$75000
STP(U)	Unsecured	\$300000
		\$

		\$
		\$

**Total Preliminary Engineering/Design Phase Cost**

\$375000

**Actual or estimated date of completion (month and year):**

09/23

**Right-of-Way Phase**

<b>Funding Source</b>	<b>Funding Status</b>	<b>Funding Amount</b>
City of Sultan Impact Fees	Secured	\$120000
STP(U)	Unsecured	\$480000
		\$
		\$
		\$

**Total Right-of-Way Phase Cost:**

\$600000

**Actual or estimated date of completion (month and year):**

09/24

**Construction Phase**

<b>Funding Source</b>	<b>Funding Status</b>	<b>Funding Amount</b>
City of Sultan Impact Fees	Reasonably Expected	\$324000
STP(U)	Unsecured	\$2076000

		\$
		\$
		\$

**Total Construction Phase Cost**

\$2400000

**Actual or estimated date of completion (month and year):**

10/25

**Other Phase**

<b>Funding Source</b>	<b>Funding Status</b>	<b>Funding Amount</b>
City of Sultan Impact Fees	Secured	\$50000
		\$
		\$
		\$
		\$

**Total Other Phase Cost**

\$50000

**Actual or estimated date of completion (month and year):**

09/22

**Project Summary**

*The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.*

**Total Estimated Project Cost:**

3425000

**Estimated Project Completion Date (month and year):**

10/25

**Financial Documentation**

*Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.*

**Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.**

**For more information, refer to PSRC's financial constraint guidance.**

Secured funds are available in the City's current impact fee fund balance for PE and ROW. See attached Sultan Traffic Impact Funds Available pdf file attached.

Reasonably expected funds are assumed to be available in the City's future impact fee fund.

Procedural steps include:

- 1) Inclusion of the project in the City's TIP and Impact Fee Ordinance - complete.
- 2) Collection of impact fees from future development - ongoing.
- 3) Allocation of collected impact fees to this project.- June 2022.

**Project Readiness**

*PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to assist sponsors to:*

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

*In the following section, sponsors will be asked a series of questions about the project. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated by June 1 of the funding year, or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.*

*NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.*

## Project Readiness

**Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

**Is preliminary engineering/design for the project complete?**

No

**Please provide the date the preliminary engineering/design phase was completed, or the anticipated date of completion (month and year).**

09/23

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

WSDOT Channelization Plan approval required to complete 30% Design.

30% Design must be complete by 03/23 to begin NEPA Documentation.

NEPA Documentation and Final Design must be complete by 09/23 to obligate ROW funds.

## Project Readiness

**What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**

Documented Categorical Exclusion (DCE)

**Has the NEPA documentation been approved?**

No

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

09/23

## Project Readiness

**Will right of way be required for the project?**

Yes

**How many parcels do you need, if applicable?**

2 partial, 1 full

**What is the zoning in the project area?**

Highway Oriented Commercial

**Discuss the extent to which your schedule reflects the possibility of condemnation and the**

**actions needed to pursue this.**

The schedule does not anticipate condemnation. The City is beginning a public engagement process in 2022 that will include making potentially impacted property owners aware of the project. Right-of-way acquisition activities will take place concurrent with preliminary design and NEPA with final acquisition occurring after NEPA documentation is approved.

**Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

Yes

**If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:**

- True cost estimate (TCU) or Project Funding Estimate (PFE) for the right of way
- Stamped right of way plans (stamped)
- Approved relocation plan, if applicable
- Right-of-way certification
- Right-of-way acquisition
- True cost estimate (TCU) or Project Funding Estimate (PFE) for the right of way - 2/24
- Stamped right of way plans (stamped) - 2/24
- Approved relocation plan, if applicable - N/A
- Right-of-way certification - 9/24
- Right-of-way acquisition - 6/24

**Project Readiness**

**Are funds being requested for construction?**

No

**Do you have an engineer's estimate?**

**Please upload a copy of your engineer's estimate below.**

**Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

**Are Plans, Specifications & Estimates (PS&E) completed?**

**Please provide the date of completion, or the date when PS&E is scheduled to be complete (month and year).**

**When is the project scheduled to go to ad (month and year)?**

*Note: For projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Progress Report for future monitoring, as*



*part of PSRC's project tracking program.*

## Other Considerations

**Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. Note, no points will be given to this section.**

The City of Sultan committed funds to the design of a single lane roundabout and initiated 30% design in early 2021. Updated traffic forecasts identified the need for a two-lane roundabout to maintain regional mobility and meet the City's local level-of-service standards and non-motorized circulation needs. The funds for the single-lane design are in hand to match the request. Impact fees are being collected to provide matching funds for future construction. This project is forward compatible with WSDOT's long-range vision of a four-lane section with roundabouts section for US 2 through the City of Sultan. WSDOT Connecting Washington funds are currently committed to provide similar forward compatible improvements at the intersections of US 2/5th St/Mann Rd and US 2/Old Owen Rd/Fern Bluff Rd.

## File Submission

**Please provide any additional supporting documents, including maps, through the upload functions below.**

f-117-107-16738997\_1CO77b72\_2021\_RTCC\_Sultan\_US2\_MainSt\_Roundabout\_Vicinity\_Map.pdf

f-117-477-16738997\_IGr9VUA6\_Proj4178\_PSRC\_rtp-appendixg-regionalcapacityprojectlist.pdf

## Final Review

*Please review all application form questions to ensure you have completed all fields. An email copy of the project application will be sent to the project contact upon submission.*

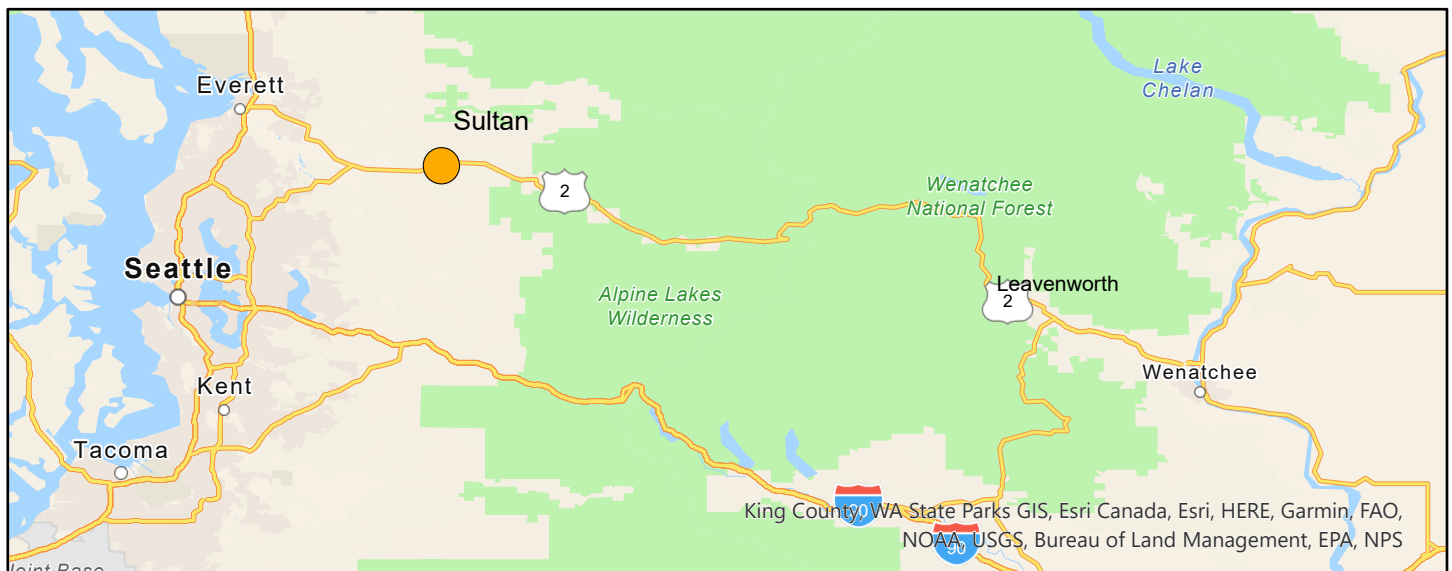
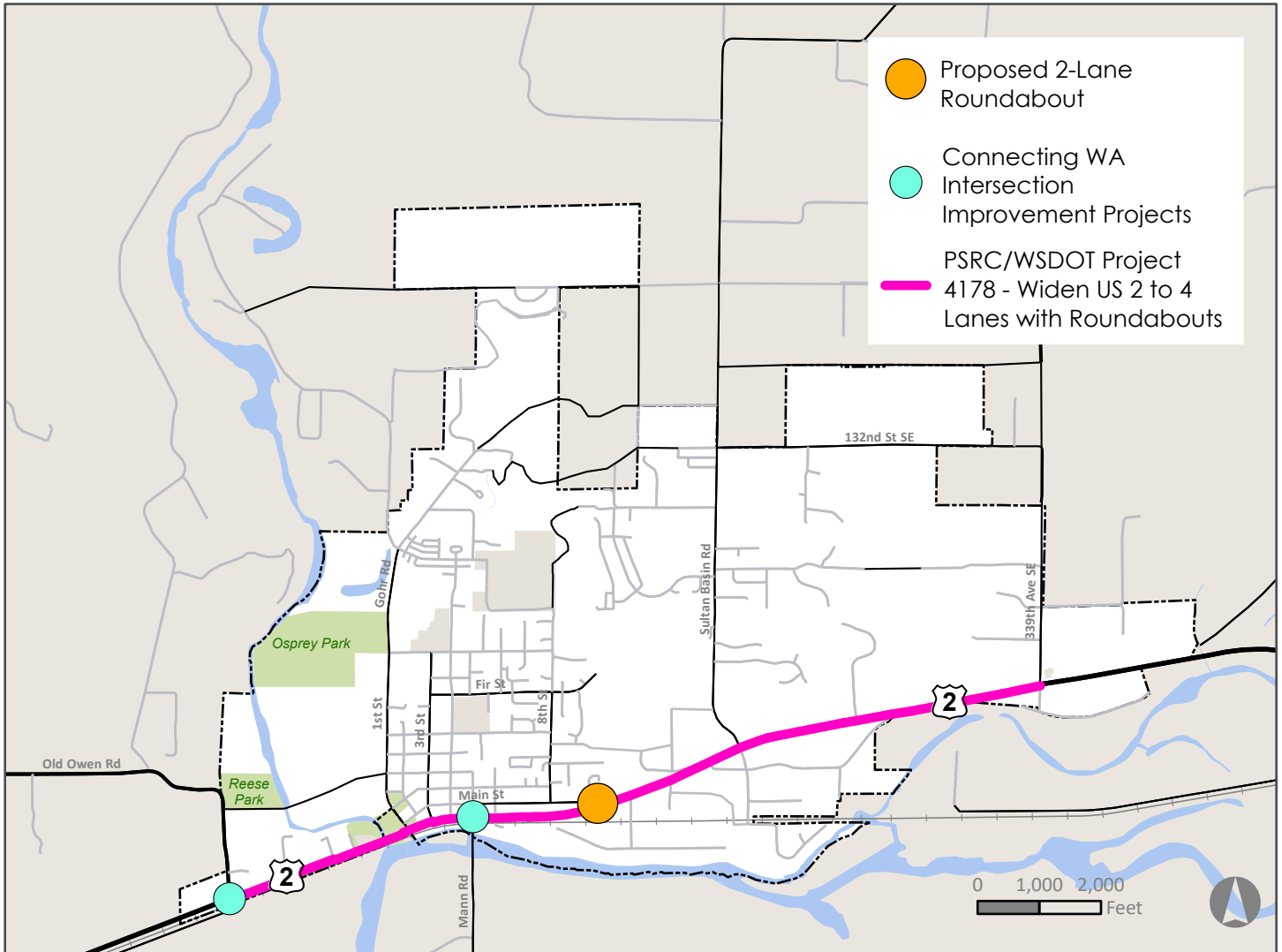
*NOTE: Sponsors may update and resubmit information included in the application until the December 13, 2021 deadline. After the deadline has passed, the form site will close.*

# City of Sultan

## 2021 RTCC Grant Program

### SR 2 / Main St Roundabout

### Project Vicinity



City of Sultan - Traffic Impact Fee Funds Available

	<b>Reserves</b>				
	<b>2019 Actual</b>	<b>2020 Actual</b>	<b>2021 Budget</b>	<b>2021 Actual 11/16/2021</b>	<b>2022 Draft Budget</b>
<b>Transportation Impact Fees</b>					
<b>Revenues</b>					
Impact Fees - Traffic	278,400	591,590	746,145	2,491,371	1,485,003
Investment Interest	4,962	3,301	750	3,033	
Operating Transfer In	-	-	-	-	
Restricted Cash and Investments- Beginning	480,660	564,022	858,913	858,913	2,832,640
Revenues Total	764,022	1,158,913	1,605,808	3,353,316	4,317,643
<b>Expenditures</b>					
Operating Transfer Out 303	200,000	300,000	290,389	190,045	2,047,500
Expenditures Total	<b>200,000</b>	<b>300,000</b>	<b>290,389</b>	<b>190,045</b>	<b>2,047,500</b>
<b>Revenues - Expenditures</b>	<b>564,022</b>	<b>858,913</b>	<b>1,315,419</b>	<b>3,163,272</b>	<b>2,270,143</b>

**CITY OF SULTAN  
WASHINGTON  
RESOLUTION NO. 21-15**

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**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
SULTAN, WASHINGTON, APPROVING THE 2022-2027  
TRANSPORTATION IMPROVEMENT PLAN.**

WHEREAS, RCW 35.77.010 mandates that all local jurisdictions annually adopt and submit to the state a six-year program of transportation improvements known as the Local TIP; and

WHEREAS, the six-year local Transportation Improvement Plan (TIP) serves as a work plan for the development of local transportation systems and, as such, represents an important planning component under the State's Growth Management Act; and

WHEREAS, in 2020, the City revised the Transportation Element of its 2011 update to the Comprehensive Plan and the transportation capital projects are a subset of that Element; and

WHEREAS, the 2022-2027 TIP is compliant because it is based on a compliant Transportation Element that meets the standards of RCW 36.70A.070(6); and

WHEREAS, an environmental review was conducted for the 2020 revised Transportation Element in accordance with the provisions of the Washington State Environmental Policy Act; and

WHEREAS, the 2022-2027 TIP provides a multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the six-year TIP required by RCW 35.77.010; and

WHEREAS, the 2022-2027 Transportation Improvement Plan will further and be consistent with the goals, objectives and policies of the City's Comprehensive Plan, including the County-Wide Planning Policies for Snohomish County. Additionally, the proposed revisions are consistent with the City's plans, policies and regulations for providing community facilities, including but not limited to utilities, transportation, parks, or schools; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SULTAN, WASHINGTON, DO RESOLVE AS FOLLOWS:

**Section 1. Findings.** The City Council makes the following findings with regard to the 2022-2027 TIP:

- A. The 2022-2027 TIP is based on the 2020 update to the traffic section of the Comprehensive Plan
- B. The 2022-2027 TIP is compliant because it is based on a compliant Transportation Element that meets the standards of RCW 36.70A.070(6).

- C. The 2022-2027 TIP provides a multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the six-year TIP required by RCW 35.77.010.
- D. Pursuant to RCW 35.77.010, the City of Sultan is taking legislative action to approve the 2022-2027 TIP.

**Section 2. Adoption.** The attached Exhibit A is adopted as the 2022-2027 Transportation Improvement Plan of the City of Sultan and incorporated by reference the same as though it were fully set forth herein.

**Section 3. Filing.** The City Clerk is directed to file a copy of this Resolution with the Secretary of Transportation not more than thirty days after its adoption.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 24th DAY OF JUNE 2021.

CITY OF SULTAN

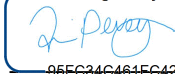
By:



Russell Wiita, Mayor

ATTEST

By:



Tami Pevey, City Clerk

CITY OF SULTAN 2022-2027 TRANSPORTATION IMPROVEMENT PLAN															
Priority	Project Number	Project Name	Project Description	Estimated Total Project Cost in 2019		2022	2023	2024	2025	2026	2027	2028-2032	Total	City Funds	Other Funds
1	NM-3	Sidewalk Improvements	Repair, replace and construct missing sidewalks within the City	\$130,000.00	design								\$0.00	Unfunded	
					R/W							\$0.00	Unfunded		
					Const.	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$40,000.00	\$100,000.00	\$60,000.00	
2	T-39	Pavement Maintenance Program	Overlay, chip seal, crack seal and asphalt patch streets within the city limits	\$550,000.00	design								\$0.00	Unfunded	
					R/W							\$0.00	Unfunded		
					Const.	\$12,500.00	\$12,500.00	\$12,500.00	\$13,000.00	\$15,000.00	\$15,000.00	\$60,000.00	\$140,500.00	\$80,500.00	
3	T-34E	US 2 Intersection Improvements	US2 - Main St - Install Roundabout intersection	\$2,010,000.00	design	\$341,250.00							\$341,250.00	\$341,250.00	
					R/W							\$0.00	\$0.00	-	
					Const.		\$1,668,750.00					\$1,668,750.00	Unfunded		
4	T-34B	US2 Intersection Improvements	US2 - 5th St/Mann Rd - WB Peak Shoulder Use (build-up shoulder 500-ft on the approach and 500-ft on the exit)	\$3,500,000.00	design	\$211,250.00							\$211,250.00	Unfunded	WSDOT \$211,250.00
					R/W							\$0.00	Unfunded		
					Const.		\$3,288,750.00					\$3,288,750.00	Unfunded	WSDOT \$3,288,750.00	
5	T-34C	US 2 Intersection Improvements	US2 - 5th St/Mann Rd - EB Peak Shoulder Use (build-up shoulder 500-ft on the approach and 500-ft on the exit)	\$3,500,000.00	design	\$211,250.00							\$211,250.00	Unfunded	WSDOT \$211,250.00
					R/W							\$0.00	Unfunded		
					Const.		\$3,288,750.00					\$3,288,750.00	Unfunded	WSDOT \$3,288,750.00	
6	T-34	US-2 Intersection Improvements	convert all signaled intersections on US-2 to 5 Lane intersections or Roundabouts to improve the volumes through the intersections	\$14,806,250.00	design	\$1,706,250.00							\$1,706,250.00	Unfunded	
					R/W		\$600,000.00					\$600,000.00	Unfunded		
					Const.			\$12,500,000.00				\$12,500,000.00	Unfunded		
7	T-35	Cascade View Drive Reconstruction	Reconstruct Cascade View Dr to Collector arterial standard and provide intersection improvements at US-2	\$616,000.00	design					\$125,000.00			\$125,000.00	Unfunded	
					R/W							\$0.00	Unfunded		
					Const.						\$491,000.00		\$491,000.00	Unfunded	
8	T-72	Old Owen Road Reconstruction	Reconstruct Old Owen Road from US 2 to north City limits. Add curb, gutter and sidewalk, water main and drainage improvements.	\$360,000.00	design								\$0.00	Unfunded	
					R/W							\$0.00	Unfunded		
					Const.						\$360,000.00	\$360,000.00	Unfunded		
9	T-36	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE	\$2,833,600.00	design								\$0.00	Unfunded	
					R/W							\$0.00	Unfunded		
					Const.						\$2,833,600.00	\$2,833,600.00	Unfunded		
10	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.	\$1,456,000.00	design								\$0.00	Unfunded	
					R/W							\$0.00	Unfunded		
					Const.						\$1,456,000.00	\$1,456,000.00	Unfunded		
TOTAL EXPENDITURES \$ 29,761,850.00						\$2,492,500.00	\$8,868,750.00	\$12,522,500.00	\$23,000.00	\$150,000.00	\$516,000.00	\$4,749,600.00	\$29,322,350.00	\$481,750.00	\$7,000,000.00
						2022	2023	2024	2025	2026	2027	2028-2032	Total	City Funds	Other Funds
*The project costs were estimates pulled from the comp plan update and the impact fee rate study preformed in 2020.*						Cost by year if funded									

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**Sponsor:** WSDOT NORTHWEST REGION  
**Project ID:** 5420  
**Title:** US 2: within Baring

**MTP Status:** Unprogrammed  
**Estimated Cost:** \$54,309,000

**Description:**  
Widen to four lanes (safety related widening)

**Location / Facility:**  
US 2

**From:**  
Enter Baring

**To:**  
Leave Baring

**County:**  
Snohomish County

**Completion Year:**  
2040

**Type:**  
Major Widening-GP

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**Sponsor:** WSDOT NORTHWEST REGION  
**Project ID:** 5419  
**Title:** US 2: within Goldbar

**MTP Status:** Unprogrammed  
**Estimated Cost:** \$58,098,000

**Description:**  
Within the city of Goldbar, this will be a four-lane section (two lanes in each direction with bike lanes, sidewalks and a center median). The existing signalized intersections would be replaced with roundabouts.

**Location / Facility:**  
US 2

**From:**  
Gold Bar WCL

**To:**  
Gold Bar ECL

**County:**  
Snohomish County

**Completion Year:**  
2040

**Type:**  
Major Widening-GP

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**Sponsor:** WSDOT NORTHWEST REGION  
**Project ID:** 4178  
**Title:** US 2: within Sultan

**MTP Status:** Unprogrammed  
**Estimated Cost:** \$177,096,000

**Description:**  
The long term vision through Sultan is a four-lane section (two lanes in each direction with bike lanes, sidewalks and a center median). The existing signalized intersections would be replaced with roundabouts.

**Location / Facility:**  
US 2

**From:**  
City of Sultan west city limits

**To:**  
City of Sultan east city limits

**County:**  
Snohomish County

**Completion Year:**  
2040

**Type:**  
Major Widening-GP

### 8.13 Transportation Goals and Policies

#### GOAL TR-1: CREATE AN EFFECTIVE TRANSPORTATION NETWORK

Promote a balanced, affordable, reliable and efficient transportation system to support the city's land use plan.

MPP	CPP	Policies	Programs
T-1; T-14; T-15; T-26; EC-6	ED-3; ED-12; TR-4	<b>TR 1.1 Transportation network</b> Create a transportation network to connect residential and commercial neighborhoods together and allow people to move about the city without accessing SR 2.	<b>TR 1.1.1</b> Develop the north-south arterial street system across SR 2 and east-west across the plateau area within the Sultan Urban Growth Area.
			<b>TR 1.1.2</b> Provide for improved traffic circulation by connecting arterial streets together into a transportation network with connection alternatives to SR 2.
			<b>TR 1.1.3</b> Define a collector transportation system that provides methods for traversing neighborhoods, industrial and commercial districts, and other places within Sultan without overly congesting or depending on the arterial system – particularly between the valley floor and plateau.
			<b>TR 1.1.4</b> Encourage connectivity between neighborhoods; connecting them together with roadways, sidewalks, trails, and bicycle paths.



MPP	CPP	Policies	Programs
			<b>TR 1.1.5</b> Work with Snohomish County and the Washington State Department of Transportation to complete construction of improvements at key intersections and U.S.-2 serving residential and commercial neighborhoods.
N/A	TR-5	<b>TR 1.2 Classification</b> Maintain a functional classification system, consistent with state and federal classifications, that define each road's principal purpose and protects the road's functional viability.	<b>TR 1.2.1</b> Develop road guidelines for the various road classifications that protect their viability.
EC-6	TR-5	<b>TR-1.3 Highway Access</b> Cooperate with the Washington State Department of Transportation to plan and implement transportation improvements about SR 2 that support the functional viability of the highway and the city's transportation network.	<b>TR 1.3.1</b> Plan local street connections, curb cuts, on and off-street parking areas, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices on SR 2 in conformance with the city's Highway Access Program to enhance the city's transportation network and pedestrian safety.
			<b>TR 1.3.2</b> Determine effective road, traffic, and parking interfaces between present and anticipated circulation patterns at SR 2 intersections.
			<b>TR 1.3.3</b> Work cooperatively with the Washington State Department of Transportation to develop a long-range road and channelization design, signal, and signage plan to resolve traffic and safety conflicts on SR 2 and promote compatible land use development within the downtown core and adjacent neighborhoods.

MPP	CPP	Policies	Programs
T-1; T-14; T-15; T-20; T-23; T-25; T-28; T-30; T-32	TR-4; TR-5	<b>TR 1.4 Standards</b> Define arterial, collector, and local access road standards that consider the needs of all transportation system users including cars, trucks, transit buses, cyclists and pedestrians.	<b>TR 1.4.1</b> Implement effective right-of-way, pavement widths, road shoulder requirements, curb, gutter, sidewalk standards, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices for major arterial, collectors and residential streets.
			<b>TR 1.4.2</b> Upgrade existing roadways built to rural standards to city urban street design standards within the community context for traffic circulation and pedestrian activity.
			<b>TR 1.4.3</b> Consider the need for transit stops, sidewalks, bike lanes, parking pockets, and traffic calming designs in all design standards.
			<b>TR 1.4.4</b> Consolidate access points on arterial streets such as Sultan Basin Road and Rice Road to reduce congestion and improve roadway operations.
			<b>TR 1.4.5</b> Cooperate with public transit providers and the Washington State Department of Transportation to develop transit and ride sharing road improvements such as bus pull outs, high occupancy vehicle lanes, high occupancy vehicle priority treatment at major intersections, and preferential treatment for high occupancy vehicles.
			<b>TR 1.4.6</b> Incorporate design that is friendly to nonmotorized transportation projects, using a variety of design and traffic control techniques.

MPP	CPP	Policies	Programs
			<b>TR 1.4.7</b> Ensure new development and redevelopment projects address non-motorized transportation during the site planning process.
			<b>TR 1.4.8</b> As budgets and priorities allow, the city may require special gateway/entrance signs which support the identity of Sultan and encourage patronage of Sultan businesses.
			<b>TR1.4.9</b> Design transportation projects to prevent or minimize negative impacts to low-income, minority and special need populations.
			<b>TR 1.4.10</b> Work with property owners of the Sultan downtown business district to improve streetscape, parking, and pedestrian conditions. Provide planning, management, and staff assistance appropriate to the problem's resolution.

MPP	CPP	Policies	Programs
DP-54	TR-5; TR-8; PS-12	<b>TR-1.5 Levels of service and concurrency</b> Establish level of service standards to ensure development meets Growth Management Act transportation and concurrency requirements.	<b>TR 1.5.1</b> Establish transportation level of service standards to evaluate the performance of the transportation system. Level of service standards should: <ul style="list-style-type: none"> <li>• Give priority to overall transportation system performance over individual locations,</li> <li>• Reflect development patterns and objectives for different land uses,</li> <li>• Account for the availability of alternative means of transportation,</li> <li>• Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development, and</li> <li>• Support the City's concurrency standard that defines acceptable levels of service for roadway segments and intersections throughout the City.</li> </ul>
DP-54; DP-55	TR-5; TR-7; TR-8	<b>TR-1.6 Concurrency</b> Require that the transportation impacts of land use development actions do not reduce established Level of Service standards.	<b>TR 1.6.1</b> The City may identify intersections exempt from level of service standards when improvements to remedy level-of-service deficiencies are not financially or environmentally feasible as determined by the City.
			<b>TR 1.6.2</b> Consider other modes of transportation, in addition to single-occupant vehicles, in making concurrency determinations.
DP-54	TR-4; TR-8	<b>TR 1.7 Level of service not met</b> When level-of-service standards cannot be met, consider other mitigating measures, consistent with state law, such as modifying the proposal to reduce the transportation impact or constructing corrective transportation improvements.	<b>TR 1.7.1</b> Review and update, if necessary, regulations to require mitigating measures for level of service failures for transportation related impacts.

MPP	CPP	Policies	Programs
T-9; T-10; DP-19	TR-1; TR-4; TR-7; PS-12	<b>TR 1.8</b> Cooperate with neighboring cities, Snohomish County, transit operators, and Washington State Department of Transportation to comply with Growth Management Act concurrency and level-of service requirements.	<b>TR 1.8.1</b> Coordinate data collection with adjacent local jurisdictions and transit agencies to determine transportation level-of-service and other transportation information related to travel demand and system operations.
			<b>TR 1.8.2</b> Develop inter-local agreements with neighboring jurisdictions to mitigate significant impacts to Sultan's transportation system.
DP-17; DP-56	TR-4; TR-7; PS-12	<b>TR 1.9</b> Consider level-of-service guidelines for transit when making transportation decisions.	
T-3	TR-3	<b>TR 1.10 Capital Improvements</b> Establish programs and mechanisms for the sound financial development and management of the transportation system.	<b>TR 1.10.1</b> Coordinate transportation plan improvements to be consistent with the Capital Facilities Plan and the goals and policies of the Comprehensive Plan.
			<b>TR 1.10.2</b> Prepare a 6-year Transportation Improvement Program (TIP) that finances transportation improvements within projected funding levels and clearly identifies sources of public money for such purposes.
			<b>TR 1.10.3</b> Prioritize and finance transportation improvements for the greatest public benefit, and consider the extent to which improvements fulfill the objectives of this Comprehensive Plan.
			<b>TR 1.10.4</b> Consider first the most cost-effective and most readily implemented improvements within the prioritization policies of the CIP programming process to solve existing and future deficiencies before higher-cost, capital-intensive projects are considered.

MPP	CPP	Policies	Programs
			<b>TR 1.10.5</b> Pursue creative and technologically advanced solutions that are economically viable and appropriate to reduce congestion and improve roadway operations.
			<b>TR 1.10.6</b> Consider the delivery and transport of goods and services projects within the TIP.
<b>T-33</b>	<b>ED-4; TR-3</b>	<b>TR 1.11 Funding Strategies</b> Identify and pursue a long-term strategy for matching grant funding with transportation projects to maximize opportunities for grant awards.	<b>TR 1.11.1</b> Identify resources to effectively compete in regional, state, and federal grant funding programs.
			<b>TR 1.11.2</b> Consider impact fees and user-based fees as a source of funding for transportation improvements.
			<b>TR 1.11.3</b> Seek opportunities to partner with other government agencies, private businesses and nonprofit organizations to plan and construct transportation improvements.
<b>T-3; T-23; T-24</b>	<b>TR-9; TR-15; TR-16</b>	<b>TR 1.12 Transportation demand management</b> Develop a transportation demand management program to provide for a more efficient utilization of the transportation system by reducing the demand for single occupancy vehicle.	<b>TR 1.12.1</b> Work cooperatively with other agencies, as required by state law, to conduct public awareness programs and projects promoting van-pooling, ride-sharing, joint parking management, and other programs that reduce dependence on single occupancy vehicles for employment, commercial, and recreational transportation demands.
			<b>TR 1.12.2</b> Cooperate with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies.
			<b>TR 1.12.3</b> Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.

MPP	CPP	Policies	Programs
			<b>TR 1.12.4</b> Support the efforts of smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.
			<b>TR 1.12.5</b> Utilize Transportation Demand Management techniques to: <ul style="list-style-type: none"> <li>• Help increase the person-carrying capacity of the transportation system,</li> <li>• Reduce peak period traffic congestion,</li> <li>• Encourage the use of high-occupancy vehicles, and</li> <li>• Increase use of public transportation.</li> </ul>

**GOAL TR-2: ENCOURAGE MODAL BALANCE**

Support an efficient transportation network including road, rail, water, and air travel facilities.

MPP	CPP	Policies	Programs
T-31	TR-18; TR-20	<b>TR-2.1 Air services</b> Support the movement of freight, commuters and tourists using airport facilities.	<b>TR 2.1.1</b> Support continued development of local, regional, and international air facilities that provide services for commercial and general passenger services needs within the Sultan Regional planning area.
			<b>TR 2.1.2</b> Support continued operation and development of local general-purpose airfields capable of providing commercial, charter, and recreational flights in the local area.
			<b>TR 2.1.3</b> Continue to support development of international airports with facilities capable of providing national and international freight and passenger services.
T-19	TR-18; TR-20; TR-22; TR-23	<b>TR-2.2 Railroad services</b> Facilitate the movement of freight, commuters, tourists and non-motorized traffic using the railroad system and rights-of-way.	<b>TR 2.2.1</b> Cooperate with Burlington Northern & Santa Fe Railway Company (BNSF) to improve local freight and material hauling needs within the Sultan planning area, encourage a spur line to the industrial uses located within the industrial area.
			<b>TR 2.2.2</b> Support the expansion of heavy rail commuter service to include Sultan and the surrounding region.
			<b>TR 2.2.3</b> Support recreational rail service between Sultan and leisure destinations at Stevens Pass and Leavenworth during peak seasonal activities.
			<b>TR 2.2.4</b> Coordinate with Burlington Northern & Santa Fe Railway Company to improve and maintain existing railway rail crossings in order to ensure access within Sultan's transportation system.



MPP	CPP	Policies	Programs
T-6; T-23; DP-17	TR-4; TR-5; TR-10; TR-14; TR-16; TR-17; TR-20; TR-24; ED-3; ED-23	<b>TR 2.3 Transit</b> Encourage the use of public transit, commuter rail, paratransit, and ridesharing in cooperation with transit providers, adjacent jurisdictions, and the private sector.	<b>TR 2.3.1</b> Work cooperatively with transit service providers to satisfy local needs within the Sultan planning area, particularly between residential and major commercial and employment districts in the surrounding region.
			<b>TR 2.3.2.</b> Increase opportunities for access to public transit, particularly in the developing areas north and east of the historic downtown, and in the plateau area north of SR 2.
			<b>TR 2.3.3</b> Promote and encourage coordination between transit service and new development to facilitate transit use.
			<b>TR 2.3.4</b> Encourage expansion of existing transit routes and/or additional routes to generally ensure access to transit stops within walking distance of residential and commercial neighborhoods.
			<b>TR 2.3.5</b> Cooperate with transit agencies to increase service from more developed portions of Sultan by extending existing transit routes or creating new routes.
			<b>TR 2.3.6</b> Cooperate with transit agencies to establish one or more transit centers in Sultan to facility transit options for local and regional travel, increase service frequency to shift dependence away from single occupancy vehicle automobile travel.

MPP	CPP	Policies	Programs
			<b>TR 2.3.7</b> Locate park-n-ride lots in areas that are accessible to transit and local residential collectors.
			<b>TR 2.3.8</b> Work with transit providers to develop park-and-ride lots that attract transit riders and also serve as off-peak period parking areas for recreational and retail facilities.
			<b>TR 2.3.9</b> Locate park and ride lots along major transit corridors and near areas where high density residential development is planned.
			<b>TR 2.3.10</b> Encourage transit providers to improve existing park and ride lots to maximize use. This includes bicycle facilities, security, lighting, and lot expansion where appropriate.
			<b>TR 2.3.11</b> Support expansion of transit service to provide direct service to employment centers.
			<b>TR 2.3.12</b> Support regional efforts to expand the Public Transportation Benefit Area (PTBA) and Regional Transit Area (RTID) to include Sultan.
T-6; T-15; T-16; T-23; T-25	TR-4; TR-5; TR-16; TR-21; DP-35; ED-3; ED-12	<b>TR 2.4 Non-motorized travel</b> Promote convenient non-motorized travel by taking measurable steps toward the goal of improving quality of life by creating a safe walking and biking environment to promote healthy lifestyles.	<b>TR 2.4.1</b> Plan non-motorized facilities for commuter and recreation use to increase the desirability of Sultan as a place to live and work.

MPP	CPP	Policies	Programs
			<b>TR 2.4.2</b> Plan an integrated system of regional and local oriented multi-purpose trails to connect residential and commercial areas and destinations outside the urban growth area. Augment the reach of this system within on-street bicycle land in developed areas of Sultan.
			<b>TR 2.4.3</b> Cooperate with adjacent jurisdictions and public agencies to seek and develop appropriate trail links between unincorporated Snohomish County, Monroe, Gold Bar and Index.
			<b>TR 2.4.4</b> Encourage employers to provide bike facilities and amenities such as bike lockers.

**GOAL TR-3: MAINTENANCE AND PRESERVATION**

Maintain, preserve and operate the transportation system to provide safe, efficient, and reliable movement of people, goods and services.

MPP	CPP	Policies	Programs
T-2	TR-4; TR-15	<b>TR-3.1</b> Protect the investment in the existing street system and lower overall life-cycle costs through effective maintenance and preservation programs.	<b>TR 3.1.1</b> To the extent permitted by maintenance funding, provide for routine maintenance of roads, pedestrian and bicycle facilities including patching and/or sweeping paved shoulders to extend pavement life and improve safety.
			<b>TR-3.1.2</b> Maintain and operate transportation systems, to the extent possible, to provide safe, efficient, and reliable movement of people, goods and services.
			<b>T-3.1.3</b> Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.
T-4	TR-4	<b>TR 3.2 Safety</b> Improve safety of the transportation systems.	<b>TR-3.2.1</b> Work cooperatively with the Sultan School District to focus on the safety of children traveling to school by foot or bicycle.
			<b>TR-3.2.2</b> Coordinate with the Washington State Department of Transportation to provide pedestrian crossings on SR 2 in order to connect business and residential areas on both sides of the highway.
			<b>TR 3.2.3</b> Work cooperatively with other agencies to address safety and improvements along SR 2 and other arterials of regional significance.

**GOAL TR-4: SUSTAINABLE TRANSPORTATION**

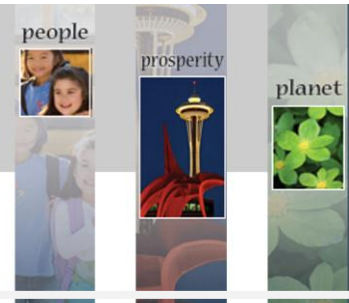
Establish a safe, balanced and efficient multimodal transportation system serving all segments of the community, preserving the city's small-town character and quality of life, and planning for anticipated growth (previously TR 4.1)

MPP	CPP	Policies	Programs
T-16; T-23; T-24	TR-4; TR-16; TR-21; DP-3; GF-3	<b>TR 4.1</b> Develop a transportation system that allows people to easily accomplish basic needs using active transportation such as bicycling or walking rather than having to drive for every trip.	
EN-19	TR-4; TR-16; DP-7; DP10; GF-3	<b>TR 4.2</b> Integrate land uses, such as retail, office, residential, open space and schools to reduce vehicle miles of travel and greenhouse gas emissions.	
T-23; DP-54; EC-6	TR-5; TR-9; TR-16; ED-12	<b>TR-4.3</b> Measure the success of the transportation system by its movement of goods and people rather than merely the movement of vehicles.	
T-8	TR-15	<b>4.4 Disaster Preparedness</b> Prepare, implement, and evaluate disaster preparedness plans in coordination with state, local, and other agencies (e.g. Snohomish County, Washington DOT, emergency service providers, Burlington Northern and Santa Fe Railways, etc).	<b>TR 4.4.1</b> Coordinate with Burlington Northern & Santa Fe Railway Company, state and county agencies to develop a disaster preparedness plan for evacuation of residential and commercial areas in case of a train derailment involving dangerous freight.
			<b>TR 4.4.2</b> Coordinate with Snohomish County, the Washington State Department of Transportation, and other emergency service providers to develop a disaster preparedness plan for evacuation of residential and commercial areas in case of an accident involving dangerous freight.
			<b>TR 4.4.3</b> Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters.

# PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

## THE CITY OF SULTAN COMPREHENSIVE PLAN

June 26, 2012



### BACKGROUND

A major emphasis of the Washington State Growth Management Act (GMA) is the need to coordinate local, regional, and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council (PSRC) have worked together to develop an overall process for reviewing local, countywide, regional, and transit agency policies and plans for compatibility and consistency.<sup>1</sup> This process also provides an opportunity to coordinate and share information related to local and regional planning.

Conformity with the Growth Management Act requirements for transportation planning requires that local comprehensive plans conform to: (1) established regional guidelines and principles, (2) the adopted long-range regional transportation plan, and (3) transportation planning requirements in the Growth Management Act. Within the central Puget Sound region, the multicounty planning policies have been established as the guidelines and principles to guide regional, countywide, and local planning.

### DISCUSSION

PSRC last certified the City of Sultan's 2004 Comprehensive Plan update. In 2009, the city began a multi-phase approach to updating its comprehensive plan to meet the 2015 GMA plan update deadline. PSRC staff worked with city staff in 2010 in addressing the multicounty planning policies through the first phase of its comprehensive plan update process. In November 2011, the City of Sultan adopted the first set of amendments to its plan update. The city submitted the amended comprehensive plan, along with a completed reporting tool. PSRC staff reviewed the comprehensive plan and coordinated with city staff in the development of this report.

### CERTIFICATION RECOMMENDATION

Based on the review of the City of Sultan's comprehensive plan, the following recommendation is proposed for action.

**The Puget Sound Regional Council certifies that the transportation-related provisions in the City of Sultan Comprehensive Plan conform to the Growth Management Act, and are consistent with multicounty planning policies and the regional transportation plan.**

<sup>1</sup> The certification requirement in the Growth Management Act is described in Chapter 47.80, Revised Code of Washington (RCW). The specific requirements for transportation elements in local comprehensive plans are spelled out in RCW 36.70A.070. The Puget Sound Regional Council's Interlocal Agreement, Section VII, also provides direction for the review of local comprehensive plans and countywide policies (Resolution A-91-01, amended March 1998). The Council's Executive Board last updated its process for Policy and Plan Review in September 2003. The process is also described in VISION 2040, Part IV: Implementation.

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# **PART I: Conformity with Growth Management Act Requirements**

## **OVERVIEW**

The Growth Management Act (RCW 36.70A.070) includes the following requirements for transportation elements in local comprehensive plans: (1) use of land use assumptions to estimate travel, (2) estimated traffic impacts to state-owned transportation facilities, (3) identification of transportation facilities and service needs, including an inventory of facilities and established level-of-service (LOS) standards, (4) identification of a financing plan for transportation facilities and services, (5) a description of intergovernmental coordination efforts, (6) demand management strategies, and (7) a pedestrian and bicycle component.

Air quality is largely an interjurisdictional issue in which each jurisdiction's travel behaviors, measured through vehicle emissions, affect the regional airshed. The Washington Administrative Code (WAC) requires local transportation elements and plans to include "policies and provisions that promote the reduction of criteria pollutants" for mobile sources (WAC 173-420-080). In 2003, the PSRC Executive Board took action to require that local jurisdictions include policies and provisions in their comprehensive plans that commit them to meeting the requirements of applicable federal and state air quality legislation. When PSRC reviews plans, it also certifies that the comprehensive plans include air quality policies and provisions.

## **FINDINGS**

The City of Sultan's comprehensive plan meets the transportation planning requirements of the GMA for local transportation planning. The transportation element includes a section devoted to each of the GMA requirements, which provides a very helpful and clear demonstration of conformity. The city's treatment of state-owned facilities serves as a model example for other jurisdictions. It includes an excellent discussion of the highway within its boundaries, describing that it is designated as a highway of statewide significance. It also clearly describes the agency that is responsible for setting the level of standard for this highway, as well as identifies and adopted these standards consistent with state law.

## **COMMENTS AND GUIDANCE**

Staff has no comments.



## **PART II: CONSISTENCY WITH REGIONAL POLICY (REGIONAL GUIDELINES AND PRINCIPLES)**

### **OVERVIEW**

This section discusses consistency with the adopted multicounty planning policies (established regional guidelines and principles under RCW 47.80.026) adopted in VISION 2040 and with Transportation 2040, the region's long-range transportation plan. The section is divided into subsections covering the policy body of the multicounty planning policies, including the environment, development patterns, housing, public services, economic development, and transportation. In addition to the multicounty planning policies, VISION 2040 provides a Regional Growth Strategy with numeric allocations for residential and employment growth for the year 2040, as well as a number of implementation actions and a request for a local context statement geared to local jurisdictions. These are also discussed below.

### **VISION 2040 CONTEXT STATEMENT**

The City of Sultan has included a very thorough VISION 2040 Context Statement in its 2011 plan update. The statement provides a clear description of how VISION 2040 provisions have been incorporated into the plan. It includes discussion addressing (1) alignment with the Regional Growth Strategy, (2) consistency with the multicounty planning policies, and (3) local implementation actions adopted in VISION 2040. Below is an excerpt from the plan that demonstrates the city's context statement.

This plan calls for development of lands that are capable, suitable and serviceable. The plan addresses the regional desire for more compact urban development and promotes the development of mixed-use and multi-modal, transit-friendly development particularly in Sultan's downtown and identified activity centers outside the floodplain. There are directives to prioritize funding and investments to Sultan's center. The housing element promotes expanding housing choices to support residents of all income levels to meet the diverse needs of Sultan's current and future resident population...The transportation element advances a sustainable modal balance that will enhance mobility for all residents and visitors to Sultan. Strategies and programs that promote alternatives to driving alone have also been incorporated.

### **TRANSPORTATION**

The city's comprehensive plan addresses the major transportation topics in VISION 2040 and Transportation 2040, including maintenance and preservation, supporting the Regional Growth Strategy, and providing greater options and mobility. The policies are consistent with and reinforce the multicounty planning policies.

Maintenance, Management, and Safety. The transportation element includes a goal consistent with VISION 2040 and Transportation 2040 that calls for the city to "maintain, preserve, and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services." Numerous supporting policies have been adopted. An excellent example of consistency with regional policy includes a call for "reducing the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the system." The city's plan also addresses the multicounty planning policies and Transportation 2040's emphasis on ensuring security and addressing emergency management of the transportation system. The plan calls for the city to "prepare, implement, and evaluate disaster preparedness plans in coordination with state, local, and other agencies."

Supporting the Regional Growth Strategy. The city has adopted transportation-related policies that support VISION 2040's Regional Growth Strategy. The plan includes a goal to "establish land use patterns that encourage one or more central places as locations for more compact, mixed-use development." This is supported by policies that call for (1) creating vibrant centers that are inviting

places to work, shop, live, and work, (2) encouraging a mix of residential and commercial uses to locate in centers to make it possible to conveniently walk or bike to work and shops, and (3) encouraging linkages from neighborhood centers.

Greater Options & Mobility. Transportation policies in the city's plan clearly support the multicounty planning policies that emphasize providing greater transportation options and mobility. The transportation element includes a section devoted to the goal of "encouraging modal balance." Examples of strategies supportive of this goal include encouraging expansion of transit service to the city and the development of a complete nonmotorized system.

## **ENVIRONMENT**

The City of Sultan's comprehensive plan addresses the body of multicounty planning policies related to the natural environment. There are clear goals and policies addressing environmental stewardship, earth and habitat (including open space), water quality, air quality, and climate change.

Stewardship. The city's plan includes a clear commitment to protect and enhance the natural environment. As described in the city's VISION 2040 Context Statement, the "plan confirms Sultan's commitment to the preservation and protection of Sultan's unique, interdependent relationship between Sultan's water, land, and cultural heritage. Incorporated through several elements of the plan are goals and policies relating to the protection of ecosystems, conservation of habitat and resource lands, and the preservation and enhancement of Sultan's water-related resources."

Earth & Habitat. The city has adopted an element devoted to the natural environment. Policies and provisions addressing earth and habitat are also integrated throughout the plan. Policies addressing open space consistent with the multicounty planning policies are included in an element devoted to parks and recreation. The city also adopted its Parks, Recreation, and Open Space Plan in 2010. In addition, the city's plan addresses critical areas consistent with the multicounty planning policies, including direction to conserve and protection natural areas, minimize impacts to natural features, and support the use of innovative environmentally sensitive development practices.

Water Quality. The city's plan demonstrates a clear commitment to the protection of water quality and to improving the region's hydrological functions, as called for by the multicounty planning policies. The natural environment element includes numerous policies addressing water quality. Examples include policies that direct the city to (1) improve and enhance water bodies, (2) maintain natural biological features, (3) create and implement plans that will prevent groundwater contamination risks, and (4) protect and support the overall ecological function along designated shorelines.

Climate Change. The city's plan includes policies that address the multicounty planning policies that call for reducing greenhouse gas emissions and planning for impacts from climate change. A section of the plan's natural environment element is dedicated to climate change. It calls for the city to "address the central Puget Sound region's contribution to climate change by, at minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases." Supportive policies fall under the following four categories: (1) reducing energy use, (2) promoting energy management technology, (3) reducing greenhouse gases, and (4) reducing carbon emissions. Examples of programs that the city identifies to work towards its climate change goals include incentivizing building and transportation that use Leadership in Energy and Environmental Design and developing and implementing a multimodal transportation system.

## **DEVELOPMENT PATTERNS—INCLUDING THE REGIONAL GROWTH STRATEGY**

Sultan's comprehensive plan is consistent with regional policy addressing development patterns. The city has adopted policies that provide a balanced approach for accommodating its projected growth, using urban land efficiently, carrying out annexation of unincorporated urban areas, and improving people's health and well-being.

Regional Growth Strategy. The comprehensive plan documents the city's growth targets for the planning horizon. New growth targets will be developed through the countywide targeting process in Snohomish County to align with the Regional Growth Strategy and should be incorporated into the city's next major update.

Compact Communities. The city has adopted a strategy to accommodate its future growth in a manner that clearly supports VISION 2040's call for the creation of compact, central places that offer mixed-use development and support increased travel options and choice.

Centers and Central Places: The city's plan identifies a central area on its land use map as the city's "urban center." As described in the transportation section of this report (page four), the plan includes a goal to "establish land use patterns that encourage one or more central places as locations for more compact, mixed-use development," which is supported by numerous policies.

Efficient Use of Land: Many provisions illustrate the city's commitment to the efficient use of land. In addition to its commitment to centers and central places, the land use element describes that the city is interested in pursuing the eventual reconfiguration of its affiliated urban growth area to provide a more efficient and sensible pattern of urban growth, which may be addressed during the 2015 update process.

Affiliated Urban Areas and Annexation. The city has adopted policies clearly supporting the multicounty planning policies that address unincorporated areas and annexation. The plan projects that all the city's affiliated unincorporated urban growth areas will be incorporated into the city limits. Policies in the land use element emphasize allocating urban development onto lands that are suitable for urban uses and can be provided with urban services.

Regional Design. The city's plan clearly demonstrates that it is addressing design in a manner that supports the multicounty planning policies. The city has adopted a standalone element devoted to addressing the city's "vision and community design." A focus is placed on maintaining the city's small town character while improving the visual image, including in buildings, landscapes, and streetscapes.

Health & Active Living. The city has adopted policies and provisions for the health and well-being of its residents. The plan includes policies that encourage walking and bicycling. The land use element also includes a goal calling for the city to "recognize that the well-being of all Sultan residents is affected by the built environment, land use, density, transportation strategies and street design." A particularly noteworthy policy advancing regional policy is a call for the city to "support strategies that capitalize on the mutual benefit of connection between rural economies as food suppliers and the Sultan community as processors and consumers."

## **HOUSING**

The city has adopted an approach to planning for its housing needs that is consistent with multicounty planning policies. The city has adopted a housing element with policies structured around the multicounty planning policies. These include (1) housing diversity and affordability, (2) jobs-housing balance, and (3) innovative and best practices for housing. Also included are policy sections addressing housing design and creating an identity that reflects Sultan's values and opportunities.

Housing Diversity and Affordability. The city has adopted a goal to "provide housing choices and opportunities to meet the housing needs of all income levels and demographic groups within the city." Supportive policies have been adopted into the housing element, including those that call for (1) adopting land use regulations that support a variety of housing types and costs, (2) encouraging the preservation and maintenance of affordable housing, and (3) providing housing opportunities for every type, age, physical and mental capability of household to include families, the single-headed households, individuals, and the elderly.

Jobs-housing Balance and Housing in Centers. The housing element includes a section devoted to jobs-housing balance. The goal of this section addresses increasing center vitality and calls for the city to "increase higher density housing and mixed use type of development with access to commercial and employment centers." Policies address issues such as (1) allowing for mixed-use structures with upper story housing in the downtown and retail centers to increase housing choice and density within a pedestrian-oriented environment in proximity to proposed employment centers and (2) supporting housing that is affordable for the types of jobs available in Sultan.

Innovations & Best Housing Practices. The housing element includes a section devoted to housing innovations and best practices that is consistent with the multicounty planning policies. A particularly supportive policy the city has adopted is to "streamline and simplify development regulations to minimize the cost of housing development." In addition, it calls for the city to review and update, if necessary, permit processing procedures and development regulations related to housing development."

## **PUBLIC SERVICES**

The city's plan is consistent with the multicounty planning policies in VISION 2040 that focus on supporting development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth management planning objectives. It also addresses the emphasis on the use of conservation measures in providing services.

Efficient Use of Existing Services. The city has adopted a number of provisions that illustrate its commitment to promoting the efficient use of existing services through conservation. The plan calls for the city to emphasize the maintenance of existing facilities as a way to make efficient use of limited financial and physical resources. Examples of policies the city has adopted including (1) promoting conservation measures to reduce solid waste and increase recycling and (2) working to reduce demand and conserve limited resources before developing new facilities.

Long-term Water Needs. The city has included a section in its capital facilities element devoted to water service. It includes a goal for the city to "maintain a water supply and distribution system to serve the city's allocated population and employment growth targets consistent with VISION 2040 and the Growth Management Act." Supportive policies have been adopted, including those that address issues such as the service area, supply and storage, groundwater, and private wells. Policies have also been adopted that emphasize the multicounty planning policies that call for the use of conservation. For example, a specific policy calls for the city to "support and implement water conservation and reuse measures that reduce water use."

Energy. In addition to the city's efforts regarding reducing energy use and promoting energy management technology described on page five of this reports, the plan calls for the city to promote energy conservation measures through implementation of building codes, and identifies developing incentives for buildings that meet Leadership in Energy and Environmental Design as an implementation strategy.

## **ECONOMIC DEVELOPMENT**

The city's economic development element clearly supports VISION 2040's focus on business, people, and places and the integration of economic development with growth management, environmental, and transportation objectives.

Business, People, Places. The city has adopted a standalone economic development element into its comprehensive plan. The city's policies in these sections clearly support VISION 2040's emphasis on investing in the region's business, people, and places and are organized around the themes of supporting business and job creations, increasing local economic opportunities, and investing in community members. Examples of supportive policies include those that call for (1) supporting an

environment for businesses, (2) encouraging local business development opportunities for small or start-up business, (3) supporting planning and infrastructure needed for economic development, and (4) supporting education institutions who provide high quality and accessible training programs that provide people opportunities to learn, maintain, and upgrade skills. An emphasis is also placed on tourism, which is a focus in the central Puget Sound's Regional Economic Strategy.

### **COMMENTS AND GUIDANCE**

The City of Sultan's comprehensive plan addresses the major policy areas covered in VISION 2040. The city is commended for taking on a multi-phase approach to updating its comprehensive plan to meet the 2015 GMA update deadline. The work adopted to align with the multicounty planning policies to date is very impressive. The city has adopted a number of outstanding policies and provisions that support the body of multicounty planning policies.

The plan supports VISION 2040 and Transportation 2040's focus on preservation, maintenance, and operation of the city and region's transportation system. The city's growth strategy reinforces the efficient use of urban land and provides opportunities for compact growth and increased options and mobility through the development of one or more central places. The city's efforts to address housing diversity and affordability are particularly impressive, including work to streamline and simplify development regulations to minimize the cost of housing development. All of this work serves as a model example for other local jurisdictions in the central Puget Sound region. As the city takes on future amendments and updates to its comprehensive plan, resources are available at [www.psrc.org/planreview](http://www.psrc.org/planreview) to guide this work. PSRC staff is available to assist as the city takes on this work.