

<p>Project Application Form Due to Countywide Forums: March 29, 2013 (Projects to be reviewed by countywide forums for submittal to regional competition)</p> <p>Project Application Form Due to PSRC: May 24, 2013 (Projects selected from the countywide forum for regional competition)</p>
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2013 Rural Town Centers & Corridors Program PSRC Grant Application

****Please read this section before completing the application****

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

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Deadlines: Sponsors interested in competing for funds from the regional Rural Town Centers and Corridors (RTCC) Program must first complete this application and submit it to their respective countywide organizations for review and potential selection (Part 1) for participation in the regional competition by **12:00pm Friday, March 29, 2013.**

The twelve (12) projects selected for the regional competition (Part 2) by their respective countywide organizations must then submit their completed application to PSRC by **1:00pm Friday, May 24, 2013** for participation in the regional competition.

Electronic copies of all applications are required. **Email completed applications as attachments to: tipapp@psrc.org** Please enter RTCC in your email's subject line to ensure that these applications can be easily differentiated from other communications received.

It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. **Please note:** the project budget spreadsheet is a required attachment; more information is found at question 13c.

If you are unable to email the application, please mail a paper copy to the address below. **Applications should be no more than 18 pages**, plus maps and/or other required supporting documentation.

For all other correspondence or information related to the RTCC program, contact:

Jeff Storrar
Puget Sound Regional Council
1011 Western Avenue
Seattle, WA 98104
(206) 587-4817

PROJECT IDENTIFICATION and DESCRIPTION

Questions 1 – 9 required for ALL Applications – CAPITAL applications should also complete question 10

1	<p>PROJECT TITLE: State Route 203 Safety Improvements and Road Reconstruction</p> <p>Indicate below whether this project application is for a PLANNING or CAPITAL project.</p> <p><input type="checkbox"/> PLANNING <input checked="" type="checkbox"/> CAPITAL</p>	
2	<p>TRANSPORTATION 2040 ID# N/A</p> <ul style="list-style-type: none"> Multiple Transportation 2040 projects may be identified, if appropriate. If so, please separate the IDs with a comma. Some projects may be below the threshold for assignment of a Transportation 2040 ID number, and are therefore exempt from this process. Please confirm ID with PSRC staff before entering “N/A” in this field. <p>a. What is the project’s Transportation 2040 status?</p> <p>For assistance in identifying the Transportation 2040 ID number and status, contact Kimberly Scrivner at kscrivner@psrc.org or (206) 971-3281 or refer to www.psrc.org/transportation/t2040/projects-and-approval/.</p>	
3	<p>LEAD AND PARTNERSHIP AGENCIES</p> <p>Lead Sponsor Agency City of Duvall</p> <p>List Applicable Partnership Agencies Involved: WSDOT</p> <p>Project sponsors are reminded they are expected to partner with the appropriate county(s), cities, WSDOT, and any other jurisdictions that might have an interest in a proposed corridor study or be directly affected by implementation of the proposed project.</p>	
4	<p>Does sponsoring agency have “Certification Acceptance” status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm.</p> <p>If not, which agency will serve as CA sponsor? At this time the City plans to cooperate directly with WSDOT. A CA consultant will be utilized as necessary.</p>	
5	<p>PROJECT APPLICATION CONTACT PERSON(S):</p> <p>Primary contact: Shaun Tozer</p> <p>Address: PO Box 1300 Duvall, WA 98019</p> <p>Phone: 425-939-8046</p> <p>Email: shaun.tozer@duvallwa.gov</p>	<p>Alternate Contact: Steven Leniszewski, PE</p> <p>Address: PO Box 1300 Duvall, WA 98019</p> <p>Phone: 425-939-8040</p> <p>Email: steven.leniszewski@duvallwa.gov</p>
6	<p>PROJECT DESCRIPTION</p> <p>Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. 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.</p> <p>This project proposes to install sidewalks and bike lanes along an area without non-motorized improvements on State Route (SR) 203 between mile posts 13.9 and 14.6 (approximately 3700 linear feet). The project consists of bike lanes, curb, gutter & sidewalk installed on both sides of the roadway along with utility, lighting, channelization, surfacing improvements, and streetscape enhancements. In addition to the general streetscape improvements, two failing culvert crossings</p>	

will be removed and replaced with concrete box culverts. Overall the project would solve existing deficiencies by creating a streetscape that is both inviting and safe for pedestrian, bicycles, and vehicles.

The City received a grant for the full design of improvements along this corridor and anticipates having a design consultant selected by mid April 2013. The design of this project will include a few phasing options so that the project can be constructed to the maximum extent that funding allows.

The funds requested for phase I would be used to complete improvements and establish a functional pedestrian route along the east side of the road. Future phasing would complete the west side as well as any other components that may have to be excluded due to cost considerations.

- b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

SR 203 is a major route serving approximately 15,000 vehicles per day. linking the mountain passes along SR-2 and I-90 and functioning as an alternate route to I-5 & I-405. Known as "Main Street" within Duvall, the highway runs through the heart of the City's business districts. A significant portion of the roadway within the city includes two travel lanes without pedestrian or bicycle accommodations. The corridor hosts commercial development, mixed use (combined residential/commercial) and City facilities. The local centers currently in place on the north and south ends of the city include transit stops, a commuter park and ride lot, commercial shopping centers, and existing bicycle lanes and sidewalks.

Due to the lack of sidewalks and other pedestrian amenities between the local centers, pedestrians are forced to travel from one end to the other along 0.7 miles of narrow roadway shoulder or in the travel lanes. Bicyclists must also travel within the roadway next to vehicles passing at posted speeds between 30 and 40 mph. The road has deficient shoulder sections (less than 1-foot wide in some areas), little or no "shy" distance, and irregular lane widths throughout our proposed improvement area. These conditions have helped to contribute to at least two vehicle accidents involving a bicycle and a pedestrian. The lack of bicycle and pedestrian improvements is a danger for anyone traveling along this portion of the highway.

As identified in WSDOT's 2010 "Draft Site and Reach Assessment," the Coe Clemons Creek crossing culvert located at MP 14.55 has been found to be a "Chronic Environmental Deficiency." The culvert is irreparably clogged with sediment and risks "catastrophic failure" of the roadway prism which would threaten City sewer and water mains above the culvert and force the closure of SR 203. In the spring of 2012 another smaller City-owned culvert crossing under SR 203 was found to have partially collapsed. While less significant than the previously mentioned culvert, it still poses a risk to the highway and travelers that must be addressed.

The key issue for this project is the total lack of roadway safety features or pedestrian and bicycle facilities along the existing portion of roadway, resulting in an unsafe condition for motorists and non-motorized travelers. Project completion would immediately realize many long standing goals and provide the following benefits: address a chronic environmental deficiency, complete a missing link between improved areas, make the corridor safe for pedestrians and bicyclists, improve roadway channelization, surfacing, and connecting core shopping centers within city limits improving economic viability within the City of Duvall.

7	<p>PROJECT LOCATION DATA</p> <p>Project Location and Length:</p> <ul style="list-style-type: none"> a. County: King b. Crossroad/landmark nearest to beginning of project: MP 14.6 - Valley Street c. Crossroad/landmark nearest to end of project: MP 13.9 - Big Rock Road d. Length of project in miles: 0.7 e. Do sidewalks exist in center(s)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <p>Safety Data:</p> <ul style="list-style-type: none"> f. Is corridor or any portion(s) of the corridor listed by WSDOT as High Accident Corridor (HAC)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No g. IF YES, indicate corridor's history of number of accidents for latest three year period by type of accident: (please attach applicable accident records) <ul style="list-style-type: none"> # of property damage-only accidents: # of Injuries: # of fatalities: <i>If needed, list additional accident data for another HAC in overall corridor:</i> # of property damage-only accidents: # of Injuries: # of fatalities: h. Is proposed location of CAPITAL project listed by WSDOT as High Accident Location (HAL)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No i. If Yes, indicate history of location's accidents for latest three year period by type of accident: <ul style="list-style-type: none"> # of property damage-only accidents: # of Injuries: # of fatalities: <p>Traffic Volumes:</p> <p>If data is available, indicate average daily traffic (ADT) for proposed project by:</p> <ul style="list-style-type: none"> j. Highest ADT in corridor/corridor segment (If weekday volumes NOT higher than weekend, note both, i.e., #weekday/#weekend): 12,000 k. Highest ADT in project center (if more than one center, use volume of highest center and note center's name): 12,000
8	<p>MAP</p> <ul style="list-style-type: none"> 1. Include a legible 8½" x 11" map of the proposed study corridor (if PLANNING project) or a map indicating project limits (if CAPITAL project). 2. Include a legible vicinity map of general area of study or construction project.
9	<p>FEDERAL FUNCTIONAL CLASSIFICATION CODE</p> <p>Please select only one code using the table below the explanation.</p> <p>Important: A roadway must be confirmed as being on the <u>approved</u> federally classified roadway system before a CAPITAL project proposing improvements on such roadway may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a "local" functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless one of the exceptions below applies. If your project is an exception, identify its functional class code as "00."</p> <p><u>Examples of Exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Any transit project, including equipment purchase and park-and-ride lot projects <p>For more information on functional classification, please refer to www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm. For assistance determining functional classification, contact Stephanie Rossi at srossi@psrc.org or 206-971-3054.</p>

	<p align="center">Rural Functional Classifications “Under 5,000 population”</p> <p align="center">(Outside federal-aid urbanized and federal-aid urban areas)</p> <input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access	<p align="center">Urban Functional Classifications “Over 5,000 population”</p> <p align="center">(Inside federal-aid urbanized and federal-aid urban areas)</p> <input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access
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PLAN CONSISTENCY and COMPATIBILITY INFORMATION

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. 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 www.psrc.org/growth/planreview or contact Yorik Stevens-Wajda at (206) 464-6179 or YStevens-Wajda@psrc.org.

10	<p>Is the project specifically identified in a local comprehensive plan?</p> <input checked="" type="checkbox"/> Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found: Multiple references throughout the City of Duvall Comprehensive Plan’s Transportation Element (updated in 2010) including: pages VI-44 & 45, T-6 on VI-47, T-9 on VI-49, and goals T-3 & T-4 on VI-69. Also included in the 2012 Comp Plan Capital Facilities Update: R-2, Table CF-4, VIII-22 <input type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> 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.
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ADDITIONAL PROJECT EVALUATION INFORMATION

Indicate below whether this project application is for a PLANNING or CAPITAL project and follow the corresponding instructions:

 Planning Project: Complete section 11 and proceed to section 13.
 Capital Project: Complete section 12 and proceed to section 13.

11	<p><u>Planning Projects:</u> Please answer the following questions:</p> <p>a) <u>Local and Regional Policy Support</u></p> <ul style="list-style-type: none"> How does the study either 1) support adopted policies for the rural town center(s) in the comprehensive plans of the respective local jurisdiction(s) or 2) advance the current vision for the rural town center(s)? If supporting adopted policies, please provide citations and a copy of
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the appropriate page(s) from the plan or policies with your application.

- What steps will be taken in the planning process to ensure that the project fits the intended character of the rural town 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, will a context sensitive design approach be used that considers preserving the aesthetic, cultural, and environmental resources of the subject area?
- If the project is interjurisdictional in nature, have the appropriate partners been identified and the actions to work together and coordinate on project components been developed?

b) Mobility, Accessibility, and Safety

- What is being addressed by the planning study and what intended impact is it to have on the center(s), such as remedying an existing safety or other transportation problem in the center(s) or along the corridor?
- Does the planning project propose to study improvements or strategies that 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?
- Will the planning project address the provision of multimodal improvements that benefit a range of travel modes and user groups either accessing the center(s) or using the corridor?
- Will the planning project study improvements that provide an improved or enhanced pedestrian-oriented environment in the center or along the corridor to the center (s)?
- Will the planning project cover improvements or strategies that contribute to transportation demand management and commute trip reduction opportunities?

c) System Performance and Innovative Solutions

- Will the improvements or strategies in the planning study include improvements that work to increase system reliability and efficiency of travel flows in the center, along a corridor, or both? If yes, will this address time savings for moving freight and goods?
- What will be the timeframe associated with the planning study? Specifically, will the study provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?
- Does the planning project propose to include studying any particularly innovative facilities or traffic operational concepts?

d) Environmental Justice benefits

- To the degree applicable, please add a brief comment describing how the planning study would address providing access for minority, low-income, and other protected classes, as

	<p>identified in the President’s Order for Environmental Justice. (5 points)</p>
<p>12</p>	<p><u>Capital Projects:</u> Please answer the following questions:</p> <p><u>a) Local and Regional Policy Support</u></p> <ul style="list-style-type: none"> How will the project help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s)? Please provide citations and copy of the appropriate page(s) from the plan or policies with your application. <p>The City's Comprehensive Plan, land Use Element recognizes the lack of pedestrian connectivity from residential zoning districts to commercial zoning districts. An expanded trail and sidewalk system has strong support from community residents interested in making the corridor accessible and more pedestrian friendly. II-4</p> <p>In terms of circulation, the community’s top priority is to take steps to make Main Street (SR 203) more business and pedestrian-friendly and to minimize impacts from through traffic. Another high circulation priority includes new and enhanced roadways between Old Town and NE Big Rock Road to accommodate proposed land uses in the southwestern portion of the city. Access and parking improvements along the corridor are important to increase the core’s viability. Pedestrian and bicycle trails are a high-priority and another important means to connect the neighborhoods and increase the town’s livability.</p> <p>Additionally, improvements made by this project would conform to recommendations made specifically about this corridor and that were included in the 2004 “PSRC Rural Town Centers and Corridor Program, SR 203 Pilot Study.”</p> <ul style="list-style-type: none"> Will the project fit 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? <p>The project will include context sensitive design elements. Title 14 of the Duvall Municipal Code identifies design standards for sidewalks to ensure consistency throughout the City. The guidelines specify sidewalk width, planter strips and street tree standards. The City documented cultural and historic landmarks to ensure their preservation from future development. Requirements for avoidance and/or mitigation of wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas, frequently flooded areas, and critical aquifer recharge areas are also identified in Title 14.</p> <p><u>b) Mobility, Accessibility, and Safety</u></p> <ul style="list-style-type: none"> What is the project 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). <p>This project will remedy safety needs and seeks to provide multimodal connections and add safe and convenient access between existing local commercial and residential centers located on the north and south ends of the City. The improvements would connect to existing neighborhood and residential routes providing for greatly improved circulation particularly for pedestrians and bicyclists in a 0.7-mile long physical gap.</p> <ul style="list-style-type: none"> Will the project 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?

Yes. This project will improve circulation and access within the City by completing a missing pedestrian and bicycle route. Once completed and connected to existing improvements; users will have an unimpeded and safe route to the commercial and residential centers along the entire SR 203 corridor within the City.

- Will the project be multimodal in nature and benefit a range of travel modes and user groups either accessing the center(s) or using the corridor?

Yes. Once all phases of the project is complete vehicular, pedestrian and bicycle improvements will be in place on both sides of this corridor and offer a vast improvement to all users over existing conditions. The phased approach that we propose will also be a vast improvement to what is available at this time.

- Will the project help improve or enhance a pedestrian-oriented environment in the center or along the corridor to the center(s)?

Yes. Along the SR 203 corridor there are two commercial centers (north and south), and one mixed use center with high density residential located in the center. All of these existing areas have pedestrian facilities in place, but are currently disconnected from one another along undeveloped frontage. Our improvements would provide that missing link and allow continuous pedestrian access along the entire corridor and between the existing centers. The street improvements would also include landscaping, lighting, and dedicated parking (bulb-outs) compatible with a pedestrian oriented environment.

- Does the project provide alternatives to driving alone, contributing to transportation demand management and commute trip reduction opportunities?

Yes. Once a safe route is established between these disconnected centers the walkability of the corridor will greatly improve.

c) System Performance and Innovative Solutions

- Will the project result in more reliable and efficient travel flows in the center, along a corridor, or both? If yes, will the project result in time savings for moving freight and goods?

Yes. As previously mentioned, this project would provide a vast improvement in existing conditions that will benefit both the centers it connects and the corridor in general. Local users will have viable options for travelling the corridor between the local centers. This could result in a slight reduction in local vehicular trips.

- Will the project provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?

Yes. This project compliments long term development potential within the City and along the corridor. Current zoning allows for hundreds of residential units and a large amount of mixed use directly adjacent to the projects limit. Considering potential for future load this project improvements will have long lasting benefits for safety as well as stimulating commercial development along the corridor

- Does the project include any particularly innovative facilities or traffic operational concepts?

The project has not entered preliminary design at this point. The City is willing to consider innovative approaches and design options to address potential challenges yet to be identified. Stormwater improvements will likely include design and construction elements currently considered as innovative. Additionally, the City has experience in using crushed recycled concrete as backfill which speeds up a project and can save cost. This approach will be considered for its potential use on this project.

d) Environmental Justice benefits

- To the degree applicable, please add a brief additional comment describing how the project provides access for minority, low-income, and other protected classes, as identified in the President's Order for Environmental Justice.

This project will benefit all users regardless of race or class. Domestic violence, special needs, and low income facilities are located immediately adjacent to the corridor to the north of and in the center of the projects' limits; and could directly benefit from the improved accessibility the

improvements will provide.

PROJECT READINESS AND FINANCING

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

13

Financial Plan (*APPLICABLE TO BOTH CAPITAL AND PLANNING PROJECTS*)

Identify the amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation date. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for Surface Transportation Program funds.

13a. Identify the amount requested by phase, and identify the estimated date of obligation.

<u>Phase Obligation</u>	<u>Amount</u>	<u>Estimated Date of</u>
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Construction	\$2,651,000.00	12/2014
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[select phase]

[select phase]

13b. Identify the project phases that will be fully completed if requested funding is obtained:

This project is being designed in phases which will allow implementation to be tailored to the funding available and bidding climate at the time of advertisement. The City expects that if this request is fully funded, improvements along the east side could be completed. Planned improvements along the west side of the road could be deferred to a later date.

13c. Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website at www.psrc.org/funding/rural. Attach the completed spreadsheet, along with this application, to the email submitted to countywide forums and PSRC, if selected to compete in the regional competition.

Please provide information on the financial budget and schedule for the entire project, with amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified

	<p>above (13a) must also be reflected in the table. Use as many rows per phase as necessary to reflect the financial plan for each phase.</p>
<p>14</p>	<p>Project Readiness (APPLICABLE TO CAPITAL PROJECTS ONLY)</p> <p>PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied <u>before</u> federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:</p> <ul style="list-style-type: none"> • 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. <p>In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. 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 within a set timeframe 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.</p> <p>Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design <u>only</u>, this section is not required.</p> <p>14a. If funds are requested for Right of Way:</p> <p><u>14a-1: What is the status of Preliminary Engineering/Design?</u></p> <ul style="list-style-type: none"> • Is the PE/Design phase complete? No • If not, identify all relevant milestones, including the current status and estimated completion date of each. For example: <ul style="list-style-type: none"> ○ What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project? <ul style="list-style-type: none"> ▪ Environmental Impact Statement (EIS) <input type="checkbox"/> ▪ Environmental Assessment (EA) <input checked="" type="checkbox"/> ▪ Documented Categorical Exclusion (DCE) <input type="checkbox"/> ▪ Categorical Exclusion (CE) <input type="checkbox"/> ○ Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. No ○ At what stage of completion is your design? <ul style="list-style-type: none"> ▪ Have Preliminary Plans been submitted to WSDOT for approval? No <ul style="list-style-type: none"> • If not, when is this milestone scheduled to be complete? 8/2013 ▪ When are Preliminary Plans expected to be approved? 11/2013 ○ Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion. Design Consultant selection will be completed in 4/2013 with contracting expected to occur in 5/2013. <p><u>14a-2: What is the status of Right of Way?</u></p> <ul style="list-style-type: none"> • How many parcels do you need? Unknown at this time, none anticipated • What is the zoning in the project area (e.g., commercial, residential, etc.)? The project is directly adjacent to and spans various City zoning designations including Mixed Use (MU12), Light Industrial (LI), and Commercial (CO, MT). Large residential zones are also located within 1/2 mile of the project limits.

	<ul style="list-style-type: none"> • Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. None required. • Does your agency have experience in conducting right of way acquisitions of similar size and complexity? The City will use a certified consultant for acquisitions. • If not, when do you expect a consultant to be selected, under contract, and ready to start? Consultant will be brought on, if necessary, once preliminary design is complete and right of way needs (if any), are identified (10/2013) • Identify <u>all</u> relevant right of way milestones, including the current status and estimated completion date of each. For example: <ul style="list-style-type: none"> ○ True cost estimate of Right of Way Pending preliminary design. ○ Right of Way Plans (stamped) Pending preliminary design. ○ Relocation Plan (if applicable) Pending preliminary design. ○ Right of Way Certification Pending preliminary design. ○ Right of Way Acquisition Pending preliminary design. ○ Certification Audit by WSDOT Right of Way Analyst Pending preliminary design. ○ Relocation Certification, if applicable Pending preliminary design. <p>14b. If funds are requested for Construction:</p> <p>Complete sections 14a-1 and 14a-2 above, and complete 14b below.</p> <p>14b: What is the status of the milestones for the construction phase?</p> <ul style="list-style-type: none"> ○ Do you have an Engineer's Estimate? Please provide a copy if available. Attached ○ Identify the environmental permits needed for the project and when they are scheduled to be acquired. NEPA, and possibly an HPA. Expected to be in hand before 5/2014 ○ Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval. Not at this time ○ When is the project scheduled to go to ad? Unknown at this time. <p>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.</p>
OTHER CONSIDERATIONS (NO POINTS)	
15	<p>Please describe any <u>additional</u> aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of rural town centers and corridors. Note: no points will be given to this section.</p> <p>As a pilot project originally initiated by the 2004 PSRC study we believe this proposal is the epitome of a rural town center project. It completes 0.7 miles of missing connectivity between the two centers our City has and provides direct improvement in safety and connectivity to all users. Completion of the project would fulfill a long standing need expressed time after time by our citizens.</p>

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 13d, 13e and 13f.

Project Sponsor:	City of Duvall
Project Title:	State Route 203 Safety Improvements and Road Reconstruction

13d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning				Estimated Phase Completion Date: N/A
Planning				
Planning				
Planning TOTAL:			\$ -	
Preliminary Engineering / Design	PSRC - KCPEC	Secured	\$ 580,000	Estimated Phase Completion Date: 6/1/14
Preliminary Engineering / Design	City of Duvall	Secured	\$ 166,000	
Preliminary Engineering / Design				
Preliminary Engineering / Design TOTAL:			\$ 746,000	
Right of Way				Estimated Phase Completion Date: N/A at this time
Right of Way				
Right of Way				
Right of Way TOTAL:			\$ -	
Construction - Phase 1	PSRC - RTCC	Unsecured	\$ 2,651,000	Estimated Phase Completion Date: 12/1/15
Construction - Phase 1	City of Duvall	Secured	\$ 358,000	
Construction -				
Construction				
Construction				
Construction TOTAL			\$ 3,009,000	
Other - Construction of other Phases	Grants / City	Unsecured	\$ 2,944,000	Estimated Phase Completion Date: Unknown
Other				
Other TOTAL:			\$ 2,944,000	
TOTAL Estimated Project Cost, All Phases:			\$ 6,699,000	Estimated Project Completion Date: 12/1/15

13e. Provide documentation and/or an explanation of the secured funds identified above.

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Grant funding for the design of this project was awarded through PSRC and can be found in the STIP listing at: <http://webpub1.wsdot.wa.gov/LocalPrograms/Projects/Reports/ProjectList.aspx>. The city is currently funding the design portion of this project in BARS #307-23-595-30-63-03 and has resources that are available in 307-97-508-80-00-00 up to minimum match required. A budget amendment (BA) would be made to identify funds for the construction of the project out of the ending fund balance. A BA occurs quarterly and is approved by the City Council.

13f. Provide additional information on any funds identified in the table above as unsecured. For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf

Future phases of construction along this corridor would be contingent on additional grant funding that the City will apply for once design is complete and as they become available. Typical resources and general dates are listed below:

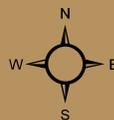
- Transportation Improvement Board (TIB) - 2014 / 2015
- KCPEC / PSRC - 2014 / 2015
- TIGER (if available) - 2014 / 2015
- Dept. of Ecology - 2014 / 2015



SR 203 Safety and Roadway Improvements

Vicinity Map

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**State Route 203 Safety Improvements and Road Reconstruction
2012 Countywide Call for Projects, WSDOT MP 13.9 to 14.6 site photographs**



South project limit near Big Rock Road, looking both north and south. Note the pedestrian walking along the shoulder.



Near the Copper Hill Square driveway; looking south toward NE 145th Street and north toward Kennedy Street. Note some roadway and pedestrian improvements are in place on the east side of the road, but do not connect to anything.



North and South views in the vicinity of the Coe Clemmons Creek culvert crossing, note the narrow shoulders; approximately 200' south of NE Valley Street.



North and South views near the north project limits north of Valley Street. The 08/09 project limits can be seen to the north in the distance.



Pedestrians with children and a stroller walking along the dangerously narrow SR 203 shoulder between NE Valley and Kennedy streets. Note how the motorist in the above picture is driving on the centerline of the roadway and that the pedestrians are virtually in the travel lane. This is a typical situation that occurs on a daily basis.

Additional Reference Sources

The current culvert at MP 14.57 is a high priority replacement project and is well documented by WSDOT on pages **34 and 35** of the *2010 Chronic Environmental Deficiencies [Annual Report](#)* (click for link)

WSDOT's Draft Site and Reach Assessment, for Coe Clemmons Creek at SR 203:

http://www.duvallwa.gov/Content/Public%20Works/Appendix%20C_WSDOT%20Reach%20Assesment.pdf

A Youtube video posted by a local Girl Scout and frequent roadway traveler:

<http://www.youtube.com/watch?v=X1xbCoPzDUI&feature=related>