

Chapter 5

Recommended Corridor Improvements

This chapter identifies the improvement option recommended by the Corridor Working Group (CWG).

1 What is the recommended Improvement Option for SR 164?

WSDOT worked with the Corridor Working Group to evaluate and select a recommended improvement option for this Corridor Planning Study (CPS). This CPS is the initial step toward obtaining funding and then implementation by the CWG partners.

- The Corridor Working Group recommends Improvement Option #2 as the locally preferred option for the State Route 164 Corridor Planning Study. (See Exhibit 5.1 - on the next page for an illustration of the recommended Improvement Option #2. See also Exhibit 5.4 and Exhibit 5.5 - later in this chapter - for illustrations of the recommended SR 164 Cross-Section and Cross-Section locations.)

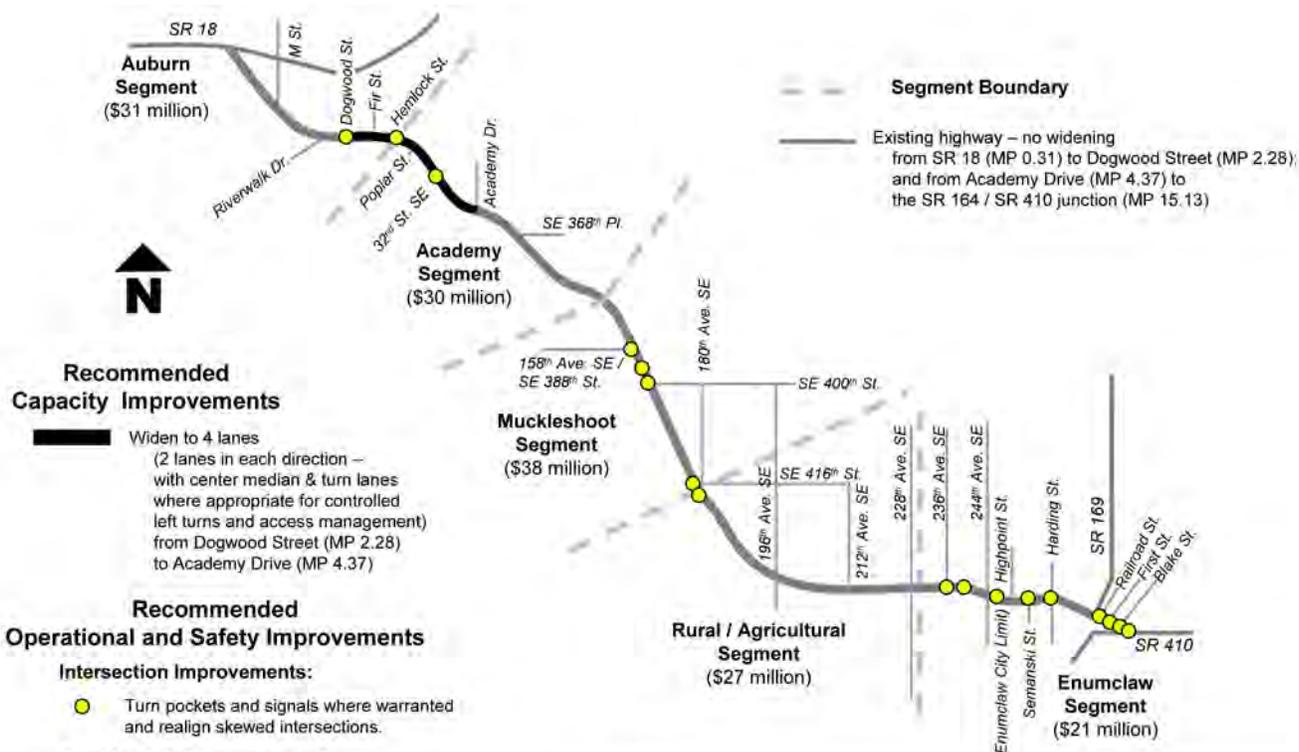
As explained in Chapter Four, Improvement Option #1 and Improvement Option #2 were analyzed through the evaluation process (criteria screenings, benefit-to-cost analysis, traffic impact analysis). Both options are estimated to improve safety and operations along the SR 164 corridor. The projects in

5-2 Recommended Corridor Improvements

Improvement Option #2 build upon those in Improvement Option #1 and provide additional needed capacity in the western portion of SR 164. The estimated benefits to safety and travel reliability provided by Improvement Option #2 are greater than those of Improvement Option #1.

Exhibit 5.1

SR 164 Recommended Improvements and Preliminary Project Costs*



* The preliminary project costs were developed for planning purposes only and should be viewed as a starting point when determining a final cost estimate for a proposed project. The preliminary project costs were created to help the corridor study process for the SR 164 Route Development Plan. The preliminary project costs are in 2005 dollars, are planning level and not based on engineering analysis. The estimates provided a generalized total for each segment based upon WSDOT experience with other projects of similar size and type. They do not account for potential environmental mitigation (including right of way), rising material costs or other unforeseen expenditures that may occur during design or construction. These factors may increase the final costs of individual projects.

Improvement Option #2 calls for the widening of SR 164 from its current configuration of one lane in each direction (from Dogwood Street - milepost 2.28 to Academy Drive - milepost 4.37). This proposed project improvement would create a four-lane highway section of the corridor with two lanes in each direction. Also recommended is the addition of a center median with turning lanes, where appropriate, to control left turns and access to and from the highway.¹

The Corridor Working Group recommends extending the widening of SR 164 from Dogwood Street east to Academy Drive, or as far east as possible given potential right-of-way issues. One benefit of this extension will be the construction of sidewalks for school children and providing bus drop-off and pick-up sites. The installation of a center median will provide refuge for vehicles attempting to safely enter and leave the roadway.

WSDOT and the City of Auburn will coordinate with Auburn School District No. 408 to jointly address the issue of safe pedestrian crossings when projects move to the design phase. The Auburn School District places student safety as their number one concern and they want to provide safe walking areas for their students. Comments from the school district mentioned numerous accidents in the vicinity of Chinook Elementary School with the need for improvements in pedestrian and vehicle safety in that area. The school district wants physical separation that will separate students from traffic where they are walking along SR 164. Landscape barriers or other physical barriers can be designed into the improvements.

Corridor improvement projects will address school bus stops, drop-offs, and sidewalks. Bus stop locations must be designed and engineered to provide adequate acceleration distances as buses pull back onto the highway. Coordination will facilitate locating acceptable spacing between pullouts where bus drivers can move out of the traffic stream to safely load and unload children in the mornings and afternoons. Other issues include not obstructing traffic flow and providing a reliable means of stopping traffic for school buses to reenter traffic.

¹ Only those driveways that do not satisfy site-distance standards for safe left turns onto the roadway would be restricted. Where such access must be restricted by a median or C Curb the design shall allow for a U-Turn at the next stop controlled intersection

2 How do the recommended projects improve SR 164 travel reliability and safety?

This CPS recommends the option described above containing transportation projects that would:

- Improve safety for drivers, pedestrians, and bicyclists by making targeted improvements throughout the corridor that address key locations with a high number of collisions
- Increase roadway capacity
- Improve transit facilities
- Improve bicycle and pedestrian facilities
- Improve operating conditions at specific intersections by installing intersection controls (appropriate potential improvements might be one or more of the following: traffic signals, turning lanes, stop signs, or roundabouts)
- Improve operating conditions by employing access management strategies. This may include: regulating driveway spacing, combining driveways, restricting left turns, and installing restrictive medians at appropriate access points. Another technique would be to encourage the development of parallel arterial networks or grids of alternative streets for local traffic.

3 How do the recommended projects improve transit on SR 164?

The SR 164 CPS recommended improvements contain projects developed from consulting with King County Metro that enhance bus stops and bus route capabilities as future demand for ridership grows. Potential transit improvements include installing:

- Bus pullouts
- Sidewalks
- Bus shelters

4 Did the CWG recommend a bypass option for SR 164?

- The Corridor Working Group recommends Bypass Option #1 and Bypass Option #3 for further analysis as the locally preferred options for the State Route 164 Corridor Planning Study.

The 2006 Washington State Legislature designated \$500,000 for a SR 164 Bypass Feasibility Study. In preparation for that study, the CWG has recommended two Bypass Options for further analysis.

The SR 164 CWG initially studied eight possible alignments for the bypass option. Through fatal flaw and traffic analysis the CWG was able to eliminate six of the candidates. The two remaining bypass options are Bypass Option #1 and Bypass Option #3.

An illustration and a description of the two bypass options are shown in Exhibits 5.2 and 5.3 on page 5.6. To review the eight initial bypass options see Chapter 4, Exhibit 4.2, page 4-7.

The feasibility study, which started in spring 2008, gathered additional information and involved preliminary engineering analysis and cost estimation to determine specific route alignment and configuration for a new facility connecting SR 18 with SR 164 and the Enumclaw Plateau community.

The Corridor Working Group eliminated Bypass Options #2 and #4 because they do not present significant benefits over the recommended bypass options selected to be studied further, while they do present a likely potential to negatively impact or encounter:

- historical and cultural artifacts
- preserved farmland (King County Agricultural District and Farmland Preservation Program)
- unstable slope conditions
- a historical structure near Auburn-Black Diamond Road (Neely House)
- issues with negotiating and acquiring the necessary right-of-way with multiple owners on a single site.

Exhibit 5.2

SR 164 CPS Recommended Bypass Options



Exhibit 5.3

Description of SR 164 CPS Recommended Bypass Options

This is a list of recommended improvements directed at increasing safety and addressing congestion. While improvements are suggested, future conditions can never be fully predicted. The specific design and detail of improvements will be determined during the design stage of each project.

Both bypass options are intended to be implemented along with the operational, safety, and capacity improvements in Improvement Option #2.

Bypass Option	Description	Location
# 1	R Street Bypass: Connecting SR 164 to SR 18 via a new grade-separated R Street / SR 164 interchange and a new R Street / SR 18 interchange via R Street	Leaving SR 164 via a new grade-separated R Street / SR 164 interchange, traveling north on R Street to a new R Street / SR 18 interchange
# 3	Noble Court to R Street Bypass: Connecting SR 164 to SR 18 via the Noble Court vicinity and a new R Street interchange	Leaving SR 164 in the Noble Court vicinity traveling northwest to a new R Street / SR 18 interchange

5 How much will the improvements cost?

The preliminary project costs were developed for planning purposes only and should be viewed as a starting point when determining a final cost estimate for a proposed project. The preliminary project costs were created to help the corridor study process for the SR 164 Corridor Planning Study. The costs listed are in 2005 dollars, are planning level, and are not based on engineering analysis. The estimates provided a generalized total for each segment based upon WSDOT experience with other projects of similar size and type. They do not account for potential environmental mitigation (including right-of-way), rising material costs, or other unforeseen expenditures that may occur during design or construction. These factors may increase the final costs of individual projects.

Exhibit 5.1 SR 164 Recommended Improvements and Preliminary Project Costs on page 5-2 displays the Planning Level Cost Estimates by corridor segment.

6 How will the improvements be developed over time?

The proposed improvement projects will be developed during the next 20 years. CPS's recommended proposed improvement projects have been sorted into three categories indicating the CWG's suggested order for phasing in the projects over time. This is not the likely order in which the projects will be developed, but a suggested order. The three categories are immediate-term projects, short-term projects, and long-term projects. Exhibit 5.4 on page 5-10 provides SR 164 Recommended Cross-Sections and Exhibit 5.5 on page 5-11 shows their locations. Lower cost Tier I projects are shown with an analysis and evaluation of benefit cost in Appendix G.

Immediate-Term Projects

Projects presented in Chapter 2 on pages 2-58 through 2-60, Exhibit 2.27 are considered immediate-term projects. These projects have either been completed, are underway, or have acquired funding. These projects were assumed in the year 2030 No Build traffic analysis conducted for this CPS.

Short-Term Projects

The CWG defined short-term projects as projects that have not been funded, but are most likely to receive funding and be able to be designed and constructed within the next 6 to 10 years. Refer to Exhibit C-2 for the complete list of recommended short-term projects.

Long-Term Projects

Long-term projects are also not funded at this time and the complexity and cost of these projects make implementation likely in an 11- to 20-year timeframe. Refer to Exhibit C-3 for the complete list of recommended long-term projects.

7 Are there other planning developments that need to be addressed?

Was a reversible lane considered?

A number of improvement projects were recommended and considered by the CWG. Some moved forward to become part of this Corridor Planning Study. Other projects were eliminated because their negative impacts or cost outweighed the benefits they provided. The CWG and WSDOT studied the possibility of incorporating a reversible lane option along SR 164 toward the White River Amphitheatre. The study team looked at the option of a reversible lane and weighed the trade-offs between corridor access, traffic flow, infrastructure needed, personnel needed, and cost. The reversible lane was found to be inconsistent with current traffic engineering and safety standards and was not an appropriate traffic tool for the SR 164 corridor environment.

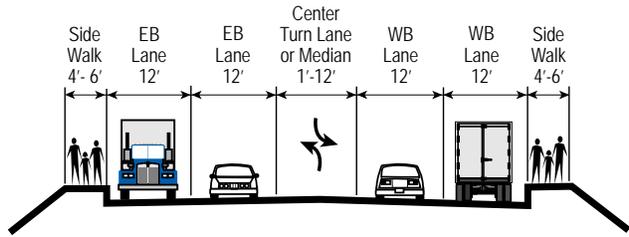
What about the proposed equestrian facility in the City of Enumclaw?

This is a list of recommended improvements directed at increasing safety and addressing congestion. While improvements are suggested, future conditions can never be fully predicted. The specific design and detail of improvements will be determined during the design stage of each project. Planning is a dynamic process. Unforeseen changes in land use will arise; when they do the appropriate jurisdiction will incorporate the changes into their comprehensive plan. The comprehensive plan will be submitted for coordination and approval with the regional and state plans.

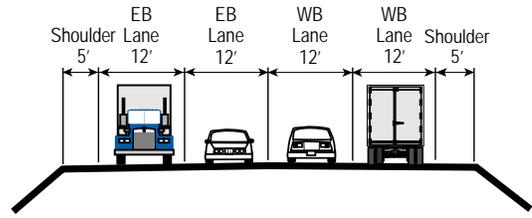
The King County Fairgrounds were transferred to the City of Enumclaw in January 2007. The facility was renamed the Enumclaw Expo Center (EEC). The EEC is planned for major redevelopment within the 2030 horizon.

Exhibit 5.4

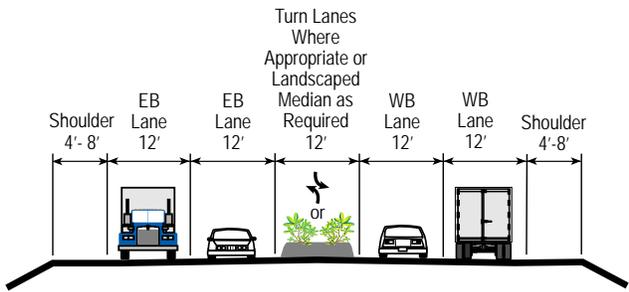
SR 164 Recommended Cross-Sections



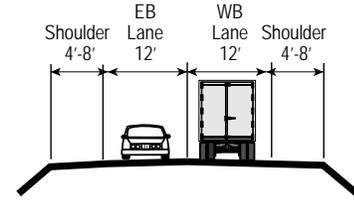
1 SR 18 to East of M Street
 Milepost 0.31 to Milepost 1.34
 West of Riverwalk Drive to Dogwood Street
 Milepost 1.66 to Milepost 2.28



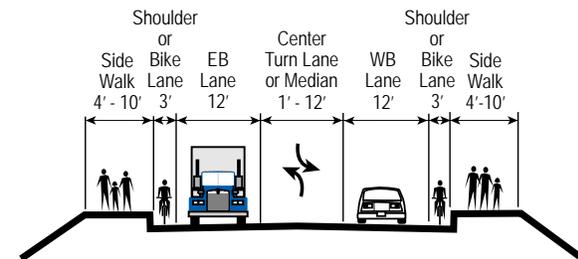
2 East of M Street to West of Riverwalk Drive
 Milepost 1.34 to Milepost 1.66



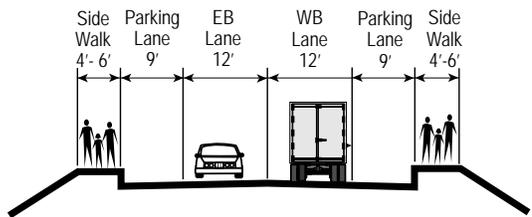
3 Dogwood Street to Academy Drive
 Milepost 2.28 to Milepost 4.37



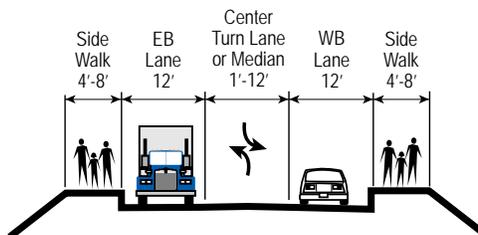
4 Academy Drive to Highpoint Street
 Milepost 4.37 to Milepost 13.57



5 Highpoint Street to Wells Street
 Milepost 13.57 to Milepost 14.11



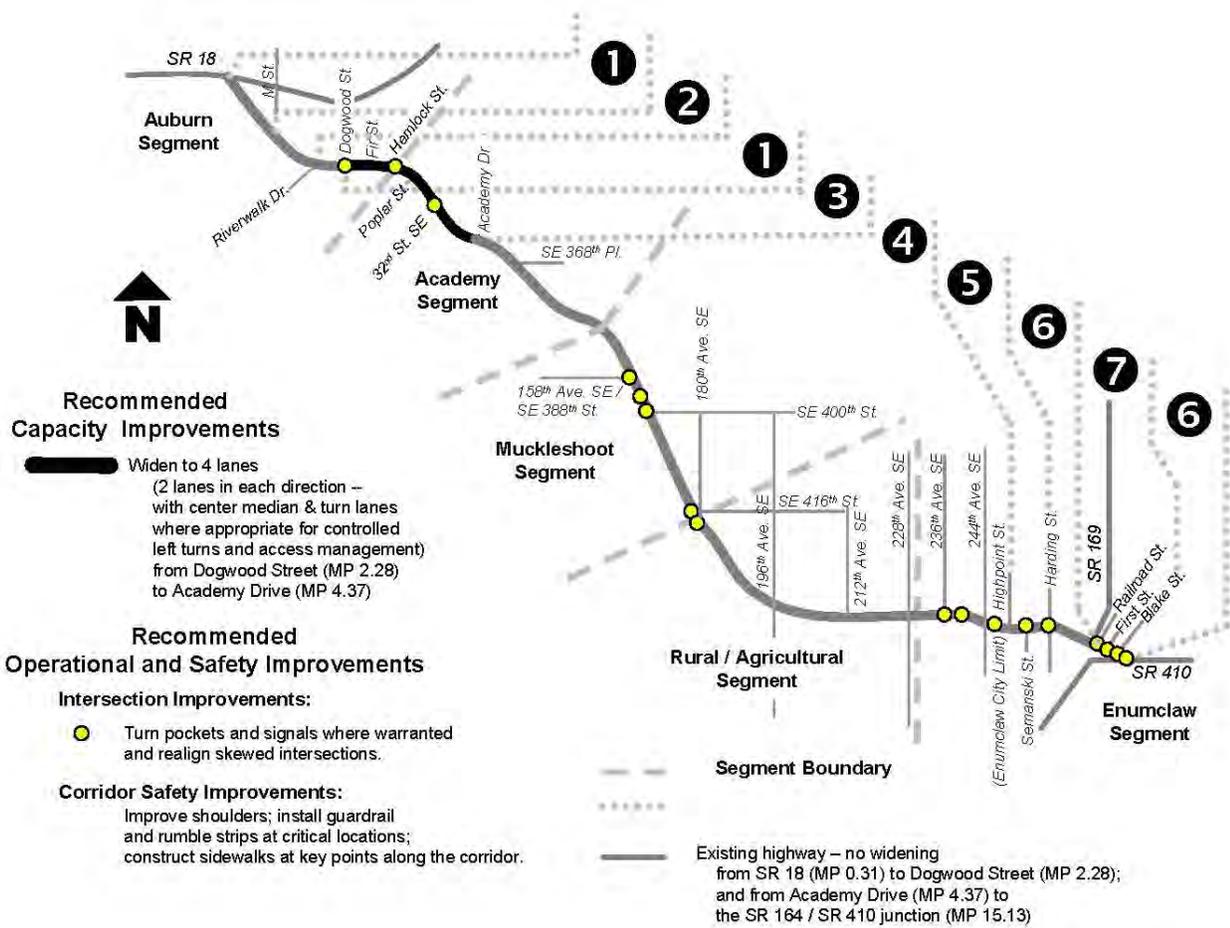
6 Wells Street to Railroad Street
 Milepost 14.11 to Milepost 14.68
 Blake Street to SR 410
 Milepost 14.94 to Milepost 15.13



7 Railroad Street to Roosevelt Avenue (SR 410)
 Milepost 14.68 to Milepost 14.94

Exhibit 5.5

SR 164 Recommended Cross-Section Locations



8 How did the SR 164 Bypass Feasibility Study update bypass options?

Based on the traffic analysis results, a new bypass facility between SR 164 and SR 18, such as those assumed under the Grid Option or Dogwood Option, would likely provide congestion-reduction benefits along SR 164 compared to a No-Action (baseline) alternative by shifting traffic demands away from the core SR 164 “hot-spot” locations within the study area (e.g., the on- and off-ramps at the SR 18/Auburn Way interchange). By drawing traffic to a new bypass connector, critical eastbound backups on SR 18 in the existing Auburn Way interchange area (particularly during the evening commute hours) may also be reduced.

The results of this study are two general alignment concepts or bypass themes that could be evaluated in a more detailed alternative selection process, environmental review, and preliminary design effort. Additional alternatives and development of a preferred alternative would be part of a future environmental review process, if additional study on a bypass facility is pursued.

Two alignment options, the Dogwood Option and the Grid Option, were developed and evaluated in this SR 164 Bypass Feasibility Study. These two options are slightly different than the options recommended for further analysis in this corridor planning study, despite similarities in terms of general connection points and capacity assumptions. As described in this SR 164 Corridor Planning Study, the CWG recommended Bypass Option #1 and Bypass Option #3 for further analysis as the locally preferred options.

The SR 164 Bypass Feasibility Study builds on the findings and recommendations of the SR 164 Corridor Planning Study to continue investigating potential improvements for the westernmost segment of SR 164 between Auburn Way and Dogwood Street. The intent of the study is to assess the benefits and challenges related to a new bypass connector for the SR 164 corridor within the study area and to highlight issues for future consideration.

Chapter 6

Next Steps

Chapter 6 provides an overview of the next steps toward obtaining funding and initiating implementation of the improvements along the SR 164 corridor.

1 What are the next steps?

Given the existing demands for funding for other transportation projects in Washington State, it was important for the local communities to agree on the safety and mobility projects for SR 164 that may be implemented as funding becomes available. The SR 164 Corridor Planning Study is an important first step toward obtaining funding for improvement projects.

It is intended that the recommended projects within this CPS will be incorporated into regional and state transportation plans. This will allow each project to apply for funding from federal, state, and local sources. Some projects will move forward as WSDOT projects while others will be implemented collaboratively with partner agencies, or will be done entirely by local agencies. Once funding is available, each project will undergo design and environmental analysis.

The corridor segment costs were broken down into twelve intersection projects. Cost estimates and benefit/cost ratios were completed for these intersections. The intersection projects are itemized in the Implementation Action Matrix that follows. The cost analyses for these projects are found in Appendix G – Project Cost Data.

Exhibit 6.1

Implementation Action Matrix for SR 164 Intersection Projects

ID #	Location	Recommendations	WTP Investment Guideline P, S, EV, M, EQ	HSP Implementation S, M, L	Estimated Costs	Funding Sources	Funding Programmed (Biennium)	Agency Responsible for Securing Funding	Partners/Resources	Priority Rank	Implementation Considerations
11	Dogwood Street SE	Reconstruct the existing traffic signal & I/S to provide dual left turns for EB left-turns	S, M	S	\$1,150,000	TBD	Unknown	Auburn	Auburn, King County, Muckleshoot Tribe, WSDOT	Unknown	Cost, Funding
14	Hemlock Street SE	Address I/S sight distance & provide ped. improvements by shifting SR 164 to south. May require installing traffic signal control and relocating power pole utilities	S, M	S	\$1,924,000	TBD	Unknown	Auburn	Auburn, King County, Muckleshoot Tribe, WSDOT	Unknown	Cost, Funding, Design
21	32 nd Street SE	Install traffic signal system, provide I/S ped. improvements, & warning signage	S, M	S	\$434,000	TBD	Unknown	Auburn	Auburn, King County, Muckleshoot Tribe, WSDOT	Unknown	Funding
32	SE 416 th Street to 180 th Ave. SE	Provide left turn channelization & crosswalk at 416 th to accom. traffic resulting from closing 180 th	S, M	S	\$250,000	TBD	Unknown	King County	King County, Auburn, Enumclaw, Muckleshoot Tribe, WSDOT	Unknown	Funding, Design
42	228 th Avenue SE	Provide I/S pedestrian improvements and warning signage	S	S	\$97,000	TBD	Unknown	King County	King County, Auburn, Enumclaw, Muckleshoot Tribe, WSDOT	Unknown	Funding
44	236 th Avenue SE	Construct enclosed drainage to fill in ditches, widen corner radii, and widen to construct left turn channelization, provide pedestrian improvements & warning signage	S, M, EQ	S	\$2,262,000	TBD	Unknown	King County	King County, Auburn, Enumclaw, Muckleshoot Tribe, WSDOT	Unknown	Cost, Funding, Design, Environmental
50	Semanski Street	Install traffic signal, turn channelization, and provide pedestrian improvements – curb ramps/crosswalks, and relocate OH utilities for signal mast arms	S, M	S	\$685,000	TBD	unknown	Enumclaw	Enumclaw, King County, Muckleshoot Tribe, WSDOT	Unknown	Cost, Funding, Design

Exhibit 6.1 (continued)

Implementation Action Matrix for SR 164 Intersection Projects

53	Harding Street	Provide I/S pedestrian improvements and warning signage	S	S	\$35,000	TBD	Unknown	Enumclaw	Enumclaw, King County, Muckleshoot Tribe, WSDOT	Unknown	Funding
56	Wells Street	Improve sight distance and traffic flow by removing parking stalls and constructing turn channelization and provide intersection ped improvements and warning signage	S, M	S	\$84,000	TBD	Unknown	Enumclaw	Enumclaw, King County, Muckleshoot Tribe, WSDOT	Unknown	Funding, Public Acceptance
(no #)	Cole Street	Improve sight distance and traffic flow by removing parking stalls and constructing turn channelization and sidewalk improvements, modify or install new traffic signal	S, M	S	\$381,000	TBD	Unknown	Enumclaw	Enumclaw, King County, Muckleshoot Tribe, WSDOT	Unknown	Funding
58	Railroad Street	Improve sight distance and traffic flow by removing parking stalls and constructing turn channelization and provide intersection ped improvements and warning signage	S, M	S	\$40,000	TBD	Unknown	Enumclaw	Enumclaw, King County, Muckleshoot Tribe, WSDOT	Unknown	Funding, Public Acceptance
59	First Street	Provide intersection ped improvements and warning signage	S	S	\$35,000	TBD	Unknown	Enumclaw	Enumclaw, King County, Muckleshoot Tribe, WSDOT	Unknown	Funding

Code:

WTP Investment Guideline > P=Preservation, S=Safety, EV=Economic Vitality, M=Mobility, EQ=Environmental Quality

HSP Implementation > S=Short-Range, M=Mid-Range, L=Long-Range

TBD = to be determined

The next steps for this CPS process are to:

Incorporate this CPS into the next Local and Regional Transportation Plans:

This CPS will be used to identify future roadway needs and incorporate them into each partner's local transportation plan. Additionally, including the projects from the CPS in the regional transportation plan will qualify the projects for federal funding that becomes available.

Incorporate this CPS into the next Statewide Transportation Plan:

This CPS will be used to identify future roadway needs and incorporate them into the Washington State Highway System Plan (HSP) and the Washington Transportation Plan (WTP).

Monitor and Pursue Funding Sources:

WSDOT and the Corridor Working Group will continue to monitor and pursue various funding from local, state, and federal sources for improvements recommended in this CPS.

Project Design, Environmental Review, and Public Involvement:

As funding becomes available, WSDOT and/or its partner agencies will complete necessary project design and prepare the appropriate national and state environmental documents for each proposed project. Public input is solicited throughout the project development.

2 Are there any issues that may require additional consideration?

Additional concepts related to improving SR 164 have been presented by partnering members of the CWG. These concepts would include:

Proposed equestrian facility in the City of Enumclaw

One recent change under discussion is a proposed transfer of King County property to the City of Enumclaw for development as an equestrian facility. This was neither foreseen, nor factored into the underlying analysis that led to this Corridor Planning Study. If such a transfer and development occurs the impacts will need to be factored into the effected recommended projects included in this Corridor Planning Study.

Auburn Bypass Feasibility Study

The 2006 Washington State Legislature designated \$500,000 for a SR 164 Bypass Feasibility Study. In preparation for that study, the CWG recommended two bypass options for further analysis.

The SR 164 CWG initially studied eight possible alignments for the bypass option. Through fatal flaw and traffic analysis the CWG was able to eliminate six of the candidates. The following is a list of some impacts the CWG considered in eliminating potential alignments:

- historical and cultural artifacts
- preserved farmland (King County Agricultural District and Farmland Preservation Program)
- unstable slope conditions
- a historical structure near Auburn-Black Diamond Road (Neely House)
- issues with negotiating and acquiring the necessary right-of-way with multiple owners on a single site

The two remaining bypass options are Bypass Option #1 and Bypass Option #3. An illustration and a description of the two bypass options are in Exhibits 5.2 and 5.3 (on page 5-6). To see the eight initial bypass options see Chapter 4, Exhibit 4.2, page 4-7.

The feasibility study, which started in spring 2008, gathered more information and involved preliminary engineering analysis and cost estimation to determine the feasibility of a bypass, a potential specific route alignment, and configuration for a new facility connecting SR 18 with SR 164 and the Enumclaw Plateau community.

Since the agreement on the recommended projects for this SR 164 CPS and the representatives from the City of Auburn, the Muckleshoot Indian Tribe, and King County were able to agree on elimination of Bypass Option #3 and are pursuing a detailed examination of potential alignments for Bypass Option #1.

Option 1 would provide a new connection from SR 164 between R Street and Riverwalk Drive (in the south) to SR 18 near V Street SE (in the north). Due to the breadth of study area being considered for this option, potential variations in the alignment in terms of horizontal geometry and connections to/from SR 164 are likely. As such, up to three alignment options shall be developed and studied for this effort.

These concepts are not included as part of the recommended improvement options for this CPS.

3 What sources could potentially be used to fund SR 164 improvement projects?

Federal, state, and local governments have a variety of funding sources available for transportation projects. The following discussion provides an overview of these sources.

Federal Funding Sources

On August 10, 2005, the federal transportation bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act - a Legacy for Users (SAFETEA-LU) was signed into law by the President. This is the third iteration since Congress established the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. Appendix D: SAFETEA-LU Federal Funding Sources contains additional information on this federal funding.

SAFETEA-LU was preceded by the Transportation Equity Act for the 21st Century (TEA-21) which expired on September 30, 2003. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in U. S. history.

These sources include:

- Highway Bridge Program
- Surface Transportation Program
- Highway Safety Improvement Program
- High Priority Projects Program
- Congestion Mitigation and Air Quality
- Federal Lands Highways Program
- Recreational Trails Program
- Scenic Byways
- Safe Routes to School
- Transportation, Community, and System Preservation Program
- State Infrastructure Bank

State and Local Funding Sources

In addition to federal funding sources, there are a number of local and state funding sources which may provide funding for SR 164 improvements. These sources are presented in Exhibit 6.1 starting on this page.

Exhibit 6.2

Potential State and Local Funding Sources

Funding Program	Description
The Motor Vehicle Fuel Tax	The Motor Vehicle Fuel Tax is the primary funding source of state highway maintenance, construction, and arterial construction projects in Washington State. In addition, the state-shared Motor Vehicle Fuel Tax is a significant funding source of local highway maintenance and arterial construction. Any increase of this tax must be approved by the Legislature or the voters.
Arterial Improvement Program (AIP)	This program provides funding for arterial street improvements to reduce congestion, improve safety, and address roadway geometrics or structural deficiencies. Funding is available for cities and portions of counties within urban areas, and projects are selected through a competitive process. The program is administered by the Transportation Improvement Board (TIB).
City Hardship Assistance Account (CHAA)	This program provides funding to offset extraordinary costs associated with the transfer of state highways to cities having populations under 20,000. Eligible projects include any transferred state highway that has extraordinary maintenance needs. Projects are selected through a competitive process based on structural condition, collision experience, and relationship to other local agency projects. The program is administered by TIB.
Pedestrian Safety and Mobility Program (PSMP)	This program provides funds to projects that promote pedestrian mobility and safety as a viable transportation choice; e.g. provide access and address system continuity and connectivity of pedestrian facilities. Projects are selected through a competitive process and the program is administered by TIB.
Small City Program (SCP)	This program funds projects for small cities (under 5,000 population) that are selected through a competitive process based on the condition of the pavement, roadway geometrics, and safety. The program is administered by TIB.
Transportation Partnerships Program (TPP)	This program provides funding for transportation projects to relieve congestion caused by economic development or growth in urban counties/cities with populations over 5,000 or in Transportation Benefit Districts that encourage economic development and public/private partnerships. Projects must be consistent with regional, state, and local transportation plans, and must be partially funded by local contributions. It is a TIB-administered program.
Rural Arterial Program (RAP)	This is a state fund for financing arterial road improvements in rural areas. Funds are distributed to the counties in the form of project grants to improve rural arterial and collector roads and to provide transportation engineering assistance. Counties compete regionally for funds by submitting projects that are rated against objective criteria established for each region.
County Arterial Preservation Program (CAPP)	This state-funded program is designed to assist counties to preserve their existing paved arterial road network. Eligible counties must use a pavement management system.

Exhibit 6.2 (continued)

Potential State and Local Funding Sources

Funding Program	Description
Public Works Trust Fund (PWTF)	This is a loan program developed by the State Department of Community, Trade, and Economic Development and administered by the Public Works Board to provide low interest loans to local governments to complete needed infrastructure improvements.
Freight Mobility Strategic Investment Board (FMSIB)	This program provides state funds to be combined with partnership funding from freight mobility and freight mitigation projects along strategic freight corridors.
Local Funding Sources	When a state highway runs through a city with a population of 22,500 or more, state mandates require the city to assume costs for maintenance, signalization, access for disabled persons, and most traffic control. Transportation funding sources at the local (jurisdiction) level generally include property tax for highway projects and sales tax for transit projects. Other sources of revenue for highway projects include monies from street use permits, traffic impact fees, Local Improvement Districts (LIDs), stormwater management fees, and developer funding.
King County Metro Funding	King County Metro is the lead agency for funding improvements along the SR 164 corridor that are transit related. Metro could dedicate funding to improve speed and reliability, passenger comfort, and other Transportation Systems Management (TSM) options such as carpooling and vanpooling. Improvements might include enhanced transit service, such as increasing transit frequency or additional routes. Passenger comfort improvements could include transit stop improvements, such as shelters, ADA accessible pads, and improved signage. King County Metro would also be the lead agency in providing improvements to park-and-ride facilities. Metro could also improve speed and reliability of service through cost-sharing of signal synchronization and potential installation of transit signal priority (TSP) systems.

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