

# Chapter 6 Next Steps

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*Chapter 6 provides an overview of the next steps towards obtaining funding and initiating implementation of the improvements along the SR 169 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 169 that may be implemented as funding becomes available. The SR 169 Route Development Plan is an important first step toward obtaining funding for improvement projects.

It is intended that the recommended projects within this RDP 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 next steps for this RDP process are to:

- Incorporate this RDP into the next Local and Regional Transportation Plans:

This RDP will be used to identify future roadway needs and incorporate them into each partner's local transportation plan. Additionally, by including the projects from the RDP in the regional transportation

plan will qualify the projects for whatever federal funding that becomes available.

- Incorporate this RDP into the next Statewide Transportation Plan:  
This RDP 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 RDP.
- 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 Involvement takes place throughout the project development.

## **2 Are there any issues that may require additional consideration?**

Recently, additional concepts related to improving SR 169 have been presented by partnering members of the CWG. These concepts would involve:

- Establishing a truck bypass route in Enumclaw
- Developing a parallel arterial to SR 169 along key sections of Black Diamond and Maple Valley

These concepts will be considered; however, they are not at this time included as part of the recommended improvement option for this RDP.

Additional consideration will also need to be given to the recommended improvements between 152<sup>nd</sup> Avenue SE (milepost 22.08) and the SR 169 / I-405 interchange

(milepost 25.23). The main improvement calls for widening SR 169 from four lanes to six lanes with a two-way center turn lane or a center restrictive median as required by regulations.

These projects are currently not funded. It is not known when they will acquire funding, but at that time they will be analyzed as a part of the normal WSDOT project development process. The proposed improvements will be analyzed with sensitivity to the other land uses along the corridor (i.e. recreational facilities such as: the King County Cedar River Regional Trail, Maplewood Golf Course, and Renton’s Riverview Park). A number of factors will be discussed including (but not limited to) impacts to the right-of-way, environment, access management techniques, and state standards for this highway segment’s classification. This analysis will take place during the normal preliminary design and environmental review phases of project development. These projects will also likely be discussed as a part of each project’s public outreach and involvement program.

### **3 What sources could potentially be used to fund SR 169 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 and 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 Inter Surface Transportation Act (ISTEA) in 1991. 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 United States history.

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#### **Appendix E**

Appendix E contains additional information about federal transportation funding programs contained as part of SAFETEA-LU.

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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 169 improvements. These sources are presented in Exhibit 6.1 starting on the next page.

## Exhibit 6.1

**Potential State and Local Funding Sources**

Funding Program	Description
<b>The Motor Vehicle Fuel Tax</b>	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.
<b>Arterial Improvement Program (AIP)</b>	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).
<b>City Hardship Assistance Account (CHAA)</b>	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.
<b>Pedestrian Safety and Mobility Program (PSMP)</b>	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.
<b>Small City Program (SCP)</b>	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.
<b>Transportation Partnerships Program (TPP)</b>	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.
<b>Rural Arterial Program (RAP)</b>	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.
<b>County Arterial Preservation Program (CAPP)</b>	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.
<b>Public Works Trust Fund (PWTF)</b>	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.

**Exhibit 6.1  
Potential State and Local Funding Sources**

Funding Program	Description
<b>Freight Mobility Strategic Investment Board (FMSIB)</b>	This program provides state funds to be combined with partnership funding from freight mobility and freight mitigation projects along strategic freight corridors.
<b>Local Funding Sources</b>	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 moneys from street use permits, traffic impact fees, Local Improvement Districts (LIDs), stormwater management fees, and developer funding.
<b>King County Metro Funding</b>	King County Metro is the lead agency for funding improvements along the SR 169 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.