CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Pam Bissonnette, Interim Public Works Director

Date: February 20, 2014

Subject: Transportation 2040 Update Review

RECOMMENDATION:

It is recommended that the Council authorizes the Mayor to sign the attached letter to Puget Sound Regional Council (PSRC) conveying the City of Kirkland's comments on the Draft Transportation 2040 Update.

BACKGROUND DISCUSSION:

Introduction

Transportation 2040, the region's transportation plan, is being updated. Transportation 2040 gives the regional view of where transportation is headed in the next 30 years, and it fulfills the federal requirement that each metropolitan region complete a Transportation Plan. Council was involved with the preparation of the Transportation 2040 plan and was generally comfortable with the plan as evidenced by the comment letter submitted in March of 2010 (Attachment 1). Transportation 2040 and the current update were prepared by the Puget Sound Regional Council (PSRC), which is our region's metropolitan planning organization. Transportation projects receiving federal funds must be consistent with the plan.

At least every four years Transportation 2040 must be updated, and that is the reason for the current update. The next major look at the Plan is scheduled for 2018. Comment is being sought on the current Draft Update to Transportation 2040 (referred to in this memo as "Update") through March 10, and the Update is scheduled to be adopted by the PSRC in May of 2014.

Transportation 2040, on which the Update is focused, is available on line, and due to its size is linked from the PSRC website; 13 appendices are also available at the PSRC website. An Executive Summary of Transportation 2040 is included as Attachment 2. The Update to Transportation 2040 does not modify any of the underlying policies, goals or principles of Transportation 2040; it serves as a standalone update and supplement to Transportation 2040.

The entire Update is included here as Attachment 3. Due to their size, appendices to the Update are not included in the memo but are linked from the PSRC website. The Update's first

chapter serves as an Executive Summary and is included as Attachment 4. Near the end of Chapter 2 is a helpful table that summarizes changes included in the Update. Those pages are excerpted as Attachment 5.

Review of document

Chapters 1 and 2 (pages 6 to 26 of Attachment 3) are explanatory and give an overview of the themes of the Update.

Chapter 3 (beginning on page 27 of Attachment 3) describes three Core Areas of the Update; Prioritization, State of Good Repair, and Financial Strategy. At a high level, each of these areas meshes well with principles that Kirkland supports, namely prioritizing projects that meet adopted goals, emphasizing maintenance of pavement and traffic signal systems and making sure that plans are financially constrained and based on realistic revenue and expense projections. The Update deals with the fact that revenues have not increased at rates initially anticipated in Transportation 2040. Over the life of the plan, gas tax revenue is forecast to decrease and revenue from sources such as tolling are expected to increase. Projects have been updated, and an increase in maintenance (State of Good Repair) expenditures has been included.

Chapter 4 (beginning on page 38 of Attachment 3) identifies areas of Transportation 2040 that require updates due to statutory or other changes. Subjects that may be of interest to the Council include:

- Active Transportation
- Transportation Demand Management
- Growing Transit Communities
- Intelligent Transportation Systems

An Active Transportation Plan (link to plan --minus attachments-- on PSRC website) has been developed for the region. It addresses facilities and programs for all ages and abilities, similar to the types of projects Council has supported for Kirkland's Transportation Master Plan update. Maps of the regional bike network are shown in Attachment A of Appendix O on the PSRC website. The most Kirkland specific map is excerpted below in Figure 1. Importantly, the Cross Kirkland Corridor (CKC) and other regional routes are shown. However, a portion of Lake Washington Boulevard is not mapped as part of the regional network, and it should be. City staff is in communication with PSRC staff on this matter. Also, bike lanes recently completed on 100th Avenue between NE 124th and NE 132nd Streets should be reflected on the map. Finally, Juanita Drive should be a Tier 1 route due to its high volume of cyclists.

Both Transportation Demand Management (TDM) and Growing Transit Communities are treated in a manner that is consistent with and supportive of past efforts and future plans of the City of Kirkland. For example, Kirkland has implemented TDM strategies in Totem Lake and the City is a signatory to the regional Growing Transit Communities compact.

Chapter 4 also includes support for Intelligent Transportation Systems (ITS) strategies and other innovations in transportation technology.

Figure 1 Regional Bike network in Kirkland area

The first part of Chapter 5 (pages 56 and 57 of Attachment 3) contains a description of the changes in regional project lists that were necessary to balance the revised financial forecasts. In summary, because of a reduction in forecast revenues, the list of regional projects that is a component of Transportation 2040 needed to be revised in order to make the plan financially balanced. (Attachment 6 is a spreadsheet of all the regional projects and Attachment 7 is a set of project maps). In order to accomplish this balancing, some projects were moved from the *constrained* to the *unprogrammed* list. The constrained list contains those projects where the total cost is within the revenue forecast. The cost of unprogrammed projects does not fit within this forecast. Although projects on the unprogrammed list are still eligible for federal funding for planning and up to 10% design, they are not eligible for federal funding of other stages of project development such as right-of-way acquisition and construction.

PSRC conducted a screening exercise to determine candidate projects to move from the constrained to the unprogrammed list. Projects that did not score above the lowest quartile of a Prioritization exercise[1] or that were scheduled for completion later than 2031 were candidates for movement to the unprogrammed portion of the plan. There were two projects in Kirkland on the constrained regional project list prior to the movement of projects from constrained to unprogrammed lists. The first was widening 124th Avenue from NE 85th to NE 124th Streets and the second was the Cross Kirkland Corridor. The Cross Kirkland Corridor project remained in the constrained portion of the Plan.

Via the PSRC Boards, Kirkland agreed to have the 124th Avenue NE project divided and the southern portion (widening to three lanes of between NE 85th and NE 116th Street) moved from the constrained to the unprogrammed list. This was due to the fact that although the southern part of the project has an acceptable prioritization score, it is scheduled for completion in the second decade of Transportation 2040, and Kirkland is not actively pursuing the project at this time. The north part of the project – widening 124th Avenue NE to five lanes between NE 116th and NE 124th Streets in Totem Lake - is still in the constrained plan. The regional project list is scheduled to be reconsidered in 2016.

Maps and project lists in the update (Appendix N PSRC website) currently do not accurately reflect this change, and City staff is working with PSRC staff to correct the materials.

Similarly, although a project for the CKC that includes an interim trail, pedestrian and bicycle facilities, and ultimately, transit, is included on the constrained project list, it does not appear in the maps associated with the project lists (page 4 Attachment 7). City staff is working with PSRC staff to correct this error as well.

Sound Transit is the sponsor of a project in the unconstrained plan to build commuter rail on the Eastside Rail Corridor (ERC). This project is a placeholder for any future work on the Corridor and does not represent a commitment to such a project. The draft comment letter requests that the transit designation from Bellevue to Totem Lake along the CKC be changed from commuter rail to "High Capacity Transit." Sound Transit is currently studying several options on the ERC, as part of their efforts to update their Long Range Plan and therefore has

[1] The Prioritization used the same method as described on page 8 of attachment 3 and further outlined in Appendix P of the Update.

not made a commitment to commuter rail. Prior to the Sound Transit Board putting a plan before the voters (in November 2016 at the soonest), projects in Transportation 2040 will be revised.

Chapter 6 (beginning on page 65 of Attachment 3) outlines a plan for the 2018 major update of Transportation 2040; this work will begin in earnest in late 2015. A minor update is planned for 2016.

A draft comment letter to the Puget Sound Regional Council outlining Kirkland's concerns raised in this memo is included for Council's consideration as Attachment 8. Staff is seeking final input and direction on the letter and Council approval for the Mayor to sign the letter.

Attachments:
1 – 2010 Letter to PSRC
2 – Transportation 2040 Executive Summary
3 – Transportation 2040 Update
4 – Update Executive Summary
5 – Table from Chapter 2
6 – Regional Project List
7 – Regional Capacity Maps
8 – Draft Letter to PSRC

Attachment 1

March 3, 2010

Ms. Marina King, PSRC,
1011 Western Ave #500,
Seattle, WA 98104

Dear Ms. King:

Thank you for the opportunity to comment on the draft Transportation 2040 Plan document.

The City of Kirkland has been closely following development of Transportation 2040. PSRC staff has briefed our Transportation Commission on two occasions and last summer the City submitted comments on the Draft EIS. We appreciate the fact that most of our comments were addressed in the draft document.

To restate some of our interests, moving to new funding mechanisms for our transportation system, in keeping with the City of Kirkland's adopted policies on pricing is particularly important to us. Other interests include increasing local transit in the short term and providing bicycle and pedestrian facilities throughout the region. It's also important that the constrained plan include a balanced set of improvements from I-405 to Intelligent Transportation Systems and to Demand Management Programs. Specifically, high capacity transit linking the Urban Center of Totem Lake and Bellevue should be shown in the constrained portion of the plan. Such a link is shown on the Sound Transit master plan and is a likely component of the next Sound Transit vote, which will probably take place during the life of the plan.

As you finalize the Plan, we hope that you will consider the issue of limiting greenhouse gas (GHG) emissions more aggressively. This is important because the transportation sector contributes approximately 50% of the greenhouse gas emissions in our region. Although the draft Plan includes a GHG reduction goal, many cities, including Kirkland, have adopted more rigorous goals calling for GHG levels 80% below 2005 levels by 2050. Kirkland has worked with the International Council for Local Environmental Initiatives (ICLEI) and the Puget Sound Clean Air Agency to develop our targets. The City of Kirkland would be pleased to work with the PSRC on this issue. Exploring all aspects of energy conservation are important, including smarter design and engineering of highways in order to reduce the resources vehicles need to operate on them.

Finally, because the City of Kirkland has received Congestion Mitigation and Air Quality funding for development of programs in our Totem Lake Growth and Transportation Efficiency Center, maintenance and development of the GTEC should be shown in the constrained portion of the plan (appendix B. page 48).

Thank you once again for you work on Transportation 2040 and for your consideration of our comments.

Sincerely,

Kirkland City Council

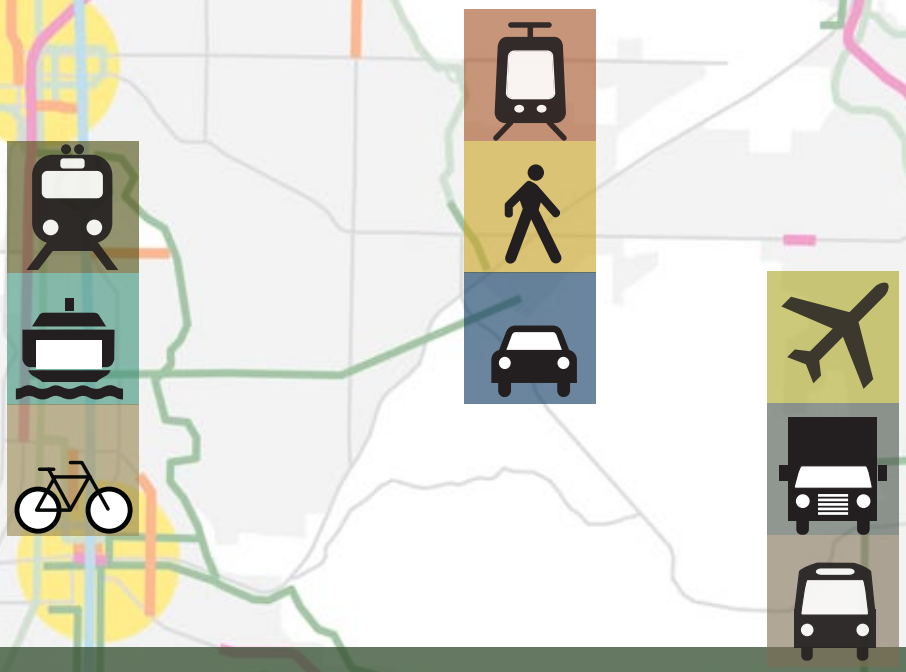
By Joan McBride, Mayor

Attachment 2

Transportation 2040

toward a sustainable transportation system

Executive Summary



MAY 20, 2010

Puget Sound Regional Council

Puget Sound Regional Council
PSRC

Funding for this document provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation. PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see http://www.psrc.org/about/public/titlevi or call 206-464-4819. Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090. TDD\TTY: 206-464-5409.

Additional copies of this document may be obtained by contacting:

Puget Sound Regional Council, Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035

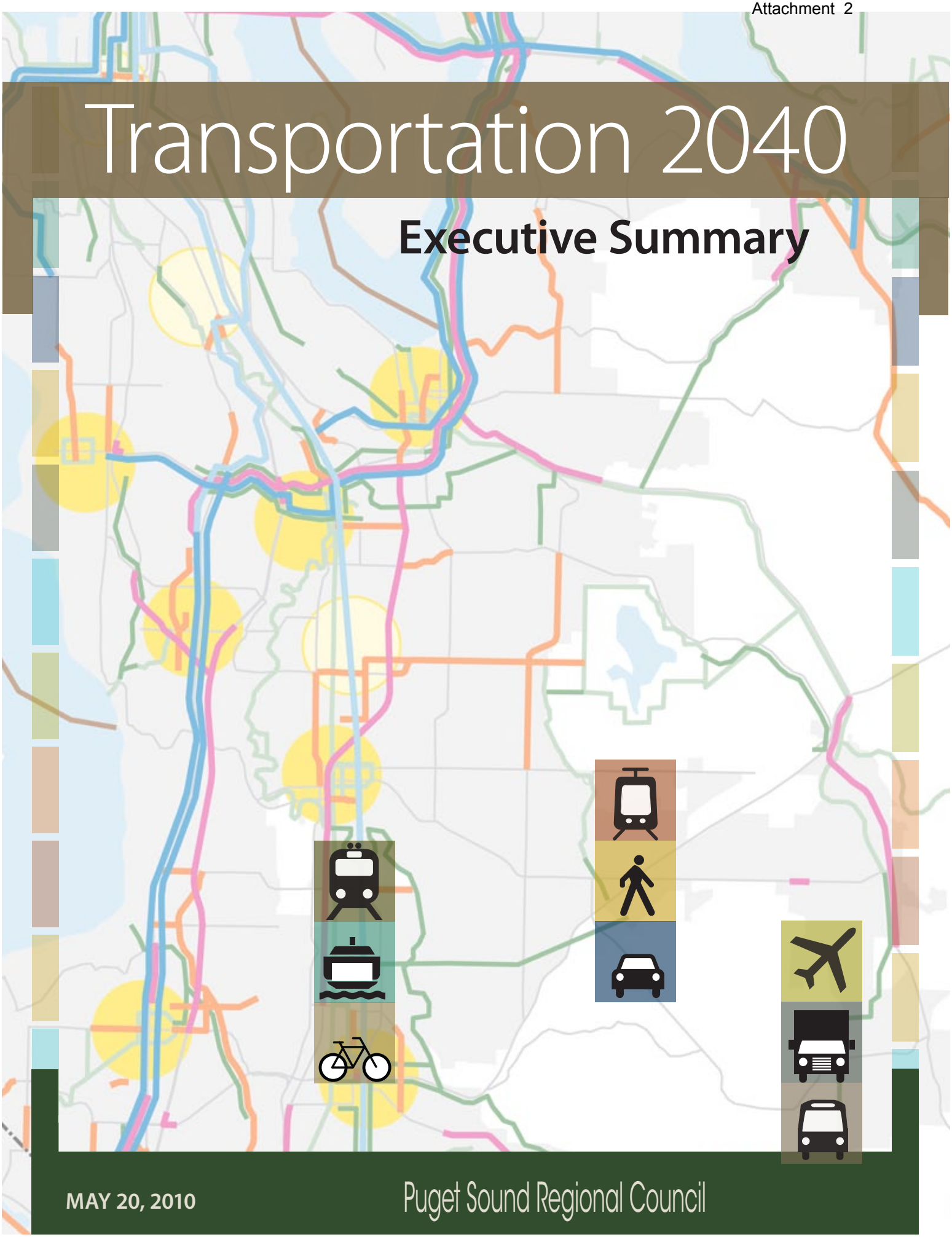
206-464-7532 • FAX 206-587-4825

info@psrc.org • www.psrc.org

Attachment 2

Transportation 2040

Executive Summary



MAY 20, 2010

Puget Sound Regional Council

City of Tacoma

What is a regional transportation plan?

A comprehensive document that states the objectives and actions for the region to meet its mobility needs.

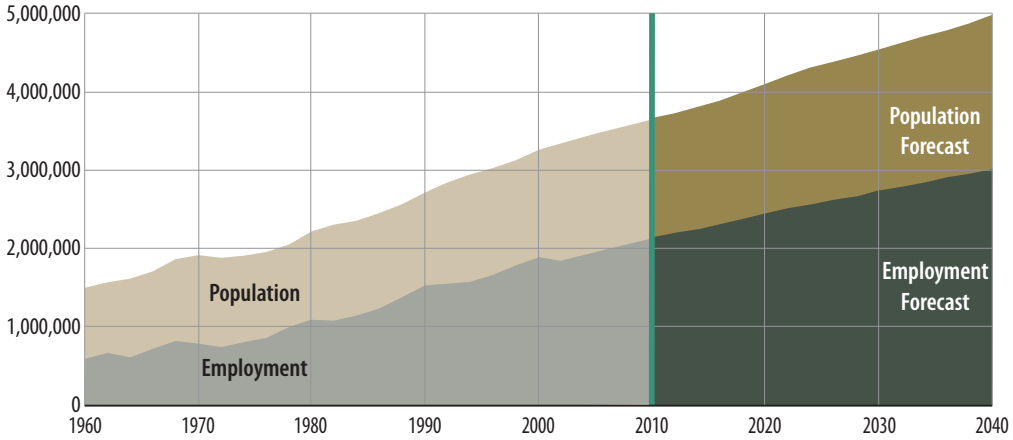
Transportation 2040

The Central Puget Sound Region's Transportation Plan

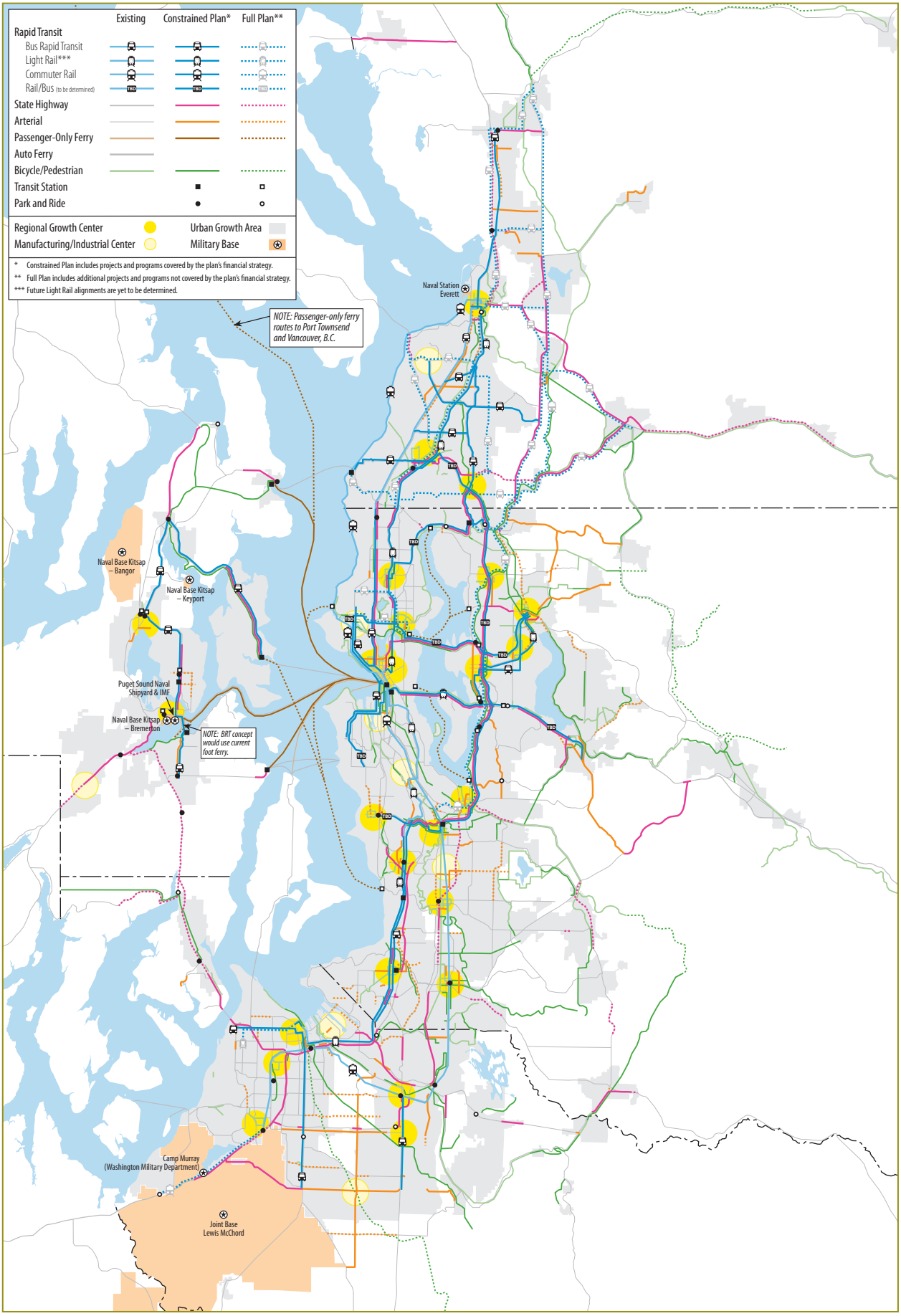
Transportation 2040 is an action plan for transportation in the central Puget Sound region for the next 30 years. During that time, the region is expected to grow by roughly 1.5 million people and support more than 1.2 million new jobs. All of these new people and new jobs are expected to boost demand for travel within and through the region by about 40 percent. While the long-term growth for the region seems certain, the plan has been put together in a time of unprecedented uncertainty in the short-term.

City of Arlington

- A severe economic downturn has had significant effects on jobs, housing, freight movement, and commuting levels and patterns. As the economy recovers, the Puget Sound region, like metropolitan areas everywhere, will be in global competition for jobs and business. Adequate transportation is one key to sustaining an economic edge.
- The region's recently adopted Regional Growth Strategy, in VISION 2040, calls for a regional growth pattern with more growth occurring in existing urban areas, especially in designated centers. The Regional Growth Strategy better matches job and housing locations, resulting in shorter commutes and reduced emissions. While the region has adopted this as clear policy, achieving this growth strategy



Transportation 2040



requires changes from past growth patterns which resulted in more growth in rural areas and in communities on the urban edge. Concerted efforts will be needed to realize the benefits envisioned from a more central and concentrated growth pattern.

- Energy supply, evidenced in the 2008 spike in gas prices, is projected to continue to affect the affordability of travel, the costs of transportation projects, how goods and people move around the region, where businesses and families choose to locate, and decisions made in using the central Puget Sound as a gateway for trade.
- Federal policies that have shaped directions for highway and transit programs since the early 1990s expired at the end of September 2009. Congress is currently debating significant changes to federal programs which could affect federal direction on transportation, and an increased role for metropolitan regions in transportation decision-making and finance.
- Nationally, and in Washington state, the system of transportation finance that has been in place in recent decades is beginning to fail. A combination of high fuel prices, increasing popularity of more efficient cars and trucks, and the shift to non-polluting alternative fuel vehicles means less reliance on gas tax as a main source of transportation investment. A new finance system at the local, state and federal levels, as yet undefined, must be developed to pay for transportation investments.
- Globally, there is increasing consensus that the climate is changing, and that transportation contributes a significant part to greenhouse gas emissions. Washington state has adopted greenhouse gas emission limits, and the federal government is expected to adopt national policies in the next few years. These state and federal policies may profoundly influence transportation planning, but in ways that now are uncertain.
- The advancing speed of new technologies from laboratories to marketplaces will influence transportation, and planners will have to distinguish what's real in the near term from what's reasonable to assume for the longer term.

Recognizing that these uncertainties exist, Transportation 2040 outlines a long-term template for how this region should invest in transportation, while at the same time

Tukwila International Station

Transportation 2040 Plan Framework

embracing the need to be flexible and responsive to the ways people — and the world — actually will change.

- Transportation 2040 identifies investments to support the region's expected growth and improve the service transportation provides to people and businesses.
- Transportation 2040 lays out a financing plan that suggests a long-term shift in how transportation improvements are funded, with more reliance on users paying for transportation improvements.
- Transportation 2040 proposes a strategy for reducing transportation's contribution to climate change and its impact on important regional concerns, such as air pollution and the health of Puget Sound.

By being clear about this regional long-term vision, the Puget Sound region will be better able to influence near-term decisions on environmental protection, and the future direction of the nation's transportation programs.

Lake Union Park

Investing in the Region's Transportation Future

Tacoma Narrows Bridge electronic tolling, WSDOT

Transportation 2040 is built upon the foundation of VISION 2040. The transportation plan then establishes three integrated and sustainable strategies: (1) Congestion and Mobility, (2) Environment, and (3) Funding. These strategies guide transportation investment decisions to meet growing travel needs for people and freight — more transit, more biking and walking facilities, more ferries, and more complete roadways. Within these strategies the plan identifies four major categories of investment: preservation, maintenance and operations; safety and security; efficiency; and strategic capacity.

THREE KEY STRATEGIES

Congestion and Mobility. The plan improves mobility through a combination of effective land use planning, demand management, efficiency enhancements, and strategic capacity investments. To improve system efficiency, the plan creates "smart corridors" with advanced technology, better information for travelers, and advanced tolling approaches which adjust for actual traffic conditions. Capacity improvements strategically expand roadway, transit, and nonmotorized facilities, with new roadways limited to key missing links and enhancing existing facilities. This plan includes additional attention to monitoring system performance.

Environment. A key focus of the plan is to protect and improve the region's environmental health. This includes ensuring that the region has healthy air that meets all standards, ensuring that transportation projects improve the handling of stormwater runoff to protect Puget Sound and other surface waters, and addressing emerging issues such as transportation's role in reducing greenhouse gas emissions and adapting to climate change. The plan includes a specific strategy to address state greenhouse gas goals and vehicle miles traveled (VMT) reduction benchmarks. The four-part strategy includes Land Use, Transportation Pricing, Transportation Choices, and Technology. In addition, the plan builds on current efforts to protect natural areas and support vibrant, livable communities.

Transportation 2040

The Full Plan

Constrained
Programmed Investments and Policies

Unprogrammed

Funding. The Transportation 2040 financial strategy relies on traditional funding sources in the early years of the plan. Over time the region will transition to a new funding structure based on user fees, which could include high-occupancy toll (HOT) lanes, facility and bridge tolls, highway system tolls, vehicle miles traveled (VMT) charges, and other pricing approaches that replace the gas tax and further fund and manage the transportation system. Funding strategies need to include a nexus between the tax, fee, or toll and the use of the revenues.

The strategy starts with developing HOT lanes, and tolling individual highway and bridge projects in their entirety as they are implemented. The plan calls for full highway system tolls by approximately 2030. Guidance for the funding strategy includes remaining flexible and accelerating the implementation of tolls earlier than 2020 wherever feasible.

Transportation 2040 lays out the following framework for transportation investments. The full plan includes two categories of programs and projects: (1) Constrained and (2) Unprogrammed. These categories recognize the federally approved structure for regional plans and the range of uncertainty that is inherent in long-range transportation planning programs.

Constrained. A federally required component of the plan where project and program costs must be accounted for and balanced with reasonably expected revenues over the life of the plan.

Unprogrammed. Projects and programs that are included in the plan but are not subject to the requirement of having a corresponding funding strategy and may be more "illustrative" or aspirational in nature.

PROGRAMS AND PROJECTS

Maintain, Preserve, and Operate. The plan's highest priority is to maintain, preserve, and operate the region's transportation system, and represents the largest program cost, at approximately $110 billion. This includes replacing some key vulnerable structures (such as the Alaskan Way Viaduct, the SR 520 Floating Bridge, and the I-5 Puyallup River Bridge), increased investment in local arterial preservation, maintaining existing transit service, and ensuring the continued operation of the Washington State Ferries. The plan includes all local roadway preservation needs that may be funded through transportation benefit districts or other mechanisms.

Safety and Security. Implement the state's strategic highway safety plan (Target Zero) to eliminate deaths and disabling injuries and enhance security in the event of a natural or manmade disaster.

System Efficiency. Improve efficiency through:

- Transportation Demand Management. Emphasize greatly expanded employer and residential programs to reduce travel demand and increase use of transit, vanpools, bicycling, and walking. Variable tolling implementation should also help manage demand for the roadway system.
- Transportation System Management and Operations. Support an aggressive program of advanced technology on arterials and freeways, including better signal coordination, active traffic management, new and expanded traveler information services, and transit-specific technologies to ensure on-time performance and provide customers with more complete, up-to-date travel information.

Strategically Expand Capacity. Implement strategic capacity investments in the following areas:

- *Public Transportation (regional and local transit).* Implement an aggressive transit strategy. Complete *Sound Transit 2* projects and additional *Link* light rail extensions to Everett, Tacoma and Redmond. Increase local transit service by more than 100 percent in peak periods and over 80 percent in the off-peak, while achieving operational efficiencies to reduce costs. Additional local transit service should be added to keep up with increasing population and job growth if it can be financed through operational efficiencies and tax base growth to offset increases in arterial delay. Provide additional all-day service with high frequencies (generally every 15 minutes).
- *State Highways.* Complete and replace the network of roadway projects necessary to support development of the centers identified in VISION 2040 and

keep freight moving to support a strong economy. These include State Route (SR) 167, SR 509, SR 520 Floating Bridge, US 2 and SR 3. Rely directly on users of the new highway capacity to pay for improvements through tolling, which also has positive effects on reducing congestion and emissions.

- ***Local Roads.*** Expand local roadways to support transit and improve people and freight efficiency, especially to provide access to and within centers.
- ***Nonmotorized Transportation.*** Focus bike and walk improvements in regional growth centers and facilities with one terminus in a center. Build facilities that complete a missing link, or within one mile of existing and planned transit station areas for pedestrians and within three miles for bicyclists. Implement "Complete Streets" practice in all the region's urban areas.
- ***Vehicle Ferries (state and local).*** Maintain existing boats and terminals, as well as current routes and service. Some auto capacity will be added due to scheduled fleet replacement with slightly larger boats. Replace and upgrade key terminals.
- ***Passenger Ferries.*** Maintain the Seattle–Vashon, West Seattle–Downtown Seattle Water Taxi, Bremerton–Port Orchard, and Bremerton–Annapolis passenger-only ferry routes and service levels. Start new passenger-only ferry service between downtown Seattle and Bremerton, Kingston, and Southworth and add additional service after further analysis.
- ***Aviation.*** The aviation component of Transportation 2040 carries forward the adopted regional policy and builds upon the recently completed statewide Long-Term Air Transportation Study (LATS).
- ***Intercity Passenger Rail.*** Recognize Washington state's commitment to improving the intercity rail passenger service provided by Amtrak along the Pacific Northwest Rail Corridor over the next 30 years. Transportation 2040 also highlights the potential to develop a high-speed rail corridor linking the major cities of the Pacific Northwest region.

Sound Transit Link Light Rail

Transportation 2040 Produces Big Benefits for the People of This Region

Harborside Park, Bremerton

SUPPORT FOR VISION 2040

Transportation 2040 is a multimodal transportation plan that provides a variety of choices designed to support VISION 2040's Regional Growth Strategy. A fundamental goal of VISION 2040 is to focus growth (people and jobs) in urban areas in a way that improves transportation efficiency, increases the use of transit, biking, and walking, and improves the balance between jobs and housing. Transportation 2040 supports:

- Focusing approximately 97 percent of growth within designated Urban Growth Areas.
- Continued development of regional growth centers, including adding more than 173,000 people and an additional 475,000 jobs to these areas by 2040, more than double the current activity in designated regional growth centers.

Transportation 2040 includes specific projects that support the growth strategy:

- Approximately 80 miles of new light rail are included in the full plan, building a fast and frequent regional high-capacity transit system that links and serves 12 regional growth centers, including all four east Sound Metropolitan Cities. Sounder commuter rail serves nine regional growth centers, and ST regional express bus serves 15 regional growth centers.
- Of the full plan's highway and roadway investments, 87 percent are within or directly serve Metropolitan Cities and Core Cities.

- Regional guidance calls for new local transit to be focused on providing frequent service along major travel corridors in urban areas, and to and between local and regional centers.
- Bicycle and pedestrian projects are focused on providing access to regional growth centers and transit.

STRENGTHEN THE REGIONAL ECONOMY

Transportation is extremely important to economic growth. The mix of investments in Transportation 2040 produces tangible benefits to people and freight in terms of travel time savings and improved travel reliability.

In addition, Transportation 2040 recognizes the need to secure transportation funding that does not unnecessarily burden the economy. By having the users of the transportation system pay for major improvements, Transportation 2040 helps to establish a sustainable financial framework for transportation investments and guarantee that the region gets the most out of transportation investments.

MOVING FREIGHT AND GOODS

A transportation system that provides for the efficient movement of freight and goods is critical for the region's economic prosperity. By making investments that improve freight mobility, Transportation 2040 supports the region's businesses and manufacturers, as well as the role of the central Puget Sound region as a gateway for international trade.

IMPROVE MOBILITY

Transportation 2040 recognizes that improving mobility for people and freight will require a combination of preserving the region's existing transportation system, efficiency improvements, and strategic investments in transportation choices and roadway capacity.

Transportation 2040 includes a balance of mobility investments which will help the region accommodate future growth and improve mobility for people and goods. The combination of significant investments in transit, bike and walk facilities, strategic new roadway capacity, and phased implementation of highway tolling will improve mobility by reducing congestion in major travel corridors and offering new, efficient travel options for those who cannot or choose not to drive. As the region adds 1.5 million more people and 1.2 million more jobs by 2040, the investments in Transportation 2040 reduce peak hour freeway delay by 32 percent. Transportation 2040 also achieves a better balance of travel among modes, with transit capturing an increasing share of riders. Compared with 3 percent in 2006, by the year 2040 transit will account for 4.9 percent of the region's total daily trips, an increase of 63 percent. For work trips, transit will increase its share from 10 percent in 2006 to between 17.4 percent and 19 percent in 2040, a 74 to 90 percent increase in share. With its focus on land use, transit and nonmotorized investments, combined with increased user fees, Transportation 2040 exceeds the state benchmark set for vehicle miles traveled reduction for 2035.

Total benefits to all system users exceed $6 billion per year in the year 2040. Freight users experience significant

Port of Everett

Mt. Rainier and City of Gig Harbor

mobility benefits from the investments included in the plan. Medium and heavy trucks realize over $2 billion in annual benefits, primarily from travel time savings and improved travel reliability.

ENVIRONMENTAL BENEFITS

The plan assures that we meet all air and water quality standards, thereby keeping federal and state transportation funding flowing to the region. The region is committed to maintaining the air quality standards in the region by continuing to reduce emissions of air pollutants through the use of cleaner fuels and vehicles, increasing alternatives to driving alone, and land use strategies. The region will continue to monitor these air quality issues, and ensure that Transportation 2040 maintains its compliance with all air quality and transportation conformity regulations.

The Puget Sound region is committed to meeting all state and federal targets for greenhouse gas emissions reductions. Transportation 2040's four-part greenhouse gas reduction strategy is flexible, and is designed to incorporate anticipated guidance specific to the region and the transportation sector. Analysis shows that with aggressive implementation of land use, pricing and technology solutions, as well as increased transportation choices, the strategy has the potential to reduce regional greenhouse gases from transportation by up to 28 percent below 2006 levels. These results show that Transportation 2040 is on the right track toward reducing greenhouse gas emissions associated with transportation, and promoting the complementary strategies needed to support the state's overall greenhouse gas reduction approach. By December 2011, when WSDOT is required to report to the Governor on the status of regional transportation plans PSRC will work with WSDOT and local and regional jurisdictions to improve analysis methodologies and identify additional strategies to reduce greenhouse gas emissions. When state targets are set for the transportation sector and regions, PSRC should revisit its greenhouse gas reduction strategy.

The plan also emphasizes focused urban investments and the retrofit of existing infrastructure to address water quality of the region's streams, lakes, rivers, and Puget Sound.

EQUITY

Transportation 2040 programs and projects are proposed to be implemented in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations:

- The analysis shows Transportation 2040 produces higher net benefits for low-income and minority households than for the region as a whole
- On a per-trip basis, benefits to transit, high-occupancy vehicle users and freight operators were significantly higher than benefits to single-occupant vehicle users.

COST

The plan cost (in 2008 dollars) ranges from $189 billion for the constrained portion of the plan to $225 billion for the full plan. This includes preservation, operation, maintenance and capital cost. Current law revenues are estimated at $125 billion in 2008 dollars. The plan's

financial strategy envisions a transition from existing revenue sources (gas tax, sales tax, etc.) to increasing reliance on user fees to finance transportation improvements. The financial strategy provides an additional $64 billion in revenues to fully fund the cost of the constrained portion of the plan.

MONITORING PERFORMANCE

Performance monitoring completes the link between plan policies and an investment strategy designed to implement those policies. Through evaluation over time, the region can be sure that investments are achieving desired outcomes. In order to perform this function properly, the region is establishing a baseline and developing transportation performance measures against which actual transportation system performance information can be compared.

Performance measures provide policymakers and the public a framework for evaluating progress toward implementing adopted regional policies. These measures are established by describing desired policy outcomes, identifying measurable indicators for each outcome, and setting targets for these indicators at various points in the future.

MOVING FORWARD TOGETHER

Transportation 2040 represents a break from business as usual, laying out a transportation vision to meet the mobility needs of all of the region's residents in a financially and environmentally sustainable manner.

Transportation 2040 provides the framework for the development of a sustainable transportation system that improves travel for people and businesses throughout the four-county central Puget Sound region. The plan includes projects, programs and other actions to reduce congestion and improve mobility to support the nearly five million people who will call this region home by 2040.

USS Lincoln, Naval Station Everett

Transportation 2040 contains an aggressive environmental strategy to reduce transportation's impacts on the water quality of Puget Sound, protect air quality, and to reduce greenhouse gas emissions. The plan's greenhouse gas reduction strategy is intended to lead and complement the development of the state strategy to meet greenhouse gas reduction goals.

The plan embraces a new direction for transportation funding, intended to provide stable and sustainable funding over the long term. The plan's finance strategy recognizes the long-term limitations of traditional transportation funding approaches, and moves the region to a new user-based funding system that not only provides necessary revenues, but also helps reduce congestion and improve environmental quality.

Transportation 2040 was developed in a time of considerable uncertainty about the future scope of federal legislation governing transportation, evolving direction from the state and federal levels to reduce greenhouse gases, changing technology, and a changing pace in regional economic growth. Transportation 2040 will be updated as needed to address state and federal transportation requirements, knowledge gained as the region moves forward, and the changing needs of the people and businesses of the central Puget Sound region.

Following adoption of the plan, a process for evaluating and prioritizing projects included in the plan will be developed. This process will develop technical approaches which will help the region identify those projects which best implement the region's policies in Vision 2040 and provide direction on future additions and deletions to the plan. The results of the prioritization will be completed by early by early 2012 to be considered by PSRC's General Assembly.

I-5, Everett — WSDOT

Puget Sound Regional Council

EXECUTIVE BOARD *(as of Transportation 2040 adoption — May 20, 2010)*

Mayor Ray Stephanson ..... City of Everett — President
Commissioner Josh Brown ..... Kitsap County — Vice President

Councilmember Carol Arends ..... City of Bremerton Commissioner
Bill Bryant ..... Port of Seattle
Councilmember Shawn Bunney ..... Pierce County
Councilmember Tim Burgess ..... City of Seattle
Councilmember Richard Cole ..... City of Redmond — Other Cities in King County
Executive Dow Constantine ..... King County
Mayor Suzette Cooke ..... City of Kent
Mayor Lary Coppola ..... City of Port Orchard — Other Cities in Kitsap County
Mayor Don Davidson ..... City of Bellevue
Mayor Jack Dovey ..... City of Federal Way
Secretary Paula Hammond ..... Washington State Department of Transportation
Councilmember Bruce Harrell ..... City of Seattle Commissioner
Michael Hoffman ..... Port of Everett
Mayor Denis Law ..... City of Renton
Mayor Pete Lewis ..... City of Auburn — Other Cities in King County
Commissioner Bill Mahan ..... Port of Bremerton
Mayor Joe Marine ..... City of Mukilteo — Other Cities in Snohomish County
Commissioner Richard P. Marzano ..... Port of Tacoma
Executive Pat McCarthy ..... Pierce County
Mayor Mike McGinn ..... City of Seattle
Commissioner Dan O'Neal ..... Washington State Transportation Commission
Councilmember Julia Patterson ..... King County
Councilmember Sonny Putter ..... City of Newcastle — Other Cities in King County
Councilmember Tom Rasmussen ..... City of Seattle
Executive Aaron Reardon ..... Snohomish County
Councilmember Wayne Snoey ..... City of Covington — Other Cities in King County
Councilmember Dave Somers ..... Snohomish County
Deputy Mayor Dwight Thompson ..... City of Lake Forest Park — Other Cities in King County
Councilmember Lauren Walker ..... City of Tacoma
Councilmember Derek Young ..... City of Gig Harbor — Other Cities in Pierce County

Puget Sound Regional Council

TRANSPORTATION POLICY BOARD *(as of Transportation 2040 adoption — May 20, 2010)*

Councilmember Julia Patterson	King County — Chair
Councilmember Brenda Stonecipher	City of Everett — Vice Chair
Councilmember Carol Arends	City of Bremerton
Mayor Katrina Asay	City of Milton — Other Cities in Pierce County
Councilmember Claudia Balducci	City of Bellevue
Shiv Batra	Bellevue Chamber of Commerce — Business/Labor
Councilmember Jeffrey Beeler	City of Sultan — Other Cities in Snohomish County
Clifford Benson	Freight Mobility Strategic Investment Board
Councilmember Kim Brackett	City of Bainbridge Island — Other Cities in Kitsap County
Don Briscoe	IFPTE Local 17 — Business/Labor
Commissioner Josh Brown	Kitsap County/Kitsap Transit
Councilmember Jeanne Burbidge	City of Federal Way — Other Cities in King County
Councilmember Mike Cooper	Snohomish County
Commissioner John Creighton	Port of Seattle
Aubrey Davis	Community Representative — Community/Environment
Doug DeForest	Thurston Regional Planning Council
Councilmember Reagan Dunn	King County
Representative Deborah Eddy	Washington State House Transportation Committee
Mayor Dave Enslow	City of Sumner — Sound Transit
Deputy Mayor Jake Fey	City of Tacoma
Commissioner Richard Ford	Washington State Transportation Commission
Mayor Don Gerend	City of Sammamish — Other Cities in King County
Steve Gorcester	Washington State Transportation Improvement Board
Lynne Griffith	Pierce Transit
Councilmember Bruce Harrell	City of Seattle
Senator Mary Margaret Haugen	Washington State Senate Transportation Committee
Rob Johnson	Transportation Choices Coalition — Community/Environment
Councilmember Terry Lee	Pierce County
Mayor Joe Marine	City of Mukilteo — Community Transit
Deputy Mayor Joan McBride	City of Kirkland; Bicycle Alliance of WA — Community/Environment
Senator Cheryl Pflug	Washington State Senate Transportation Committee
Ron Posthuma	King County — PSRC Regional Project Evaluation Committee
Councilmember Tom Rasmussen	City of Seattle
Councilmember Paul Roberts	City of Everett — Puget Sound Clean Air Agency
Brian Smith	Washington State Department of Transportation
Chip Vincent	City of Renton — PSRC Regional Staff Committee
Mark Weed	Greater Seattle Chamber of Commerce — Business/Labor
Luella Wells	League of Women Voters of WA— Community/Environment
Rich White	The Boeing Company — Business/Labor

For the FULL version of Transportation 2040, contact the PSRC Information Center at info@psrc.org or 206-464-7532.

OR visit the agency website at psrc.org and find the documents listed below:

Transportation 2040 Map

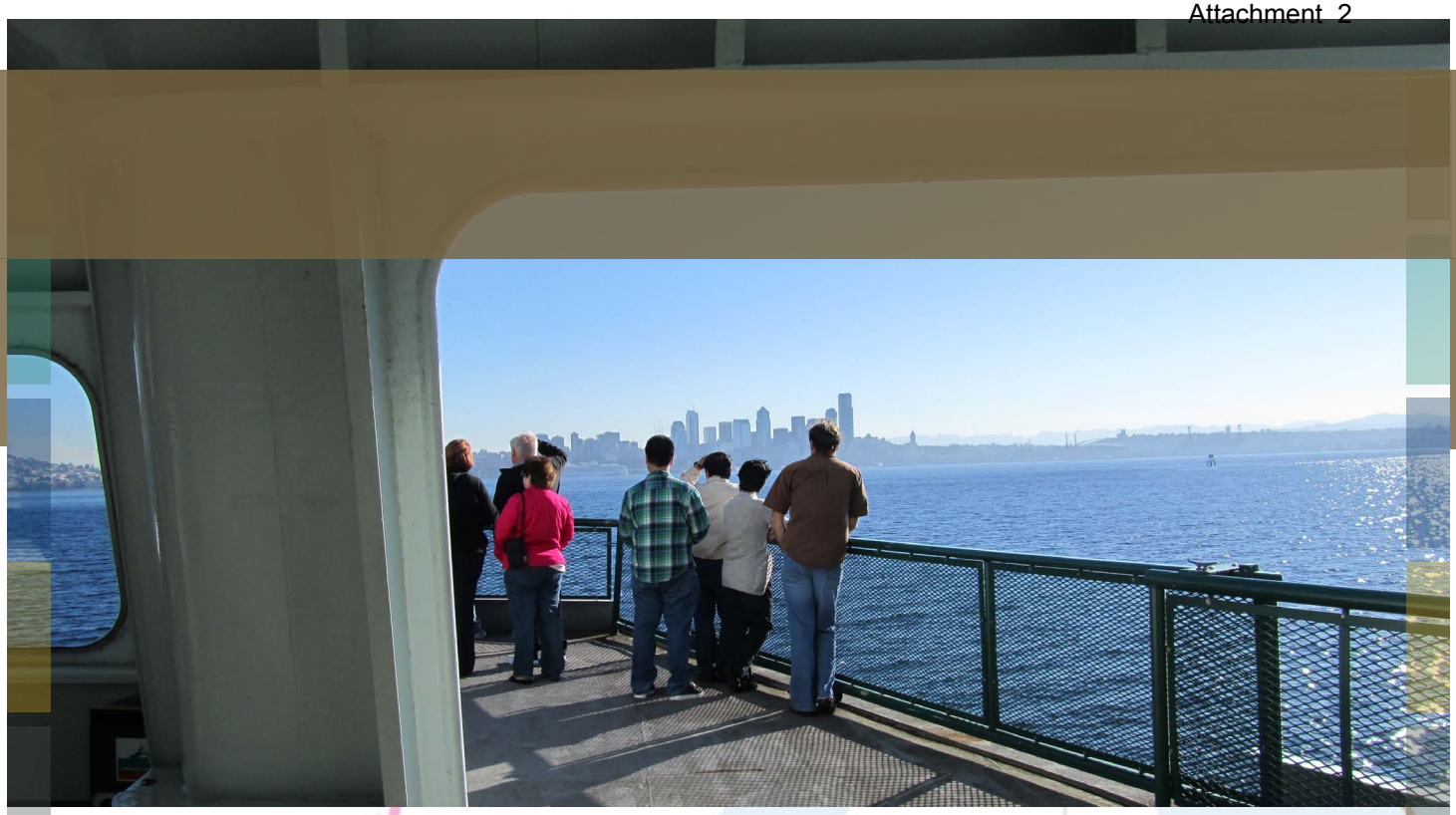
Transportation 2040

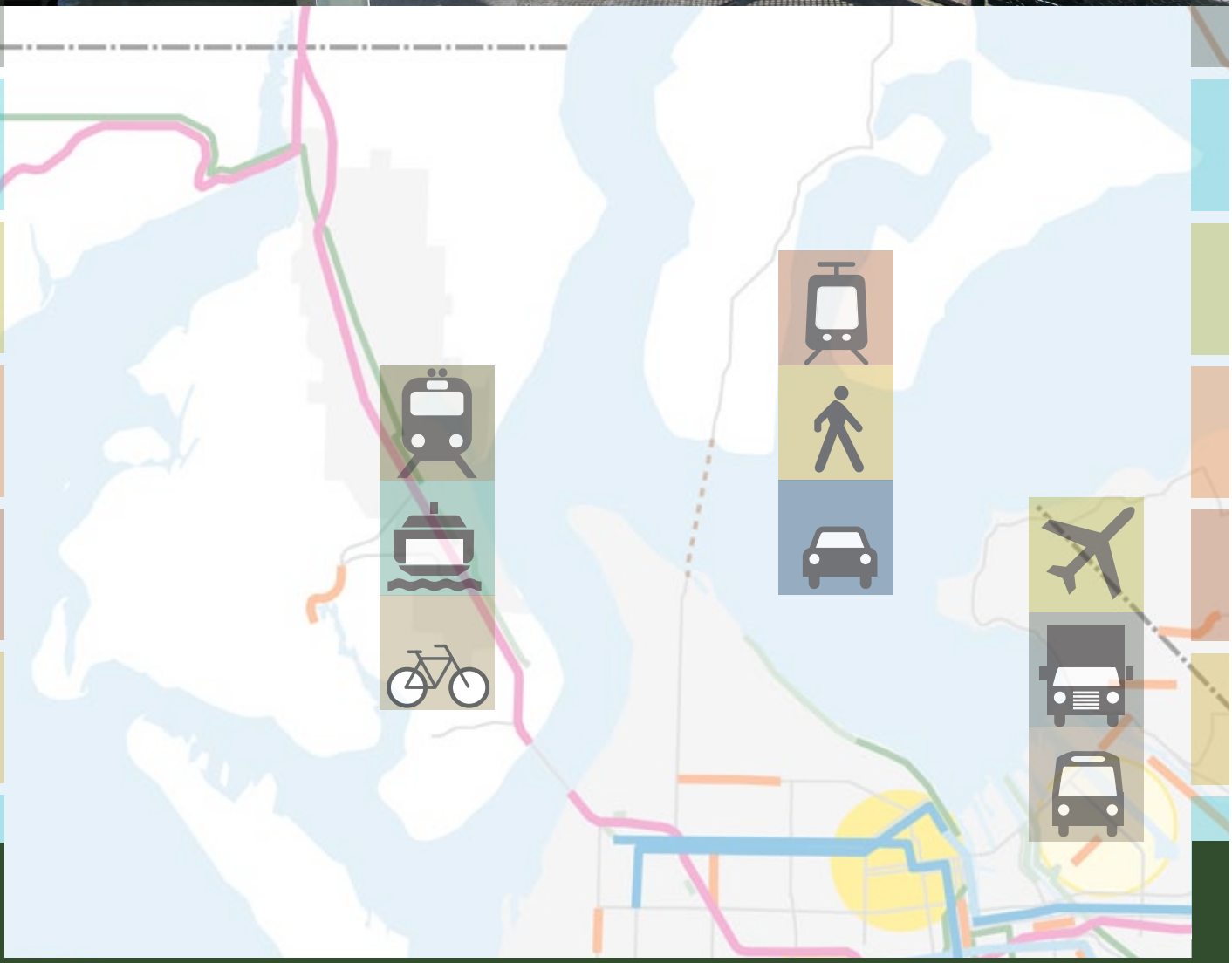
TRANSPORTATION 2040 — BY CHAPTERS

Resolution/Introduction
What is the PSRC?
Chapter 1. Toward a Sustainable Transportation System
Chapter 2. A Strategic Approach to Regional Mobility
Chapter 3. A Sustainable Environment
Chapter 4. A Sustainable Financial Framework
Chapter 5. Regional Programs and Projects
Chapter 6. Monitoring Implementation and System Performance
Chapter 7. Future Planning, Programming and Implementation
Glossary/References/Boards

APPENDICES A—M

Appendix A. 2010 Action Strategy
Appendix B. Projects and Programs by SMART Corridor
Appendix C. Multicounty Planning Policies
Appendix D. The Metropolitan Transportation System
Appendix E. Regional Air Quality Conformity Analysis
Appendix F. Financial Strategy Background
Appendix G. Environmental Justice
Appendix H. Analysis Tool Documentation
Appendix I. Public Involvement and Outreach
Appendix J. Regional Freight Strategy
Appendix K. PSRC Coordinated Transit-Human Services Transportation Plan
Appendix L. Climate Change Background
Appendix M. Metropolitan Transportation System Capacity Improvements List





Puget Sound Regional Council

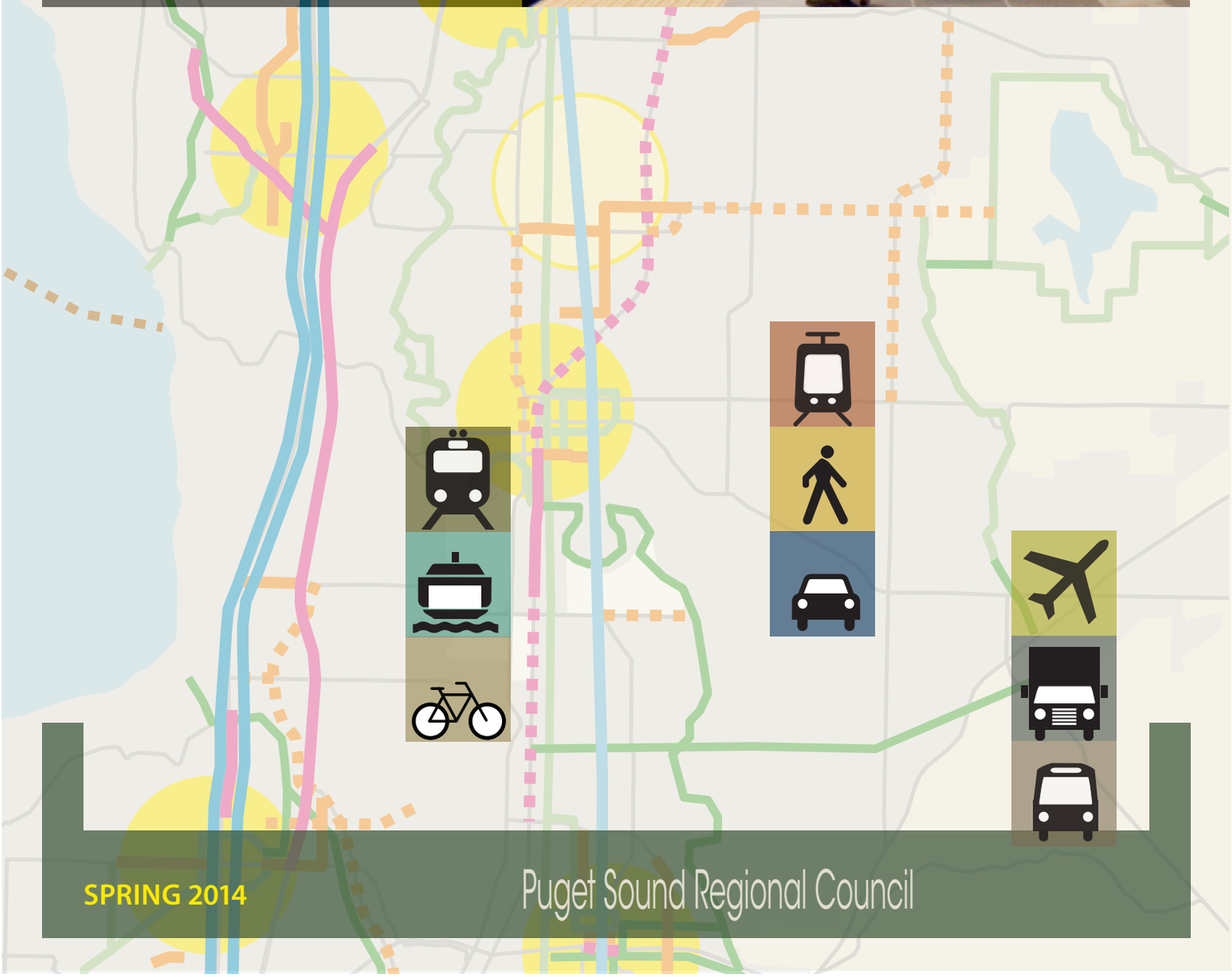
Attachment 3

Transportation 2040

UPDATE

DRAFT REPORT

toward a sustainable transportation system



SPRING 2014

Puget Sound Regional Council

Puget Sound Regional Council

Funding for this document provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.
PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see http://www.psrc.org/about/public/titlevi or call 206-587-4819.

American with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le at 206-464-6175, with two weeks advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le through TTY Relay 711.

Additional copies of this document may be obtained by contacting:

Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035

206-464-7532 • FAX 206-587-4825

info@psrc.org • www.psrc.org

PUBLIC COMMENT

This draft report and related appendices are being released for a 45 day public comment period that will conclude at 5:00pm on Monday March 10, 2014.

TO COMMENT

Via email
Transportation2040@psrc.org

Via regular mail
Amy Ho
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

INFORMATION

For more information about the
Transportation 2040 Update visit the PSRC website at
www.psrc.org/transportation/t2040/transportation-2040-update

DRAFT DOCUMENTS

Printed copies of the draft Transportation 2040 Update and appendices may be obtained from PSRC's Information Center by calling 206-464-7532

Printed copies were also distributed to the following public libraries:
Everett Public Library, King County Library, Pierce County Public Library, Puyallup Library, Sno-Isle Regional Library, Seattle Public Library, Seattle University, Sound Transit, Tacoma Public Library, University of Washington, Washington State Library, WSDOT

DRAFT

TABLE OF CONTENTS

Page

CHAPTER 1 **Executive Summary** 6

CHAPTER 2 **Background** 12
- Relationship between this document and Transportation 2040 as adopted in 2010 12
- Brief summary of Transportation 2040 12
- Why update the plan? 13
- Updated demographic information - population, employment, etc. 16
- Updated economic forecasts and their implications on the financial plan 17
- Transit agency response to the changing financial climate 19
- Plan update report: How to find what's new and what's changed 24

CHAPTER 3 **Core Elements** 27
- Prioritization (prioritizing plan investments to better meet VISION 2040) 27
- State of Good Repair (maintaining and preserving the transportation system) 30
- Financial Strategy Update 33

CHAPTER 4 **Statutory and Ongoing Plan Elements** 38
- Active Transportation Plan 38
- Air Quality and Climate Change (including Greenhouse Gas Strategy) 40
- Coordinated Transit-Human Services Transportation Plan ("Coordinated Plan") 43
- Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs 47
- Growing Transit Communities program (brief summary of findings and recommendations and their connection to Transportation 2040) 48
- Rural Transportation Study 54
- Technology – Existing programs and emerging trends (ITS, autonomous vehicles, etc.) 55

CHAPTER 5 **Supporting Information** 56
- Project List including changes for 2013 56
- Public Involvement and Outreach 58
- Documentation of Analysis Results and Tools 61
- Summary of MAP-21 provisions 63

CHAPTER 6 **Next Steps** – Preparing for the 2018 Major Plan Update 65
- Schedule 65
- Draft scope of work – "Pre-scoping" 66
- Potential core plan elements 66
- Other potential plan elements and issues 67

DRAFT

APPENDICES

Appendix A	2014 Action Strategy
Appendix B	Projects and Programs by SMART Corridor
Appendix C	Multi-County Planning Policies
Appendix D	The Metropolitan Transportation System (MTS)
Appendix E	Regional Air Quality Conformity Analysis
Appendix F	Financial Strategy
Appendix G	Environmental Justice
Appendix H	Analysis Tool Documentation
Appendix I	Public Involvement and Outreach
Appendix J	Regional Freight Strategy
Appendix K	Coordinated Transit-Human Services Transportation Plan
Appendix L	Climate Change Background
Appendix M	Administrative Procedures
Appendix N	Metropolitan Transportation System Capacity Improvements List (Project List)
Appendix O	Active Transportation Plan
Appendix P	Prioritization
Appendix Q	NOT USED
Appendix R	Rural Transportation Study
Appendix S	State of Good Repair
Appendix T	Transportation Demand Management (TDM) Action Plan

DRAFT

CHAPTER 1 EXECUTIVE SUMMARY

This Transportation 2040 Update – Draft Report is intended to provide information on what's changed in King, Kitsap, Pierce, and Snohomish counties since the regional transportation plan was adopted in 2010. The Draft Report, and its appendices, is being released for public comment in January, 2014. The Puget Sound Regional Council is expected to adopt an updated Transportation 2040 plan in May.

Transportation 2040 Update–Draft Report

The Transportation 2040 Update–Draft Report includes several changes. First, updated forecasts and analysis tools were used to ensure that the plan analysis is based upon the most current information. Second, a number of ongoing and statutorily required updates were made – including a new Active Transportation Plan, an updated Coordinated Transit-Human Services Plan, and an updated Regional Transportation Demand Management Action Plan. Most significantly, the Transportation 2040 financial strategy has been updated to reflect the effects of the economic downturn and corresponding reduction of transportation revenues.

To balance the updated Transportation 2040 financial strategy, a number of cost and revenue changes were incorporated. On the revenue side, the estimated current law revenue projections for the region were reduced by $14 billion. In addition, targeted new law revenues were adjusted to account for the recession, delayed implementation, and reality checks.

On the cost side, maintaining, operating and preserving the existing system remains the highest priority in Transportation 2040. Based on a rigorous review and improved estimation methodologies, the investment in "state of good repair" in the Transportation 2040 Update–Draft Report has been improved to better align with future needs.

Local transit operators, finding themselves on the front line of these revenue reductions, responded to these new realities with cost reduction measures and service efficiency adjustments. Accordingly, the Transportation 2040 Update–Draft Report maintains the assumption that local transit service will double by 2040 through a catch-up and grow service delivery approach, but those service hours will be delivered at a lower overall cost. Similarly, the Sound Transit Board made difficult decisions as part of the Sound Transit 2 Program Realignment for delivery of Sound Transit 2 investments over a slightly longer timeframe, and an assumption that allows the planned build-out of Link Light Rail to Tacoma, Everett and Redmond.

The Transportation 2040 Update–Draft Report continues the existing assumptions for the state ferry program to preserve and maintain existing service, and replace some boats and terminals according to the Washington State Ferries long-range plan.

The Transportation 2040 Update–Draft Report also reflects adjustments to regional investments in city streets, county roads, bicycle and pedestrian investments, and state highways. Utilizing the Transportation 2040 Prioritization framework, some low-scoring or later date projects have been moved out of the financially constrained plan to help balance program costs and revenues.

Analysis results reflect a reduction in drive-alone trips along with an increase in transit and non-motorized trips. Regional network measures such as Vehicle Miles of Travel (VMT), Vehicle Hours of Travel, and Delay are all down as compared to the adopted plan from 2012. All regional air quality

conformity requirements continue to be met with the update, and regional greenhouse gas emissions are lower than the previously adopted plan due to the impact of new fuel economy and greenhouse gas standards adopted since 2010, as well as lower regional VMT.

The bottom line is that the cost of the constrained portion of the Transportation 2040 has been reduced by over $15.5 billion to a total investment level of $173.6 billion, which is supported by the updated financial strategy. In addition, the plan contains illustrative projects, which are un-programmed and go beyond the financial strategy. The total plan, including the unprogrammed projects, totals $211 billion.

What Is Transportation 2040?

Transportation 2040 is the long range multimodal transportation plan for the central Puget Sound region. It lays out a balanced set of investments and strategies to accommodate growth and meet the region's transportation needs for the next 30 years. The plan includes investments in bike and pedestrian facilities, local and regional transit, auto and passenger ferries, city and county roads, and state highways. Adopted in 2010, Transportation 2040 is built upon the foundation of VISION 2040, including the regional growth strategy and multi-county planning policies. T2040 will reduce congestion and improve mobility for people and freight, within a balanced financial strategy, and while protecting the region's environment. The plan's investments are focused on maintaining and preserving the existing system, enhancing safety and security, improving efficiency, and prioritizing investments in strategic capacity. Transportation 2040 meets state and federal planning requirements, including the mandate for plan updates every four years and achieving air quality conformity.

Updated Financial Strategy – How we pay for identified investments in the plan (see Appendix F)

Since plan adoption in 2010, the nation and the region have experienced a slow recovery from the economic downturn. At the state level, gas tax revenues, historically a major source of highway system funding, are forecast to decline. In addition, steep declines in sales tax revenues hit the region's transit agencies particularly hard. In response, agencies cut service, raised fares, reduced staff, and focused the remaining service on the most productive routes. Transit agencies are now focused on positioning themselves to meet future demand for increased service within constrained budgets.

In light of current financial realities, forecasts of future revenues over the coming 25 years have been adjusted downward. Still, the plan meets federal financial constraint requirements, with costs and revenues in balance. The plan's financial strategy includes a gradual shift in revenue sources, away from gas taxes and toward user fee-based approaches, such as High Occupancy Toll (HOT) lanes, facility and system tolls, and mileage fees. This updated financial strategy recognizes that: (1) the historic gas tax is unsustainable as a long term revenue source; and (2) user fees may be a more equitable match between system use and system funding.

While revenues have declined, costs have increased. Key contributors include enhanced stormwater management requirements and updated cost estimates to maintain and preserve the region's existing transportation assets in a state of good repair. To meet federal requirements, the plan must balance costs and revenues. To accomplish this goal, as part of this Transportation 2040 Update-Draft Report, the region agreed to move numerous projects from the constrained part of the plan into the unprogrammed part of the plan. The result: the financial strategy is balanced (see Appendix F).

Prioritization – Be strategic in how we invest (see Appendix P)

Transportation 2040 directed the region to improve its process for prioritizing transportation investments. To accomplish this goal, the following mission statement was adopted:

> *"Prioritize transportation projects in a manner that reinforces and implements VISION 2040. This will include the development and application of an evaluation process to prioritize projects/programs that are within the plan as well as the means for allowing projects to be entered, modified, or removed."*

Over the past two years the region has developed a prioritization framework for evaluating projects and programs in the plan. The framework contains nine evaluation measures derived from VISION 2040: Air Quality, Freight, Jobs, Multimodal, Puget Sound Land & Water, Safety and System Security, Social Equity & Access to Opportunity, Support for Centers, and Travel. The nine measures were used to evaluate capacity projects in four categories: highways, arterials, transit, and bike/pedestrian. Project evaluation results were displayed in a "Scorecard" format, which included total score, score by measure, project cost, and project status (constrained vs unprogrammed). Thus far the Prioritization framework has been used for two purposes:

1. **Evaluate capacity projects** – Identify which projects and programs do the best job of implementing VISION 2040 based on how well they score on the nine measures.

2. **Help balance the financial strategy** - Identify low scoring projects (bottom 25%) which will be moved from the Constrained part of the plan into the Unprogrammed part of the plan.

In the future, the Prioritization framework might be used for purposes such as:

- VISION 2040 screen for projects entering the long-range transportation plan.
- Communicating regional transportation priorities to the Legislature.
- Guidance for project sponsors to develop projects that better meet regional goals and policies.
- Long-range planning – developing and evaluating alternatives for the next (2018) plan update.

State of Good Repair – Maintain and preserve what we have (see Appendix S)

Keeping our transportation system in a "State of Good Repair" is the highest priority in the T2040 plan. Over the past two years PSRC has taken a close look at what it takes to maintain and preserve the region's transportation assets. The plan now incorporates a number of improvements to better account for a variety of assets, including pavements, stormwater needs, and local transportation operations in a manner that reflect long-term lifecycle costs. This work has led to better estimates of future investment needs. Over the next 26 years (the remaining planning horizon for Transportation 2040) the region will need to invest $80 billion to maintain, preserve, and operate the region's transportation system. These investments are a critical part of the T2040 financial strategy.

DRAFT

What's new with this plan update?

Active Transportation Plan – see Appendix O
The new Active Transportation Plan establishes a regional bicycle network with a focus on regional growth centers. The plan identifies critical connections to transit stations, encourages enhanced health through active transportation, promotes safety, and includes an implementation strategy.

Air Quality & Climate Change – see Appendices E and L
These updated materials document recent air quality and climate change trends, and provide a status report on compliance with federal air quality standards (especially for fine particulates in Pierce County). The plan also includes a discussion of new federal CAFE (Corporate Average Fuel Economy) standards which will help the region implement its Four-Part Greenhouse Gas strategy.

Coordinated Transit-Human Services Transportation Plan (Coordinated Plan) – see Appendix K
The coordinated plan meets federal requirements. The plan updates demographic data for special needs populations, provides an updated inventory and services, and includes updated goals and strategies, identifies gaps and needs, and outlines actions and investments to address needs.

Transportation Demand Management (TDM) Action Plan – see Appendix T
Managing demand and efficient use of the transportation system are two key elements of the region's transportation strategy. This new Action Plan provides a better understanding of TDM and its value by highlighting key activities in the region; describes the strategic priorities that TDM implementers across the region continue to pursue; and recommends regional implementation actions to support and augment the work happening at the local level.

Growing Transit Communities Program (see www.psrc.org/growth/growing-transit-communities)
Over the coming years, Sound Transit will invest $30 billion in regional rapid transit. The Growing Transit Communities program is designed to help make the most of this investment by locating housing, jobs, and services close to transit, making transit a viable travel option for many people. If done right, more people will have a faster and more convenient way to travel. The Growing Transit Communities Program is focused on three key corridors linking Downtown Seattle with Redmond, Everett, and Tacoma. This program is included in the Transportation 2040 Update to highlight the importance of linking transportation and land use, and in this case the investment in regional rapid transit to serve and support vibrant communities where people live, work, and play.

Rural Transportation Study – see Appendix R
This new study examines transportation trends, issues, and opportunities in the rural parts of the region. Building on previous work, this study documents demographic data (population, housing, employment, etc.), travel patterns (commutes, transit use, safety, etc.), safety data (e.g., Target Zero), and state of good repair information (road and bridge condition). This study is an initial step to help define key issues and investment needs in the rural part of the region. This information will inform the next major transportation plan update to begin in 2015 and be adopted in 2018. Ultimately, the findings of this study may contribute to future cycles of the Rural Town Centers and Corridors funding program.

Critical Investments for the Coming Decade (see 2014 Action Strategy – Appendix A)

Growing needs and limited funds means the region needs to be strategic in how it invests. Over the next decade the region will focus on its most critical needs: preserve our existing investments, close key gaps in the system, reduce congestion, enhance mobility, improve safety, and protect the environment.

- **State of Good Repair** – Maintain and preserve the existing system – I-5, Colman Dock, ferry service to Kingston, Bremerton, and Southworth.

- **Transit** – Complete the Sound Transit Phase 2 program, which will extend Link Light Rail to Overlake, South 200th Street, and Northgate.

- **HOV program** - Complete the region's core HOV system in Pierce County.

- **Highways** - Leverage highway capacity investments by using HOT lanes and tolls – this adds strategic capacity, helps manage facility demand, and generates revenues to help fund improvements.

- **Replace vulnerable structures** – SR 520 bridge, Alaskan Way Viaduct, I-5 Puyallup River Bridge, U.S. 2 trestle.

- **Bike and pedestrian** – Fill gaps in the regional bicycle network and provide new bike and pedestrian connections to transit stations in regional growth centers.

Implications of MAP-21

On July 6, 2012, President Obama signed a new transportation act passed by Congress known as "Moving Ahead for Progress in the 21st Century," or MAP-21. The act extends federal highway and transit programs through September 30, 2014, consolidates several highway and transit programs, and introduces new federal policy, such as performance-based planning and a streamlined project delivery process. MAP-21 includes the following provisions, which guide the transportation planning process:

- **Highways** - Expands the National Highway System (NHS) to incorporate principal arterials not previously included. Establishes a performance-based program - federal funding will have to be invested to meet performance targets on the expanded NHS. Performance measures include safety, freight mobility, congestion relief, air quality, and overall efficiency.

- **Safety** - Supports an aggressive safety agenda. MAP-21 doubles safety funding for the Highway Safety Improvement Program, which implements Target Zero.

- **Transit** - Establishes performance-based planning, including new performance measures for transit safety, asset management and Special Needs Transportation.

- **Freight** – Sets new national emphasis on freight and goods movement as an important component of the economy.

- **Performance** - Guidance on performance measures and targets will be rolled out in three phases through 2015. PSRC is developing a Transportation 2040 monitoring program that will incorporate

the MAP-21 measures. As more detailed MAP-21 guidance and requirements emerge, PSRC will incorporate these into our planning processes.

Next Steps/Key Issues for the Next Plan Update (see Chapter 6 for more detail)

Below are some key issues identified during the plan update process, which may be addressed during the next major plan update. These and other issues will be reviewed and verified during the formal plan update scoping process, which is likely to start in early 2015.

- Federal guidance – Implications of MAP-21 requirements on the 2018 plan update, such as performance planning in a collaborative process with WSDOT to set targets.
- Improved planning for freight mobility – update the regional freight strategy in light of federal laws, emerging freight performance guidance, and using improved data and models.
- Transit system planning – Develop the future transit network in close coordination with the region's transportation operators, and make use of updated transit tools and models.
- Financial plan refinements – Developing long-term sustainable approaches to fund the region's transportation investments.
- Extending the planning horizon beyond 2040.
- Continuing work to address Greenhouse Gas Emissions and Climate Change.
- State of Good Repair – Evaluate options for managing the region's assets.
- Revisiting the Transportation 2040 Prioritization process.
- Updating assumptions to include the latest Target Zero safety priorities.
- Incorporating the potential implications of new technologies such as autonomous vehicles.

DRAFT

CHAPTER 2 BACKGROUND

RELATIONSHIP BETWEEN THIS DOCUMENT AND TRANSPORTATION 2040 AS ADOPTED IN 2010

Transportation 2040 serves as the Metropolitan Transportation Plan (MTP) under federal law and the Regional Transportation Plan (RTP) under state law. The plan is updated at least every four years to meet state and federal requirements. Transportation 2040 was officially adopted in 2010. In addition, the plan was formally updated in 2012 as part of a regular process – the plan is amended every one to two years as projects are added, deleted, and amended. The Transportation 2040 Update-Draft Report comprises a more significant set of changes reflecting the altered financial environment, fulfillment of board direction contained in the 2010 plan, and new and updated plan elements.

Transportation 2040 was adopted in 2010, and included a series of appendices which provided background information supporting the plan. This Transportation 2040-Draft Report and related appendices update specific details in the adopted Transportation 2040 Plan but do not alter the foundation, policy, or strategies adopted in 2010. This Draft Report document should be viewed as a freestanding report that supplements the original plan with new information. For example, this Draft Report presents new and updated demographic, finance, and system condition and performance data, which was not available when the plan was adopted in 2010. This new data was used for the transportation and environmental analyses. The appendices prepared for this Draft Report in some cases replace the original appendices. In other cases the original appendix documents stand unchanged. For information on the status of the plan document and appendices please refer to the section at the end of Chapter 2: *Plan Document: How to find what's new and what's changed.*

BRIEF SUMMARY OF TRANSPORTATION 2040 (AS ADOPTED IN 2010)

Transportation 2040 is built on the foundation of VISION 2040 and the Regional Economic Strategy. VISION 2040, adopted in 2008, serves as the region's integrated long-range growth management, environmental, economic, and transportation strategy. **Transportation 2040** implements VISION 2040 by targeting transportation investments that provide mobility for the 5 million people this region will have by 2040.

Transportation 2040 includes investments to support growth in all parts of the region. These investments will support the region's major industry clusters: Aerospace, Business Services, Clean Technology, Information Technology, Life Sciences and Global Health, Maritime, Military, Philanthropies, Tourism and Visitors, Transportation and Logistics. The plan also identifies strategic investments in projects and programs to meet the region's most critical people and freight mobility needs over the next ten years (see Appendix A: 2014 Action Strategy). These include connecting centers, completing missing links in the roadway system, supporting more efficient land use patterns with transit and non-motorized investments, and helping to improve the connections between jobs and housing across the region.

The plan has three interconnected strategies, all built upon VISION 2040: congestion and mobility, environment, and funding. These strategies combine to support a broad range of investments in all transportation modes. Maintaining and preserving what the region has is a high priority. In addition, the plan includes investments to enhance safety and security, improve system efficiency, and provide strategic capacity investments to address the region's growing mobility needs.

To meet federal requirements, Transportation 2040 includes two parts: Constrained and Unprogrammed. The Constrained part of T2040 is covered by the financial strategy – these projects and programs are considered to be funded. The Unprogrammed part of the plan is comprised of additional aspirational investments, which do not have identified sources of funding. These unprogrammed investments represent part of the region's long-range transportation vision.

WHY UPDATE THE PLAN?

Federal and State Mandates

In July 2012, Congress passed a new federal transportation program – *Moving Ahead for Progress in the 21st Century* (MAP-21). The act extends federal highway and transit programs through September 30, 2014, consolidates several highway and transit programs, and introduces new federal policy such as performance based planning and a streamlined project delivery process. PSRC is already meeting many of these planning requirements in the Transportation 2040 Update-Draft Report effort. As federal guidance becomes available the region will respond to emerging federal requirements during its next major plan update, scheduled for adoption in 2018. See Chapter 5 for more information on MAP-21. Consistent with long-standing federal policy, MAP-21 requires Metropolitan Planning Organizations (MPOs) to update regional transportation plans every four years. In addition, MAP-21 requires that transportation plans be financially balanced – plans must identify reasonable and realistic funding sources to implement the investments contained in the plan.

Federal transportation legislation also requires that the region's *Coordinated Transit-Human Services Transportation Plan* (Coordinated Plan) be updated every four years. Under state law, the region's transportation plan must also be formally reviewed and updated or revised every four years. This frequent update cycle allows the region to adapt quickly to emerging trends and respond meaningfully

with funding priorities. Transportation 2040 was adopted in May 2010. To meet federal and state update requirements this plan update is scheduled to be adopted in May 2014.

Changed conditions

Many things have changed since the plan was adopted in 2010. New 2010 Census data now provides updated demographic information to support the region's numerous planning efforts. Updated economic forecasts incorporate the recent downturn in the national, state, and regional economies, and will temper the financial view of the future. The region's transit agencies are engaged in rigorous planning and budgeting to optimize services, operate within reduced financial resources, and chart a path forward to accommodate future growth. Reflecting these new economic conditions, the updated financial strategy is now based on a new level of rigor in setting realistic expectations about transportation revenue to implement the plan. Appendix F includes a discussion of recent economic trends and their impact on transportation finance, plus an update on plan costs and revenues. Over the past 18 months, the region has also engaged in a significant data collection effort and policy discussion on State of Good Repair (investments to preserve and maintain the existing transportation system). For more information about the State of Good Repair element of this plan update refer to Appendix S.

Implementing explicit direction from Transportation 2040, this plan update includes a Prioritization framework built on 9 evaluation measures founded upon VISION 2040. The Prioritization process represents an advance in the region's decision-making capability relative to transportation investments. Appendix P contains a report on the Prioritization Framework, how it was developed, and how it might be used.

Direction contained in Transportation 2040 and the Transportation 2040 Update scope of work

With this Draft Report, PSRC is updating the region's long-range transportation plan, Transportation 2040, to reflect changes in the region since the plan was adopted in 2010. This update is compiled within the framework of the current plan and existing Environmental Impact Statement (EIS). Transportation 2040 continues to support the adopted VISION 2040 regional growth strategy and economic objectives through an integrated mobility, environmental, and financial strategy. Because of the minor nature of this update, the number of issues and the level of analysis were limited to completing ongoing work items, meeting statutory obligations, and incorporating planning activities currently underway.

The Transportation 2040 Update-Draft Report is guided by the following principles (from the scope of work adopted October 2012):

- The work updates Transportation 2040 (adopted in 2010) as required every four years by federal law.

- The update does not produce new alternatives. However, a major plan update with alternatives analysis is planned for completion in 2018 (this would be the next required update of Transportation 2040). The Transportation 2040 Update-Draft Report does, however, include analysis of scenarios for balancing the financial strategy, as required under federal guidance (see Chapter 5 – Financial Strategy and Appendix F).

- The update introduces new or updated plan elements in response to:
  - State and federal requirements
  - Changing conditions which affect the plan (e.g., finance, air quality)
  - Fulfilling prior commitments (e.g., Prioritization)
  - Implementing strategies contained in Transportation 2040
  - Public or agency comments

- The update does not include new or expanded projects, programs, or strategies which would have any significant impacts exceeding those contained in the Transportation 2040 Final EIS dated March 19, 2010. There was a limited call for projects in early 2013, which allowed sponsors to submit updated project information. The call for projects included a criterion that "…at a plan level, probable and significant adverse environmental impacts are not introduced that would exceed the scope of the original Transportation 2040 Final EIS." In response to the call for project updates, some 461 project amendments were received, which resulted in an $80 million net increase to the cost of the plan. The majority of these project amendments were related to updated costs or other adjustments, while only 14 new projects were submitted for inclusion in the Constrained plan. In addition, late in 2013 the boards approved an approach to balancing the Financial Strategy which moved several projects from the Constrained to the Unprogrammed part of the plan, and reduced the Constrained Plan costs by $4 billion. Chapter 5 includes a summary of project changes from the call for project updates and the board's action on the financial strategy (for more information see Chapter 3 – Financial Strategy and Appendix F).

- New alternatives, projects, programs, or strategies will be evaluated in the next regular plan update (2018). For more information see *Chapter 6: Next Steps – Preparing for the 2018 Major Plan Update*.

- The update produces an air quality finding of conformity, which meets all state and federal requirements (see Appendix E – *Regional Air Quality Conformity Analysis*).

- The update meets public involvement and outreach requirements (see *Chapter 5 – Supporting Information* and Appendix I – *Public Involvement and Outreach*).

- The update conforms to SEPA requirements.

DRAFT

UPDATED DEMOGRAPHIC INFORMATION

Although Transportation 2040 was adopted in 2010, the plan used demographic data from 2006 (the "base year"). Since plan adoption, new demographic information has become available, most notably from the 2010 Decennial Census and the American Community Survey (ACS). In addition, updated PSRC models now incorporate more recent population, housing, employment, and other demographic data, which are used in the Transportation 2040 planning process. The table below presents a summary of the updated demographic data used in the plan update forecasts and analysis. For more complete demographic data, see www.psrc.org/data. For more information on PSRC analysis tools and models, see "Documentation of Analysis Results and Tools" section in Chapter 5 and see Appendix H at www.psrc.org/transportation/t2040/transportation-2040-update.

DEMOGRAPHIC DATA FOR T-2040 PLAN UPDATE			
		Base Year for T-2040 (as adopted)	Draft
	2000	**2006**	**2010**
Population			
King County	1,737,044	1,835,200	1,931,249
Kitsap County	231,969	243,400	251,133
Pierce County	700,818	773,488	795,225
Snohomish County	606,024	671,794	713,335
Region	3,275,855	3,523,882	3,690,942
Housing Units			
King County	742,239	803,268	851,261
Kitsap County	92,644	100,636	107,367
Pierce County	277,060	312,521	325,375
Snohomish County	236,205	267,676	286,659
Region	1,348,148	1,484,101	1,570,662
Employment			
King County	1,260,432	1,247,710	1,181,537
Kitsap County	94,909	106,560	97,417
Pierce County	285,210	319,331	317,874
Snohomish County	243,276	269,591	268,586
Region	1,883,827	1,943,192	1,865,414
Income (median)	**1999**		
King County	$53,157	$63,489	$66,174
Kitsap County	$46,840	$55,257	$56,303
Pierce County	$45,204	$53,923	$56,510
Snohomish County	$53,060	$60,002	$63,188
Region	n/a *	n/a *	n/a *
Age (median)			
King County	35.7	38.0	37.1
Kitsap County	35.8	37.6	39.4
Pierce County	34.1	35.4	35.9
Snohomish County	34.7	36.2	37.1
Region	35.2	n/a *	37.0
* n/a Data not available at regional level			
For more information go to www.psrc.org/data			

DRAFT

UPDATED ECONOMIC FORECASTS AND THEIR IMPLICATIONS ON THE FINANCIAL PLAN

Current State of Transportation Finance

Investments in transportation infrastructure and services are strongly linked to growth in the broader economy. The recession that began in 2008 resulted in significant near-term economic impacts to state, regional, and local economies, and the government programs those economies support. Washington state's economy, and especially the central Puget Sound region, was recovering from the bursting of the dot-com bubble in the early 2000s, then was hit by the end-of-decade recession. As a result, employment in the central Puget Sound region was nearly the same in 2010 as it was in 2000. Tax revenues supporting transportation investments have also dropped across the board. The buying power of State gas tax revenues has declined, sales tax revenues have declined, and general fund revenues in all levels of government have also been significantly reduced.

An immediate consequence of the recession is that the governments that support infrastructure investment are starting from a lower revenue base. Of the variety of governments experiencing lower than anticipated tax revenue, none has seen a larger drop than providers of public transportation. The past several years have brought significant financial challenges to the region's transit agencies. Reduced sales tax revenues have forced most agencies to reduce service, cut staff and other expenses, raise fares, seek new revenue sources, and achieve new levels of efficiency. Looking forward, there remains some uncertainty about the revenue picture, given the timing and strength of the economic recovery. To try to better understand future expectations, PSRC has produced a new regional economic forecast of future revenues that can be expected through existing tax and fee mechanisms. This updated forecast shows significantly less revenue than past revenue forecasts from traditional revenue sources. A full description of the updated current law revenue forecast follows.

Economic Impact on Transportation Revenues

Transportation funding in the central Puget Sound region draws mainly from primary tax bases including: motor fuel and retail sales, motor vehicle market value, assessed property valuation, and vehicle registrations and licenses. In addition to funds from these tax bases, transportation revenues are drawn from a combination of other sources, such as operating income and sources comprising city and county general funds. A number of changes over the last decade such as the economic downturn have had a significant impact on current law revenue collected from sources such as sales taxes, causing significant cuts and delays to important services and projects in the region. This section discusses the primary tax bases on which transportation revenues are generated and provides context to how and why estimated revenues from these sources are changing with the updated current law revenue forecast.

Motor Fuel Taxes. The state motor fuel tax is the primary source of transportation investment in Washington state. Beyond the dedicated Nickel and TPA accounts, base motor fuel tax receipts are fully committed to cities and counties, retiring debt from previous investments, and safely maintaining and operating the state's highway infrastructure, including transfers to the Washington State Ferry System. Changes in vehicle technology, increasing capital costs, and inflation continue to compromise the purchasing power of fuel tax proceeds. Reflecting this unsustainable trajectory, forecasts of fuel tax revenues have dropped significantly since Transportation 2040 was adopted in 2010. This change can most readily be seen in the revenue forecast for the state highway program; however fuel taxes also represent a significant component of both city and county transportation revenue.

Sales Tax and the Loss of Motor Vehicle Excise Tax. Local transit authorities' primary source of funding is the sales tax. With the loss of Motor Vehicle Excise Tax revenues, local transit operators are increasingly dependent upon the sales tax, which is a less stable source of revenue, rising and falling with other economic factors. Due to the recession that began in 2008, local and regional transit agencies have experienced significant reductions in sales tax revenues, causing many agencies to seek new sources of funding for operations, including limited-term measures such as the "Congestion Reduction Fee" imposed on vehicle licensing in King County and fare increases regionwide. Some agencies have undergone service cuts and reorganizations to align costs with reduced revenues. Sound Transit has also felt the impact of reduced sales tax revenues, and has made adjustments to its Phase 2 program to balance their investment plan with estimated revenues.

Washington State Ferries has also been affected by the loss of Motor Vehicle Excise Tax, as well as the declining purchasing power of the fuel taxes. The result is an increasing reliance upon fares for operations and state budget allocation for capital investments. In 2009, Washington State Ferries developed a long-range plan identifying several stopgap measures to bridge operating revenue shortfalls, which included fare increases and fuel surcharges. The plan also identified a $1 billion shortfall in the capital program between 2009 and 2025 with no permanent solution identified. The impacts of this shortfall will be significant fleet replacement deferrals and the delay of important capital projects that will hinder the ability of Washington State Ferries to maintain existing levels of service.

City and County Sources. Cities and counties support transportation investments from a variety of funding sources, including state distributions of fuel and sales tax revenue. The state Legislature has authorized a number of local option taxes that have, in many instances, proved difficult to implement. At the same time, a number of tax limiting initiatives and growing demands for general fund dollars have made local commitments to transportation a challenge to sustain. As dedicated local transportation revenues have dwindled, cities and counties have demonstrated their commitment to funding transportation programs and projects through increasing contributions from general funds, sometimes at the expense of other important city functions. This has been a topic of great discussion at the Finance Working Group. To reflect the unsustainable nature of increasing general fund transfers as dedicated transportation revenues decrease, the percentage of these transfers has been held constant through 2040 in the updated forecast.

Summary. Significant components of transportation budgets rely on sources of revenue closely tied to economic strength. As a result of the recession the region and nation experienced in the latter part of the 2000s, transportation revenues have dropped considerably. Agencies have responded with varied approaches, including seeking new temporary or permanent funding measures, reallocating existing resources, deferring projects, and in some cases deferring basic maintenance and preservation programs. While new revenues will be needed to implement long-term regional capacity investments, a continuing recovery from the economic downturn will be critical to make basic investments in the region's transportation infrastructure.

DRAFT

TRANSIT AGENCY RESPONSE TO THE CHANGING FINANCIAL CLIMATE

The past several years have brought financial challenges to the region's public transit agencies. Reduced sales tax revenues have forced most agencies to reduce service, cut staff and other expenses, raise fares, seek new revenue sources, and achieve new levels of efficiency. Overall, the region's public transit agencies are adapting quickly to their new fiscal reality and positioning themselves for long term financial sustainability. In spite of these challenges, the region's transit agencies are still planning to provide the long term service levels contained in Transportation 2040. In the meantime, transportation services provided by private operators and human service organizations have stepped up to fill many of the gaps. Several of the region's major employers are providing privately-funded transportation operations that complement the region's public transportation system connecting employees to major employment sites. Additional information about filling gaps in service to special needs populations can also be found in Appendix K. This section contains a brief summary of how the region's six public transit agencies are addressing this issue and positioning themselves for future growth.

Sound Transit – Sound Transit is continuing its development program, but has made some adjustments to the ST2 implementation schedule. Sounder Commuter Rail reached Lakewood Station in 2012. The planned Sounder extension to DuPont will not occur until after 2023. The Link Light Rail program has been adjusted as follows:

- **North Link**: University Link is under construction, and scheduled to reach the University of Washington in 2016, Northgate in 2020, and Lynnwood Transit Center in 2023.
- **East Link**: Service to Overlake Transit Center is planned for 2023. Agreements have been reached on the route and stations for East Link through Bellevue.
- **South Link**: Service to Highline Community College is planned by 2023. ST is pursing funds to complete environmental work on an extension to S. 272nd Street (Redondo/Star Lake). Ground breaking for the Sea-Tac Airport to South 200th Street segment was in April 2013, and construction is underway.
- **Tacoma Link**: Future extensions of the existing Tacoma Link would serve Tacoma Community College and the city of Fife. The current Sound Transit budget will fund an alternatives analysis, preliminary engineering, and environmental review. Preliminary engineering is projected to be completed in the first quarter of 2014.

In 2013, Sound Transit is also actively advancing corridor planning studies in anticipation of an update of the Sound Transit long-range plan in 2014.

Pierce Transit – Like many of its peers in the region, Pierce Transit experienced declining sales tax collections since 2008. Pierce Transit needed to make deep cuts in service to bring costs in line with lower revenues. System-wide, these service cuts amounted to 37% between 2009 and 2012. Pierce Transit bus service to Key Center, DuPont, Sumner, Orting, Bonney Lake, Prairie Ridge, and Buckley was eliminated. In addition to the service reductions, Pierce Transit extended the useful life of buses and delayed millions of dollars in capital improvements. Bus fleet investment over the 5-year plan time frame is entirely devoted to bus replacement, with no bus fleet expansion proposed. In May 2012, Pierce Transit's Public Transportation Benefit Area district boundaries were reduced by a process initiated by the smaller cities within the service area. The following communities chose to withdraw from the PTBA: Bonney Lake, Buckley, DuPont, Orting, Sumner, and portions of Unincorporated Pierce County. The smaller service area allows Pierce Transit to allocate limited service hours to more productive routes serving areas of higher demand. Pierce Transit eliminated routes that served locations such as Sumner and Bonney Lake. However, Sound Transit took over bus service connecting

the Sumner Sounder Station and the Bonney Lake Park & Ride lot within a part of Pierce County that is outside the new smaller Pierce Transit PTBA but within the Sound Transit borders. Pierce Transit lost a ballot measure in November 2012 within the smaller PTBA boundary that would have allowed the agency to utilize its remaining taxing authority to maintain existing service levels and restore service within the smaller PTBA boundaries. With the loss of this ballot measure, Pierce Transit was considering a further reduction in service of 28%, scheduled for September 2013. However, higher than anticipated sales tax revenues in early 2013 have allowed Pierce Transit to delay cuts to existing services. If sales tax revenues continue to grow, Pierce Transit may be able to avoid these reductions. The agency adopted a Strategic Direction in July 2013 that focuses on providing excellent and efficient service across the system within Pierce Transit's existing financial resources, while moving towards investing in tailored solutions for smaller cities and towns within the PTBA, and rapid design processes that move developing markets toward higher efficiency performance.

King County Metro – In 2008, King County Metro began to address shrinking resources through a nine point action plan that reduced costs and raised revenue. Cost reductions included eliminating 100 positions and reducing or eliminating programs not directly related to putting service on the street. In 2009, at the behest of the King County Council, the County Auditor's office conducted an extensive review of Metro's operating and business practices. The audit resulted in fifty recommendations. Metro concurred with all but two. Metro has addressed the recommendations and continues to evaluate the results. Audit recommendations included reducing fleet replacement reserves, schedule efficiencies, changes to bus procurement and vehicle maintenance practices, and operation's staffing practices. Everyone contributed to sustaining as much service as possible -- riders paid higher fares and Metro's unions made concessions -- forgoing COLA increases and accepting furlough days. Metro also cut 75,000 annual hours of the lowest performing service. These actions and work by the Regional Transit Task Force (RTTF) played a significant role in the state Legislature authorizing a temporary funding tool. The RTTF primary recommendations that Metro emphasize productivity, ensure social equity and provide geographic value became the basis for a new strategic plan and associated service guidelines. The state's Congestion Reduction Charge (CRC) legislation required a King County Council super-majority or voter approval to be enacted. The council imposed the $20 CRC in a bipartisan vote, keeping Metro's financing stable until mid-2014. These actions avoided the major service cuts experienced in Pierce and Snohomish Counties.

Beginning in fall 2011, King County Metro engaged communities from Des Moines to Shoreline in discussions about potential changes related primarily to RapidRide C Line (West Seattle to Downtown Seattle) and the D Line (Ballard/Uptown to Downtown Seattle) implementation. The proposals added few service hours, but rather reshuffled resources. During the three-phase public outreach process Metro received over 10,000 comments. Metro adjusted proposals through the outreach process in response to comments.

In April 2012, Metro submitted a Service Change Ordinance to the King County Council that integrates the C and D lines into the transit system. The ordinance that was adopted made changes to 48 routes. The proposal shifts resources from lower performing routes to adopted priorities -- increase efficiency and cost effectiveness, improve service quality, and invest in areas deemed underserved and in highly productive services. The proposals increase connections and reduce duplications. For example, the restructure implements a new route connecting West Seattle and the Rainier Valley, serving the VA Medical Center and Sound Transit's Link Light Rail stations at SODO, Columbia City, and Othello and eliminates direct downtown service that duplicates Link. In short, the proposals shift resources that are not well used to underserved areas and other places where more people will benefit.

The fall 2013 service change included King County Metro's first implementation of its alternative service delivery in the Snoqualmie Valley. The service change expanded the network of transit service to be more effective and lower cost than traditional fixed-route service alone. King County Metro made changes to three routes and created a new intra-valley shuttle in partnership with Snoqualmie Valley Transit, operated by Mt. Si Senior Center, to connect the communities of Duvall, Carnation, Fall City, Snoqualmie, and North Bend.

Community Transit – Since 2009, in response to budget constraints, Community Transit (CT) has cut service by 37%, canceling all Sunday service and a substantial amount of weekday and Saturday service. Following a 15% service cut in 2010, CT cut service an additional 20% in February 2012. System-wide, CT estimates its current service is equivalent to 2002 levels. CT is now focusing its available resources on a more connective and productive network that is financially sustainable. Fixed route service accounts for 88% of Community Transit's ridership with 7.9 million boardings in 2012. These cuts were an unfortunate, but necessary strategy to maintain a viable transit network in a challenging economy. While all of CT's customers have felt the impact of these reductions, a focus on eliminating lower ridership services while preserving frequent, higher ridership services has resulted in a more efficient bus network that continues to provide effective transportation options for most riders. Of particular note is ridership on Swift. Swift is Community Transit's highest ridership route, often exceeding 100,000 monthly boardings and consistently among the highest productivity of all local routes. In 2012, Swift carried 1,173,494 riders - one in seven Community Transit riders.

Community Transit's financial forecast for 2013-2018 does not yet anticipate capacity to expand fixed route service. The February 2013 service change included a modest increase in the number of commuter bus trips to the regional growth centers of downtown Seattle and the University of Washington. These 30 additional trips per day were made possible by an award of federal Congestion Mitigation and Air Quality (CMAQ) funding and a new state funding package. By funding 100% of this new service with non-local revenue, Community Transit is able to provide these trips without increasing agency cost structure. The CMAQ grant funding will sustain this service for three years (through 2015). It is hoped that agency revenues will be sufficient in three years to continue operating this service without grant funding.

Given the slow recovery of sales tax revenue forecast for the next six years, Community Transit's priority will be controlling cost growth in order to sustain the current level of service without further cuts. In 2013, Community Transit began identifying the data, criteria, and framework for future service expansion. This work will begin to prepare the agency for service prioritization decisions as future funding becomes available. Prior to implementation of new service, there will be a public input and information sharing campaign to engage communities served by CT in the decision making process.

Community Transit continues to work with Snohomish County, cities, Washington State Department of Transportation (WSDOT) and partner transit agencies to develop Transit Emphasis Corridors as described in CT's Long-Range Transit Plan (LRTP). Establishing a network of Transit Emphasis Corridors that provide direct, frequent, reliable bus service between major destinations is a key goal of multimodal transportation and land use planning in Snohomish County. Initially proposed in Community Transit's 2008-2013 Transit Development Plan, this future vision was more fully developed and integrated with county-wide transportation and land use planning through development of the LRTP. Transit Emphasis Corridors have also become an important element of the Puget Sound Regional Council's (PSRC) Transportation 2040 plan in Snohomish County as well as the recently updated County-wide Planning Policies.

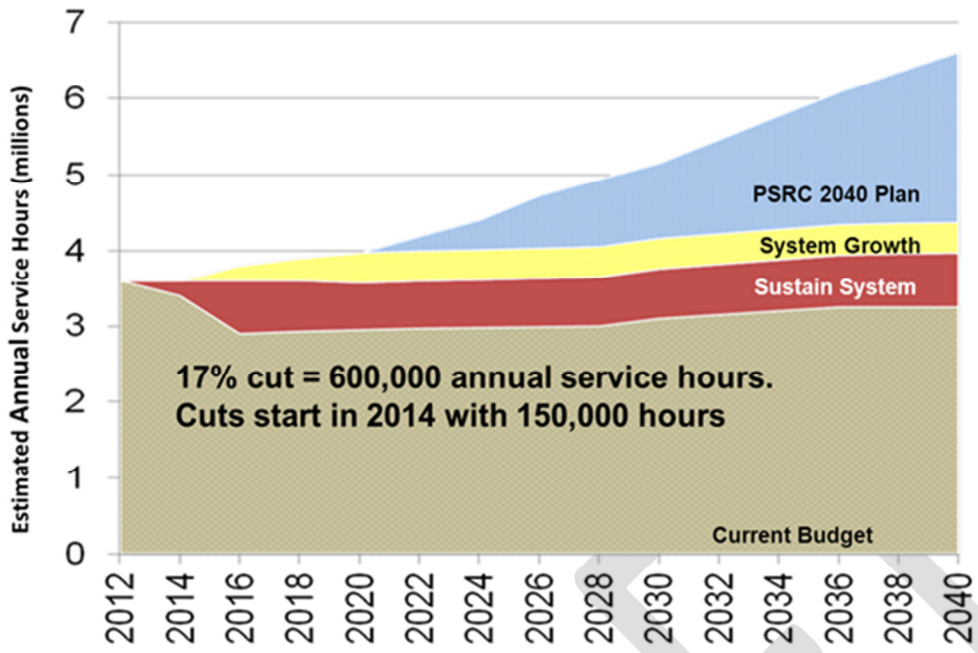
Paralleling the regional plan, the top priority for capital investment will be in preservation and maintenance of existing infrastructure and identifying the direction of future capital needs. This will be evident in activities that keep vehicles, facilities and technology in good repair, then ensuring vehicle replacements occur in a reasonable timeframe. While fleet expansion and major facility construction are not currently envisioned, CT is poised for future growth when it is feasible. System-wide, Park & Ride utilization is up; the Mountlake Terrace Transit Center constructed in 2009 is already at capacity as are facilities at Ash Way and Lynnwood Transit Center.

Everett Transit – Everett Transit (ET) made service reductions in 2009 and 2012. ET reduced its total service hours by 15% in 2012. ET maintained popular routes through cost reductions and raised fares. Cost reductions included elimination of holiday service and routes with low ridership, as well as reduced weekend and duplicative service. There were no fare changes to paratransit service – however, the reductions in service hours and scheduling affected these customers.

Kitsap Transit – Kitsap Transit's sales tax revenue peaked at approximately $30.5 million in 2007 and has steadily declined to approximately $26.0 million in 2011. In an effort to adjust to the significant decline in sales tax revenue, fares were increased from $1.50 to $2.00 in 2009 and service levels were reduced approximately 24% between years 2009 and 2010 primarily as a result of eliminating Sunday service. Consequently, ridership has declined approximately 27% since 2008. Kitsap Transit's current service levels have declined to 2002/2003 service levels, nearly reaching its post I-695 service lows of 2000/2001. Recent sales tax revenue growth remains flat and Kitsap Transit continues to be challenged with operating costs that exceed the growth of revenues. Consequently, Kitsap Transit remains focused on containing costs and exploring opportunities to realize greater efficiencies. Kitsap Transit's capital program is now focused on vehicle replacement, Park-and-Ride facilities, and improvements to passenger ferry facilities and transit centers. Other capital projects have been deferred until grant funds become available. Without a significant rebound in sales tax revenue or increased levels of capital and operating funding assistance from the state and federal levels, Kitsap Transit's current service levels are unlikely to be sustainable in the long-term. Kitsap Transit plans to further reorganize routes to increase efficiency and reduce costs.

Meeting Long Range Transit Service Goals

The Transportation 2040 Update uses a 2010 base year. However, public transit service projections are still based on the 2006 base year from the 2010 adopted plan. Neither base year reflects the deepest cuts that local transit operators have experienced in Snohomish and Pierce counties. For example, Pierce Transit's 2013 service levels were equivalent to the service they provided in 1980. In 2014, local transit agencies may make additional service cuts that would not be reflected in either base year. For example, King County Metro is preparing for a 17% service reduction in 2014 due to the expiration of a temporary funding measure. It is difficult for the region's public transit operators to maintain service levels between the recessionary cycles. This is particularly true as they are dependent on sales tax revenues. With the slow economic recovery local transit agencies are faced with catching up to their 2006 transit levels of service, and growing their service to meet planned transit service levels anticipated in Transportation 2040. Transit agencies across the region are seeking new, more stable sources of transit revenue that will allow them to catch-up and grow. King County Metro, the largest transit agency in the region, is considering additional service cuts while planning for future growth. The figure below shows the effect of the agency's anticipated short-term cuts to service while demand for transit service in the region is anticipated to continue growing.



At the same time that local transit agencies have cut service, remaining local transit service is more efficient than the transit service in 2006. Examples from two local transit agencies provide illustrations. Pierce Transit cut approximately 37% of its annual revenue hours between 2006 and 2012. Although this resulted in a 14% decrease in ridership, productivity measured in passengers per revenue hour rose by 36%, from 20.6 to 28.0. Similarly, Community Transit cut 37% of its bus service between 2010 and 2012. However, because Community Transit strategically cut less productive service – early and late-night buses, mid-day trips, and low-ridership routes – it was able to minimize loss of ridership and dramatically improve productivity. In 2012, Community Transit operated the same number of service hours as it did in the year 2000, but ridership increased 26%, from 7.2 million 9.1 million boardings.

Pierce Transit Passengers Per Revenue Hour		
	NTD Report Year	NTD Report Year
	2006	**2012**
Annual Unlinked Passenger Trips (UPTL)	12,409,416	10,580,268
Annual Revenue Hours	601,655	377,976
Passengers Per Revenue Hour	**20.6**	**28.0**

Transit agencies are attempting to catch up to their 2006 levels of service and transit funding in this decade (by 2020). Once local transit service recovers, future service as proposed in Transportation 2040 will require a steeper growth curve in order to reach the targets in the 2040 plan horizon year. This will require new and more stable sources of funding. As an example, the updated T2040 financial strategy includes a 1.5% Motor Vehicle Excise Tax (MVET) in King County, 60% of which would King County Metro, with 40% going to cities and counties. The next major update of Transportation 2040 will address the region's long range transit service goals, and how to meet them.

PLAN UPDATE REPORT: HOW TO FIND WHAT'S NEW AND WHAT'S CHANGED

The Transportation 2040 Update-Draft Report does not change regional goals or policies as stated in VISION 2040 or the adopted Transportation 2040 plan. The adopted plan retains its status as the region's long range multimodal transportation plan and its policy connections to VISION 2040 and the Regional Economic Strategy. The table below provides a brief summary of the contents of the Transportation 2040 Update-Draft Report, including the numerous appendices which support the plan. The **KEY SECTION** column of the table below indicates the status of each chapter of the Transportation 2040 Update-Draft Report or appendix (new, major update, minor update, or no change).

KEY SECTION (with Change Status)	**TITLE**	**CONTENT**
Chapter 1 **NEW**	**Executive Summary**	**Brief (4-6 page)** summary of the plan update document. This will be a high level and graphic report designed to communicate the plan contents with elected officials and the Legislature.
Chapter 2 **NEW**	**Background Information**	**This chapter briefly discusses what's in T2040**, why the plan is being updated, updated information (such as new financial, population, and employment data), and where to find what's new and what's changed.
Chapter 3 **NEW**	**Core Elements:** • Prioritization • State of Good Repair • Financial Analysis Update	**This chapter contains new and updated information on the core plan elements based on the adopted scope of work.** In addition to federal and state mandates for the updated financial strategy, this chapter fulfills explicit board directives to enhance State of Good Repair and develop a Prioritization framework to support investment decisions.
Chapter 4 **NEW**	**Statutory and Ongoing Plan Elements**	**This chapter discusses other plan elements**: Active Transportation, Air Quality and Climate Change (including Greenhouse Gas Strategy), Coordinated Plan, TDM and CTR Programs, Growing Transit Communities program, and Rural Transportation Study. In addition, Chapter 4 includes a report on existing programs and emerging trends in technology.
Chapter 5 **NEW**	**Supporting Information**	**This chapter contains technical background information**: Project List, Public Involvement and Outreach, Land Use Input and Modeling, MAP-21 Summary, and 2014 Action Strategy.
Chapter 6 **NEW**	**Next Steps**	**Chapter 6 presents initial thoughts on the 2018 plan update**, including the proposed schedule, pre-scoping topics, core plan elements, and other elements and issues which might be addressed.
Appendix A **MINOR UPDATE FROM 2010**	**2014 Action Strategy**	**State-mandated biennial report on plan status**. Includes a summary of what's changed since 2010, brief summary of state and federal mandates for the plan, draft 2014 legislative strategy, and 10-year investment program.
Appendix B **MINOR UPDATE FROM 2010**	**Projects and Programs by SMART Corridor**	**Describes projects and** programs planned for each SMART corridor. This appendix displays updated project information for each of the region's SMART corridors.

DRAFT

Appendix C **NO CHANGE FROM 2010**	**Multi-county Planning Policies**	**Contains adopted regional policies from VISION 2040**.
Appendix D **NO CHANGE FROM 2010**	**The Metropolitan Transportation System** (MTS)	**Defines and discusses the MTS** and includes maps of each modal component.
Appendix E **MINOR UPDATE FROM 2010**	**Regional Air Quality Conformity Analysis**	**Discusses state and federal air quality mandates and requirements**; outlines the detail of the region's air quality conformity analysis and finding of conformity.
Appendix F **MAJOR UPDATE FROM 2010**	**Financial Strategy Background**	**Detailed report on the region's financial status**. Outlines current law revenue and existing revenue sources, costs to implement the plan, revenue shortfall, potential additional revenue sources, scenarios for balancing revenues and costs, and our short and long term financial strategy.
Appendix G **MINOR UPDATE FROM 2010**	**Environmental Justice**	**Discusses federal requirements and analysis** of EJ aspects of the plan.
Appendix H **MINOR UPDATE FROM 2010**	**Analysis Tool Documentation**	**Discusses the technical details** of PSRC analysis tools and forecasts. Discusses enhanced models and analysis tools used for the Transportation 2040 Update-Draft Report. See Chapter 5 for an update on PSRC Analysis Tools.
Appendix I **MINOR UPDATE FROM 2010**	**Public Involvement and Outreach**	**Summarizes the contents of the PSRC Public Participation Plan**, and discusses the program used for this planning cycle.
Appendix J **NO CHANGE FROM 2010**	**Regional Freight Strategy**	Includes all the **details of the Regional Freight Strategy**.
Appendix K **MINOR UPDATE FROM 2010**	**Coordinated Transit-Human Services Transportation Plan**	**Documents the region's plan for serving special needs** and other underserved populations. Discusses state and federal requirements for this program.
Appendix L **MINOR UPDATE FROM 2010**	**Climate Change Background**	**Presents background information to support the region's GHG strategy** and analysis of potential climate change.
Appendix M – **MINOR UPDATE FROM 2010**	**Administrative Procedures (update of Candidate to Approved Process)**	**This updated appendix describes the updated Administrative Procedures** which apply to major capacity projects in the plan. These procedures amend the existing Candidate-to-Approved process.
Appendix N **MINOR UPDATE TO REFLECT NEW PROJECT DATA**	**Metropolitan Transportation System Capacity Improvements List**	**Lists all projects in the constrained and unprogrammed plan by mode**. This appendix was formerly Appendix M, which also included the Candidate-to-Approved process guidance. For this plan update these two sections have been divided into two separated appendices (M and N). For the Transportation 2040 Update-Draft Report, the Appendix N project list is updated to reflect all project changes submitted by sponsors in response to PSRC's January 2013 call for updated project information.

DRAFT

Appendix O - **NEW**	**Active Transportation Plan**	**Update of the 2003 Regional Bike and Pedestrian** Implementation Strategy. This new appendix documents the significant new body of work to address the region's bike and pedestrian needs.
Appendix P - **NEW**	**Prioritization Report**	**Appendix P (Prioritization Report) documents the development of the Prioritization Framework**, including its foundation in VISION 2040, the evaluation measures, analysis results, and possible future application of the process.
Appendix Q –	**NOT USED**	
Appendix R - **NEW**	**Rural Transportation Study**	**Documents the development and findings of the new Rural Transportation Study**, with ties to the full T2040 Plan document where relevant.
Appendix S - **NEW**	**State of Good Repair**	**Documents the new work on State of Good Repair**, with ties to the full T2040 Plan document where relevant.
Appendix T - **NEW**	**Transportation Demand Management Action Plan**	**Documents the new work on TDM**, with ties to the full T2040 Plan document where relevant.

The materials in Chapters 3, 4, and 5 build upon the ***Decision Point B Board Package*** dated June 4, 2013. The package, which represented work progress in early June, was affirmed by the Transportation Policy Board on July 11, 2013 and the Executive Board on July 25, 2013. The draft package materials can be found on the plan update web page at www.psrc.org/transportation/transportation-2040-update.

DRAFT

CHAPTER 3 CORE ELEMENTS

This update of Transportation 2040 includes three "Core Elements" which were deemed most critical: (1) Prioritization, (2) State of Good Repair, and (3) Financial Strategy Update. The sections below present summaries of these elements.

PRIORITIZATION (see Appendix P for more detail)

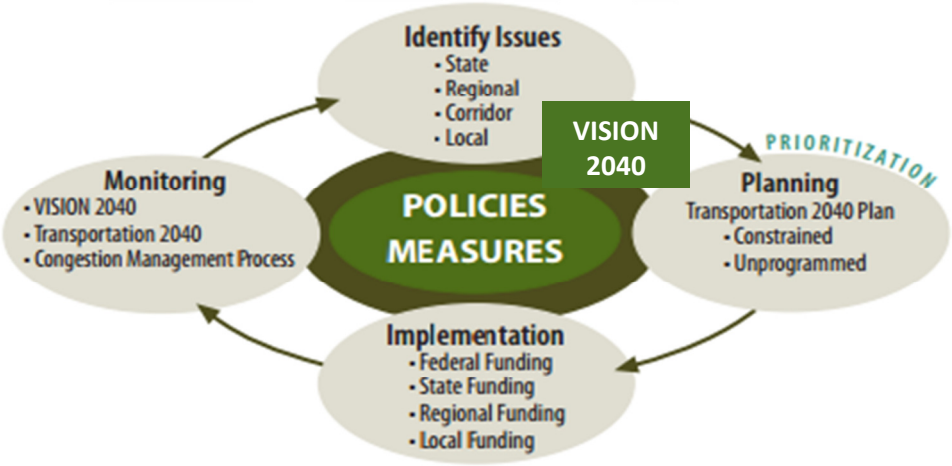
Prioritization Mandate

Transportation 2040 calls for PSRC to develop a prioritization process that ensures regionally significant transportation investments implement VISION 2040, the region's strategy for accommodating expected growth while enhancing the environment and quality of life. PSRC committees and boards captured this directive in the following mission statement, adopted in December 2010:

> *[The mission of the prioritization process is] . . . . To prioritize transportation projects in a manner that reinforces and implements VISION 2040. This will include the development and application of an evaluation process to prioritize projects/programs that are within the plan as well as the means for allowing projects to be entered, modified or removed.*

Why is Prioritization important?

The world is changing, and transportation planning must be flexible and responsive to change in order to meaningfully implement the region's future vision. The Prioritization framework helps identify projects that best implement VISION 2040. While not providing the final answer, the Prioritization process informs decision-making using measures selected to assess how well projects implement regional goals. Compared to past practices, the Prioritization framework is more comprehensive in evaluating tradeoffs and it applies to more types of projects and programs in the transportation plan. It also is more closely linked to the region's long-range financial strategy, which is critical given funding gaps and financial constraints.



Transportation 2040's Financial Strategy is constrained – it must show that there are sufficient funds (federal, state, local, and private) to keep the system operating and maintained in a State of Good Repair and to implement proposed transportation system improvements. Given that the need for transportation investments is greater than currently available funding, it is important to prioritize investments that provide the most benefit to the region and help achieve its vision. Prioritization can be

used to help balance the plan's costs and revenues. Prioritization could also be used to help inform other stages of the transportation planning process, such as project funding through the Regional Transportation Improvement Program. Prioritization can also provide a foundation for the new and more rigorous performance monitoring standards that will be required by the federal transportation act – "Moving Ahead for Progress in the 21st Century" (MAP-21).

Evaluation Framework

Over the past 2 years, the Transportation 2040 Prioritization Working Group, the Regional Staff Committee, and PSRC boards have developed a framework for evaluating transportation investments in the long-range transportation plan. The evaluation approach provides the boards with a greater level of detail about transportation project benefits. The approach separates projects into eight categories and evaluates investments within each category by decade. It identifies nine measures (based on VISION 2040 and Transportation 2040) to evaluate projects. In the future, the measures may be weighted to reflect their relative importance.

The evaluation framework uses a scorecard approach, with results reported in a simple, graphic format. Project cost data is also included. Significantly funded projects (those that are near completion and have secured the majority of required project funds) and voter approved projects were not evaluated in the initial project review. In the future, newly identified projects may be subject to review within the project evaluation framework as they seek entry into the Transportation 2040 plan.

In addition to the scorecard analysis, projects are reviewed for consistency with regional policy as contained in VISION 2040, Transportation 2040, and the Regional Economic Strategy. The prioritization framework is being used to evaluate projects in the plan, and results have been incorporated into the Transportation 2040 Update-Draft Report. Details about project prioritization can be found on PSRC's website at www.psrc.org/transportation/prioritization/.

Prioritization Measures

Nine Prioritization Measures were developed to evaluate how well System Improvement projects implement VISION 2040. These Prioritization Measures were adopted by PSRC's Executive Board for testing in June 2012 and are listed below:

- Air Quality
- Freight
- Jobs
- Multimodal
- Puget Sound Land & Water
- Safety and System Security
- Social Equity & Access to Opportunity
- Support for Centers
- Travel

Evaluation Process

Projects in the System Improvements investments category are organized according to the type of infrastructure expansion they represent: Arterials, Bicycle/Pedestrian, Highways, or Transit. Project sponsors completed a web-based project sponsor form that included questions associated with the nine Prioritization measures. The answers to these questions were used to generate a Scorecard Report showing the relative ranking of projects by total score within investment categories. The Scorecard Report also contains benefit scores for each of the nine measures, project cost in 2008 dollars, decade of completion, and whether they are in the Constrained or Unprogrammed section of Transportation 2040. For more information about Prioritization, go to www.psrc.org/transportation/prioritization/ and Transportation 2040 Appendix P.

How the Evaluation Framework Might Be Used

As noted above, the Prioritization Framework is already being used as part of the Transportation 2040 Update in an approach to balance the financial strategy. In the future, the Prioritization Framework can provide comprehensive information in order for decision-makers to balance competing demands and fiscal realities. The prioritization framework can be used in the future to:

- Update Transportation 2040 (scheduled for spring 2014)
- Rank transportation projects within the plan, by categories, by decade
- Communicate regional transportation priorities to the legislature
- Improve alignment between state, regional, and local investments
- Identify priority projects as inspiration and guidance for future project proposals
- Monitor plan implementation and system performance

DRAFT

STATE OF GOOD REPAIR (see Appendix S)

Importance of Investing in State of Good Repair Programs

State of Good Repair projects and programs rarely receive as much public recognition as major expansion projects, yet maintaining our roads, bridges, buses and trains is critical to protect existing investments and keep people and goods moving throughout the region. Ranging from the replacement of fiber-optic cable to seismic retrofits and paving projects, these behind-the-scenes investments make the transportation network function in a safe and usable manner. Choosing to not maintain and preserve our existing transportation assets can have serious economic, environmental, performance, safety, and financial consequences down the line. For these reasons, Transportation 2040 places a high priority on maintaining and preserving the existing transportation system.

Federal and Regional Emphasis on State of Good Repair

In July 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). One of the new provisions included in MAP-21 is a renewed emphasis on the maintenance and preservation of existing transportation infrastructure and services. This and other policy direction are being implemented by PSRC through new performance-based planning approaches designed to increase accountability and direct resources where they are needed most.

Regional decision-makers have also acknowledged deteriorating conditions and placed a considerable emphasis on re-investing in the region's transportation infrastructure to ensure safe and reliable use of the system. Transportation 2040 identifies State of Good Repair as a top regional priority. As proof, during the 2012 FHWA and FTA project selection process, policy-makers set-aside nearly $40 million of the region's federal transportation funding for the purpose of investing in the region's roadway pavements and transit capital preservation. This policy is currently being extended for the 2014 project selection cycle.

Transportation 2040 Framework

State of Good Repair in Transportation 2040: Past and Current Methods

Unfortunately, maintenance and preservation is a topic where little detail exists on which to base future cost estimates. The 2010 version of Transportation 2040 relied primarily on a series of programmatic models based on historic expenditures to estimate regional State of Good Repair investment needs. As a consequence of this approach, the financial strategy reflected current maintenance and preservation investment trends based on fiscal realities rather than the magnitude of future needs for most aspects of the transportation system. One key exception to this methodology was the development of an approach to estimating pavement preservation that was based on pavement condition scores and standard project costs. This revised approach represented PSRC's first step in evolving State of Good Repair cost estimation methods that capture future needs rather than merely extrapolating historic trends.

The Transportation 2040 Update-Draft Report includes new approaches that more accurately articulate State of Good Repair investment needs for a variety of asset classes. This represents an interim step in the development of a robust regional asset management program that meets federal performance-based planning requirements and the ongoing needs of PSRC stakeholders. The work discussed below represents the continued evolution of PSRC's State of Good Repair planning program and makes progress towards these objectives.

Stormwater Drainage

Stormwater runoff from the transportation system has been an issue of increasing importance in the central Puget Sound for years. Additional impervious surfaces and an inadequate storm drainage and treatment system are causing significant concerns among the environmental community, particularly with regard to drainage into Puget Sound. At the same time, stricter federal standards and processes (e.g., National Pollutant Discharge Elimination System permits) increase project costs and add to the complexity of project planning and design. The bottom line: new stormwater retention and treatment standards have increased the overall cost of Transportation 2040. This plan update reflects these new realities.

Pavement Preservation

For the Transportation 2040 Update-Draft Report, PSRC has enhanced its existing approach for estimating future pavement preservation needs by incorporating local asset management policies, practices, and project costs, as well as establishing a regional pavement condition target. An average pavement condition index (PCI) score of 70 (or local equivalent) was selected as a desired regional outcome based on a review of local measurement approaches and thresholds of what is considered to be "good" condition. Relying heavily on information provided by local planning partners, the Transportation 2040 Update pavement preservation estimate now reflects lifecycle maintenance costs for the region's roadway facilities relative to the newly established pavement condition goals.

The new approach to pavement preservation planning has three benefits: (1) establishing a regional desired condition rating begins to move the region toward MAP-21 mandates for outcome-based planning at the regional level; (2) the level of service target (70 PCI) helps to prepare more accurate life cycle cost estimates, and can be used to inform decision-making and tradeoff discussions; and (3) the approach better reflects local planning policies, priorities, and project costs.

Local Signal Operations and Intelligent Transportation Systems (ITS)

Given the emphasis placed on operating an efficient transportation system in Transportation 2040 it is crucial that the costs associated with preserving and operating these systems is accurately captured in the plan. The updated approach for estimating operations costs captures two levels of investment for maintaining and operating local traffic operations and ITS based on cost information provided directly by local stakeholders. These two scenarios reflect the maintenance of existing funding levels through 2040 and an "optimal" level of effort where facilities are fully staffed and able to carry out all intended functions in a timely manner, and all capital components of the signal operations/ITS system are replaced within their intended lifecycle. The plan reflects the current funding level scenario; however this new approach allows evaluation of tradeoffs between two levels of investment vis-a-vis competing regional priorities.

Summary of Changes and Next Steps

During the Transportation 2040 Update process, PSRC focused on three key areas of the State of Good Repair component of the financial strategy. This work has resulted in a net increase of approximately $5.2 billion in future city and county costs relative to the adopted plan and a more accurate reflection of costs necessary to maintain the transportation system in a state of good repair. New estimates reflect strengthened stormwater requirements facing cities and counties, an outcome-based approach to estimating future pavement preservation needs and local lifecycle analyses, and detailed thinking about the costs necessary to operate local signals and other traffic management devices.

Next steps for the program include working with transit agencies to implement new MAP-21 requirements related to transit asset management, developing specific estimates of transit ITS maintenance and operations costs, developing a new approach for collecting city and county investment needs that are not based on historic expenditures (perhaps a survey tool), and further developing an in-house asset management program. These elements, and more, are currently in PSRC's work program as it prepares for the 2018 plan update.

DRAFT

FINANCIAL STRATEGY UPDATE (see Appendix F)

Introduction and Financial Strategy Overview

Transportation 2040 includes a financial strategy that recognizes the dynamic environment in which transportation investments are made and lays out a general scenario for funding existing and planned programs and projects. The plan relies on traditional sources of transportation financing in the early years of the plan, however recognizes that the purchasing power from the largest current source of transportation revenue (fuel tax) is eroding due to changes in vehicle technology, increasing capital costs, and inflation. The strategy acknowledges that new sources of reliable funding must be developed and phased in over time in order to make the necessary transportation investments to support a growing region. In the Transportation 2040 financial strategy those new sources of reliable funding are the result of a transition to a user-based financing model.

In Transportation 2040, the integration of user fees with traditional tax financing begins in the first decade of the plan through the implementation of toll-financed state highway projects and transitioning to a network of express toll lanes on the region's limited-access facilities by the mid-2020s. In the final years of the plan the intent is to manage and finance the limited-access highway network as a system of fully tolled facilities. Transportation 2040 also contains guidance with regard to the uses of toll revenues, including a commitment that they be used for the purpose of improving mobility through direct investment or offsetting other existing transportation taxes and fees.

Transportation 2040 Update Financial Strategy
(revenues by source in billions of 2008 dollars)

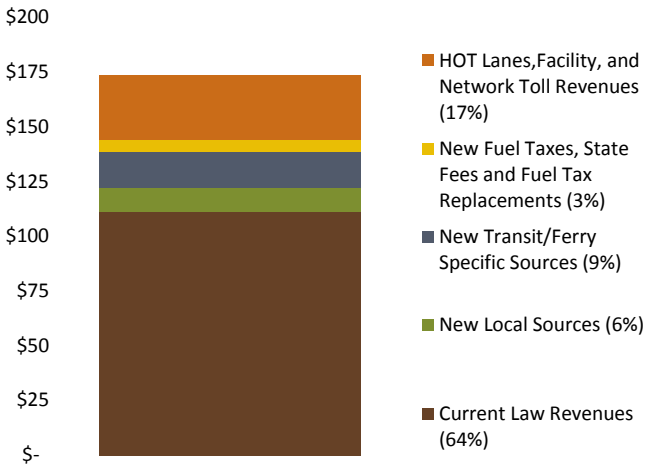
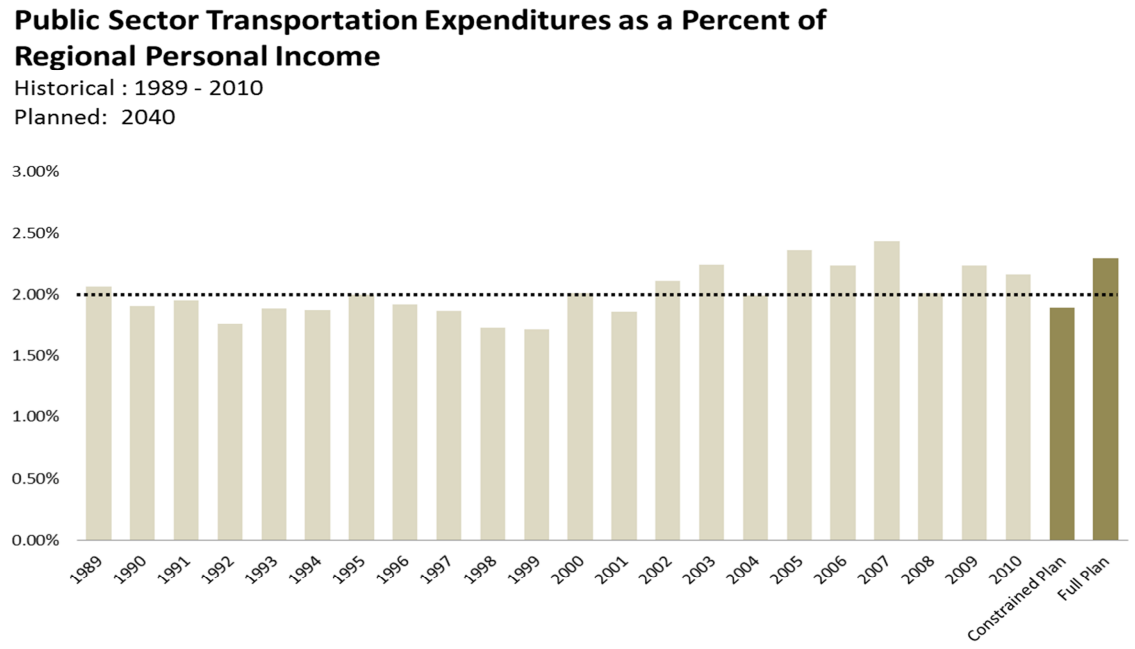


Figure 1 illustrates the key components of the Transportation 2040 financial strategy. Revenues above and beyond those generated through existing sources are assumed to be generated through new taxes or user fees and are necessary to implement planned programs and projects included in Transportation 2040. Of those new revenues, approximately 53% are generated through new user fees such as tolled facilities and road usage charges.

The remainder comes from extensions of current law revenue mechanisms such as new increments of sales tax, motor vehicle excise tax, and the county road levy. While there are nearly $64 billion in new revenue beyond what is anticipated to be generated through current law sources, the percentage of personal income spent on public transportation remains consistent with historic trends. This is important as it illustrates the feasibility of public acceptance of implementing these new fiscal policies and demonstrates fiscal constraint. Figure 2 depicts historic trends of personal expenditure on public transportation investments compared to the financially constrained and full plan.



Current State of Transportation Finance

Investments in transportation infrastructure and services are strongly linked to growth in the broader economy. The recession that began in 2008 has resulted in significant near-term economic impacts to state, regional, and local economies, and the government programs those economies support. Washington state's economy, and especially the central Puget Sound region, was recovering from the bursting of the dot-com bubble in the early 2000s, then was hit by the end-of-decade recession. As a result, employment in the central Puget Sound region was nearly the same in 2010 as it was in 2000. Tax revenues supporting transportation investments have also dropped across the board. State gas tax revenues are down, as are sales tax revenues, and general fund revenues in all levels of government have also been significantly reduced. A key factor in the financial strategy update was to incorporate the impacts of the economic downturn on transportation revenues.

Issues facing transportation also include:

- A number of citizen initiatives placed limits on state and local taxes including most significantly, the elimination of the statewide Motor Vehicle Excise Tax (MVET), and the limitation of property tax collections to a 1% annual growth rate, resulting in a decline of property tax rates for most taxing districts.

- The elimination of the MVET affected the state general fund and the Motor Vehicle Fund, which supports both highway and ferry funding. MVET funds were also used to support a city and county sales tax equalization program and were distributed directly to local transit providers and represented their second single largest revenue source after local sales tax revenue.

- Since 2000, local transit agencies have successfully garnered voter support to pass increases in the local sales tax rates that generate revenues for their transit operations. Unfortunately, these are the same sales taxes that have undermined the stability of local transit operating budgets.

- In 2003 and 2005, the State Legislature passed, and the Governor approved, statewide transportation funding packages that included fuel tax increases and increases in various other fees.

The state funding packages dedicated significant dollars to highway projects in the central Puget Sound region. In addition, the packages included new ferry capital funds for auto vessel replacement and terminal improvements. As of 2013, the State Legislature has debated the passage of another state transportation package that would include additional fuel tax increases and weight fees among a variety of local transportation options.

- The current trajectory of the Federal Highway Trust Fund and Transit Account is unsustainable. Beginning in federal fiscal year 2015, the Trust Fund will be unable to meet its obligations amid decreasing federal fuel tax revenues and increasing funding levels for highway and transit authorized in SAFETEA-LU and MAP-21.

Revenues

Current Law Revenues

Transportation funding in the central Puget Sound region draws mainly from primary tax bases including: motor fuel and retail sales, motor vehicle market value, assessed property valuation, and vehicle registrations and licenses. In addition to funds from these tax bases, transportation revenues are drawn from a combination of other sources, such as operating income and sources comprising city and county general funds. Significant components of transportation budgets rely on sources of revenue closely tied to economic strength. As a result of the recession the region and nation experienced in the latter part of the 2000s, transportation revenues have dropped considerably. A key component of the updated financial strategy is the incorporation of recessionary impacts on existing transportation revenues. Additional work for the Transportation 2040 Update included revised expectations of local general fund and federal contributions to transportation finance, and the long-term impacts of new transit fare policies.

New Revenue Scenario

As described above, the new revenue scenario includes potential future revenues from sources that have yet to be enacted, but are necessary to fully implement the projects and programs contained in Transportation 2040. The backbone of this strategy is the phasing-in of user fees that are more explicitly tied to the use of the system. Accompanying new user fees is a range of traditional taxes and fee extensions designed to provide stable and reliable funding for important local and regional transportation infrastructure. This scenario is based in past historical trends that demonstrate the willingness of lawmakers and voters to raise transportation revenues necessary to implement projects with clear benefits to the region and state.

For the Transportation 2040 Update-Draft Report, PSRC convened a subgroup of the Transportation Policy Board (Finance Working Group) to build upon and refine the financial plan adopted in 2010. While the general framework of the financial strategy was not altered, the new revenue scenario has been updated to reflect new thinking about the timing, rates, and yield of adopted new revenue assumptions with a focus on near-term expectations. For example, the updated financial strategy reflects the implementation of new state transportation revenue and investment proposals under development by the Governor and the state legislature. Aligning these assumptions presents a more accurate and credible portrayal of what the region could, and should expect with regard to short-term new revenue tools being available for transportation investments. Generally, these refinements resulted in revenue decreases in the

transportation plan. Table 2 outlines updated new revenue assumptions included in the Transportation 2040 Update-Draft Report.

New Revenue General Scenario

(millions of year 2008 constant dollars)

Funding Category	2010-2020	2021-2030	2031-2040	2010-2040
Local Sources				
Road Levy (property tax)	$ -	$ 1,000	$ 1,100	$ 2,100
Other Local Sources (parking, license, & impact fees)	$ 600	$ 2,100	$ 3,200	$ 6,000
MVET (cities & counties)	$ 500	$ 1,200	$ 1,400	$ 3,100
Transit Specific Sources				
MVET (transit)	$ 700	$ 1,800	$ 2,100	$ 4,600
Sales tax increase for local transit	$ -	$ 1,000	$ 2,900	$ 3,900
Sales tax increase for Sound Transit (bonded)	$ -	$ 2,700	$ 3,900	$ 6,600
Tax increases supporting POF	$ 100	$ 100	$ 100	$ 300
Increases in Transit and Ferry Fares	$ 100	$ 400	$ 500	$ 900
State Sources				
State Fuel Tax and Bonding Net Proceeds	$ 2,400	$ 1,000	$ 800	$ 4,200
Other State Sources (Natural Resources, Fish/Wildlife)	$ 200	$ 200	$ 200	$ 700
HOT Lanes and Facility Toll Revenues				
HOT and Facility Toll Proceeds	$ 3,500	$ 3,100	$ -	$ 6,600
Highway System Tolls (various modeled)	$ -	$ -	$ 22,800	$ 22,800
Fuel Tax Replacement	$ -	$ 3,200	$ 2,700	$ 5,900
Offsetting fuel tax	$ -	$ -	$ (5,200)	$ (5,200)
Total New Revenue	**$ 8,100**	**$ 17,900**	**$ 36,400**	**$ 62,400**

Expenditures

As with every update to the regional transportation plan, PSRC has undertaken efforts to present an accurate estimate of future transportation expenditures and needs. Perhaps the most significant in terms of financial impact is the effort to incorporate a more refined methodology to estimate future State of Good Repair (formerly maintenance, preservation, and operations) needs. Additionally, staff has incorporated the most recently available historic expenditures for cities and counties and new regionally significant project costs as submitted by project sponsors.

State of Good Repair Costs Updates

As discussed in the "State of Good Repair" section, PSRC is striving to more accurately reflect future maintenance and preservation costs across a variety of asset bases. Under the direction of a multi-disciplinary inter-agency subcommittee of the Regional Project Evaluation Committee (RPEC), PSRC has focused on refining key areas of the State of Good Repair component of Transportation 2040 including pavement preservation, storm-water and local traffic operations. This work has resulted in a net increase of approximately $5.2 billion in future city and county costs relative to the plan adopted in 2010. For a full description of these enhancements please see Appendix S – State of Good Repair.

Updated Historic Costs

A key factor in presenting the most current and accurate estimate of future city and county transportation expenditures is to incorporate the latest available data to reflect the current state of, and trends in, local transportation finance. To do so, PSRC relies heavily on Washington's Budget Accounting and Reporting System (BARS) data provided by WSDOT. During the development of 2010 version of Transportation 2040 the most recently available data was for 2005, which precedes the impact the

economic downturn had on local transportation finance in the latter portion of the decade. For the Transportation 2040 Update-Draft Report, city and county expenditures to the year 2011 have been incorporated into future estimates of need. This historical period represents those years in which cities and counties experienced the impact of the economic downturn and presents a more current picture of where the region is today, and where we can expect to be in the future with regard to city and county transportation finance.

Updated Project Costs

The Transportation 2040 project list includes all transportation capacity investments of regional significance. The list is comprised of voter-approved projects (e.g. Sound Transit), investments included in local comprehensive plans, transportation improvement programs, or priority lists that may be only partially funded, or without any dedicated funding to date. As with every update to the regional transportation plan, PSRC released a limited call for projects to incorporate the latest information on these investments. The current project list also reflects the prioritization of projects as discussed under the "Prioritization" element of Chapter 3. Refer to Appendix M for a full list of regionally significant capital expansion projects.

Summary

PSRC and the Finance Working Group have spent the previous two years updating the adopted financial strategy in a way that reflects the impacts of the economic downturn and other developments since the adoption of Transportation 2040 in 2010. While the overarching framework of the adopted financial strategy is the same, the yield from existing sources has dropped considerably and assumptions of new revenues have been adjusted, causing significant downward revisions to anticipated revenues. These shortfalls have been offset, in part, by slightly decreasing program and project costs (even with higher estimates for state of good repair) and the implementation of a project prioritization process. Table 3 summarizes the financial strategy in a single table, with investment needs, current law revenues, and new revenues (a representation of the plan's new revenue scenario) identified for each of the major implementing agency types. This common framework presents an opportunity to compare costs and revenues across all programs to ensure a balanced financial program.

FINANCIAL SUMMARY 2010-2040
(millions of year 2008 constant dollars)

	INVESTMENTS			REVENUES			
	State of Good Repair	System Expansion	Total	Current Law	New Revenue	Total	Unprogrammed Investments
Counties	$ 8,300	$ 6,300	$ 14,600	$ 9,500	$ 5,100	$ 14,600	$ 800
Cities	$ 18,000	$ 17,200	$ 35,300	$ 21,200	$ 14,100	$ 35,300	$ 1,000
Local Transit	$ 27,300	$ 19,500	$ 46,800	$ 36,100	$ 10,700	$ 46,800	$ 4,100
Sound Transit	$ 10,200	$ 22,100	$ 32,400	$ 25,700	$ 6,600	$ 32,400	$ 15,200
State Ferries	$ 6,700	$ 1,500	$ 8,200	$ 5,400	$ 2,900	$ 8,200	$ -
State Highways	$ 10,800	$ 18,400	$ 29,200	$ 11,000	$ 18,100	$ 29,200	$ 13,800
Other Regional	$ -	$ 7,200	$ 7,200	$ 2,200	$ 5,000	$ 7,200	$ 2,700
TOTAL	**$ 81,400**	**$ 92,300**	**$ 173,600**	**$ 111,100**	**$ 62,400**	**$ 173,600**	**$ 37,600**

CHAPTER 4 STATUTORY AND ONGOING PLAN ELEMENTS

ACTIVE TRANSPORTATION PLAN (see Appendix O)

VISION 2040 and Transportation 2040 call for the development of a transportation system that creates more travel choices while preserving environmental quality and open space. Bicycling and pedestrian transportation play a key role in achieving these goals. The Active Transportation Plan (ATP) will be incorporated into Transportation 2040 as an appendix and will emphasize how active transportation is a cost effective and beneficial form of transportation that implements Transportation 2040 and VISION 2040 in a sustainable way.

Active Transportation refers to multimodal transportation solutions that connect people of all ages and abilities to where they need to go using active modes such as walking, bicycling and taking public transit.

The ATP recognizes and builds on existing policy from Transportation 2040 and VISION 2040. The purpose of the ATP is to advance many of these policies through implementation of active transportation in the Puget Sound region. This plan describes the need for active transportation, provides guidance and resources for local jurisdictions for developing their bicycle and pedestrian elements, and describes how the region is working together to support active transportation. The ATP also articulates the multiple benefits of active transportation.

As called for in the adopted Transportation 2040 Plan, an important focus of this Active Transportation Plan is access to and within centers and the importance of interconnectivity with transit for people of all ages and abilities. The plan also emphasizes the many benefits of Active Transportation such as increased health outcomes, transportation benefits such as reducing congestion, increased opportunity for environmental mitigation, and increased economic benefits.

Ensuring the plan is informative, readable
This Active Transportation Plan replaces the region's 2003 Bicycle and Pedestrian Implementation Strategy. A key difference between these plans is that the Transportation 2040 Update-Draft Report seeks more than just providing implementation strategies. Active Transportation strategies are evolving, so the updated plan seeks to inform planners on this evolving field while providing strategies and information to help the local planning process be successful when implementing Active Transportation strategies at the local level.

Active Transportation for People of All Ages and Abilities
A key emphasis of this plan is to highlight the need for safe environments for walking and bicycling for people of all ages and abilities. Concerns about safety is often a barrier to more people choosing to walk or bike and with increased emphasis on the benefits of active transportation, proving safe environments is increasingly important. Overcoming these barriers can happen in a variety of ways, such as through education as well as safe infrastructure. In addition, strategies such as providing places of rest along a walking route - and ensuring the perception of safety - such as increased lighting, are strategies that encourage all people to begin to include active transportation as a key option.

Regional Bicycle Network and Local Connectivity
The Active Transportation Plan emphasizes the importance of pedestrian facilities and establishing a bicycle network. Assessing network connectivity to important local and regional destinations help

communities prioritize investments and overcome barriers while ensuring that people choosing active transportation are able to make it to their destinations safely.

Transportation 2040 explicitly calls for the development of a Regional Bicycle Network which identifies key bicycle linkages that connect locations that are important to the region. The regional Bicycle-Pedestrian Advisory Committee (BPAC) recommended criteria based on VISION 2040 that guided the development of this network. The criteria include connecting urban centers, regional transit locations, and other important regional destinations. The bicycle network helps the region to plan for connections that cross-jurisdictional boundaries and helps to facilitate coordination between cities and counties to strive for a seamless network of safe bicycle facilities. The network includes a list of gaps along with further information such as progress in local planning, elevation gain, etc.

Funding and Leveraging Opportunities

Due to the growing interest in active transportation as well as the need for safe accommodation, finding resources to support projects and planning is increasingly important. The Active Transportation Plan provides information for communities as they seek additional resources. This chapter and the associated attachment includes various funding sources that support bicycling and walking from federal, state and regional sources as well as some examples of local funds some communities have leveraged. In addition, this chapter provides examples for how communities can leverage opportunities. Due to the growing need, it is important for communities to work together to maximize resources and to leverage opportunities where they exist. The purpose of this section of the ATP is to provide information for communities across the region seeking move the region toward implementing Active Transportation.

Data Collection Recommendations

Active Transportation has many regional benefits such as increased health outcomes, improved air quality, congestion relief, and economic benefits. Quantifying these benefits is a challenging task. This plan has begun the process of data collection needed to identify these benefits. Where data is lacking, this plan provides guidance on best practices for collecting data. Increased emphasis on monitoring and setting multi-modal level of service targets are key factors in emphasizing the need for better data collection and includes data collection recommendations.

DRAFT

AIR QUALITY AND CLIMATE CHANGE (including Greenhouse Gas Strategy)
(for more information see Appendices E and L)

VISION 2040 and Transportation 2040 are built upon a strong regional commitment to reducing the impacts of growth and transportation on the environment. This commitment includes policy guidance and prioritization of investments to reduce impacts on air quality, with a particular emphasis on the reduction of greenhouse gas emissions. Since the adoption of Transportation 2040 in 2010, much work has been done to implement the region's Four-Part Greenhouse Gas Strategy - encompassing land use, transportation choices, user fees and technology. Of particular importance is the adoption of new federal fuel economy and greenhouse gas standards for passenger vehicles and trucks. Additional details on the status of air quality and the implementation of the Four-Part Greenhouse Gas Strategy are provided below.

FOUR-PART GREENHOUSE GAS STRATEGY

Land Use: implement VISION 2040, further the goal of balancing jobs and housing, focus growth in centers and provide for efficient communities;
User Fees: transition the region over time to a user fee/roadway pricing system;
Choices: continue to provide travelers options to the single-occupant vehicle;
Technology: support development of technology to dramatically reduce tailpipe emissions; PSRC in collaboration with the Washington State Department of Ecology created two scenarios of potential technological improvements by 2040 – a Likely and an Aggressive scenario.

Status Report on Air Quality and Climate Change, including Transportation 2040's Four-Part Greenhouse Gas Strategy

Air Quality Conformity

The region has been maintaining federal air quality standards for several pollutants, but a portion of the region was designated as nonattainment to the fine particulate standard in 2009. The primary source of fine particulate emissions in this area is wood smoke, and no additional control strategies on the transportation sector are being recommended. PSRC has worked closely with the region's air quality consultation partner agencies – the Environmental Protection Agency, the Federal Highway Administration, the Federal Transit Administration, the Washington State Departments of Ecology and Transportation, and the Puget Sound Clean Air Agency – to develop a plan for how the region will come back into attainment for this pollutant. Vehicles and fuels continue to get cleaner, and Transportation 2040 contains extensive strategies that will continue to move the region in the right direction to maintain air quality. While the region is currently in attainment to the federal ozone standard, this continues to be a pollutant of concern. PSRC will continue to work closely with our air quality partner agencies to monitor emissions of this pollutant, and any changes to the existing federal standard.

Federal and state transportation conformity requirements ensure that Transportation 2040 will not impede the region from meeting and maintaining air quality standards. As illustrated in the table below, the projects and programs in the Transportation 2040 Update-Draft Report are well within the established limits for the two pollutants for which conformity currently applies in the region, carbon monoxide (CO) and fine particulates (including the precursors of $PM_{2.5}$ and nitrogen oxides, or NOx). The region previously was required to conduct conformity for coarse particulates, or PM_{10}. In December 2013, EPA proposed the approval of a limited maintenance plan for the region for this pollutant. A limited maintenance plan is used to meet federal Clean Air Act requirements for areas with little risk of violating the national standard. Monitored PM_{10} levels in the region are roughly one-third of the federal standard, with steady declines over the last several decades. As a result, the region will no longer be required to perform a regional emissions analysis for this pollutant to demonstrate conformity. Full documentation on the formal conformity analysis and finding is included in Appendix E.

Air Quality Conformity Emissions Analysis Results

	CO (tons per day)	$PM_{2.5}$ (pounds per day)	NO_X (pounds per day)
Emissions Budget	2,512.00[a]	3,002[b]	71,598[b]
2016	1,301	n/a	n/a
2020	1,139	1,823	37,729
2030	944	1,200	19,015
2040	959	1,082	14,174

[a] CO motor vehicle emissions budget as identified in the updated CO maintenance plan, effective September 7, 2004
[b] PM2.5 and NOx motor vehicle emissions budgets as identified in the revision to the Washington State Implementation Plan, effective October 21, 2013

Climate Change

Major strides have been made in advancing the region's Four-Part Greenhouse Gas Strategy. In particular, under Technology, significant federal actions have been taken to improve the fuel economy of vehicles and reduce emissions from fuels. These include new Corporate Average Fuel Economy (CAFÉ) standards, improving the fuel efficiency of heavy duty vehicles, and further implementation of the national Renewable Fuel Standard. The CAFÉ standards have surpassed the assumptions in the Strategy for improved fuel economy in the Likely scenario and have met the Aggressive scenario assumptions well in advance of 2040. The improvements to fuel efficiency for heavy duty vehicles have surpassed the Likely scenario assumptions, and it is expected that additional improvements will be seen over the next several years which will pass the current Aggressive scenario assumptions. In addition, actions have been taken in Washington State to advance vehicle electrification through strategies such as the West Coast Green Highway, implementation of public charging stations, PSRC's work on electric vehicle model guidance, and others.

Under the Land Use component, locally adopted growth targets have been developed in each county of the region to begin implementing the VISION 2040 regional growth strategy. In addition, PSRC has been working on a Growing Transit Communities program to grow and strengthen communities around transit stations. Other activities include the Housing Innovations Program, which has provided resources to promote affordable housing and smart growth; new procedures to designate regional centers; the Transfer of Development Rights Program, including adoption of regional TDR allocations and funding of grants to cities for planning and program development; and ongoing work to update the analysis of industrial lands and support the 2015-2016 comprehensive planning update process.

Under Transportation Choices, the region continues to work on several new initiatives such as transit service overlay zones and the Growing Transit Communities Program mentioned above, but also updates to the Active Transportation Plan and a new regional bicycle network, the Coordinated Transit and Human Services Plan, as well as the Regional Commute Trip Reduction Program. In addition, many investments identified in Transportation 2040 are completed or under construction. A few examples of these investments include King County Metro's RapidRide A, B, C and D lines; Community Transit's Swift line; Seattle's First Hill Streetcar; an extension of the Centennial Trail; a missing link for the Interurban Trail; and the Burien Transit Center. The region's investment in light rail also continues to move forward, with some significant milestones completed or underway. For example, the South 200th Link Light Rail extension has been completed, the University Link Light Rail extension is under construction, and total ridership continues to increase.

Under User Fees, several studies have been completed or are currently underway by the Washington State Department of Transportation, such as for State Route (SR) 167, SR 509 and Interstate 405. In addition, recommendations from the SR 99 Advisory Committee on Tolling and Traffic Management are expected to be finalized by the end of 2015. Perhaps most significant, the region now has an all-electronic time of day tolling system on the SR 520 bridge, and evaluation of the system will continue.

Both California and Oregon have passed legislation requiring regional targets for greenhouse gas emissions reductions, between 5-21 percent in per capita greenhouse gas emissions reductions by 2035 from 2005 levels. As a comparison, Transportation 2040 as adopted in 2010 resulted in a per capita reduction by 2040 of 12% from 2006 levels. The Transportation 2040 Update-Draft Report results in a reduction of 29% from 2006 levels, due in large part to the new CAFÉ standards reflected in the current modeling and the overall reduction of vehicle miles traveled in the plan. These figures do not include the further technological improvements mentioned above.

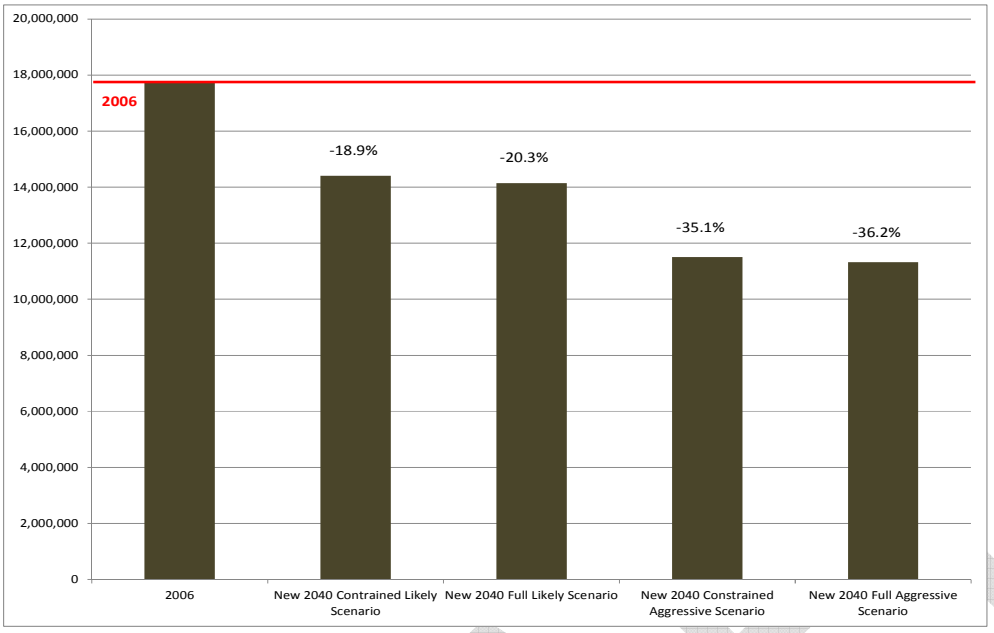
In Washington, several actions have occurred since adoption of Transportation 2040 in 2010. The Washington State Department of Energy published the 2012 State Energy Strategy, emphasizing a more efficient and coordinated transportation system as one of the greatest potentials to transform energy use to promote both jobs and climate stability. The energy strategy encourages more efficient vehicles, improvements to fuels, and reducing vehicle trips and miles traveled. Transportation 2040's Four-Part Greenhouse Gas Strategy is well aligned with the recommendations of the State Energy Strategy. In addition, in 2013 Governor Inslee signed into law an act to develop recommendations to achieve the state's greenhouse gas emissions targets, to include an evaluation of the effectiveness, impacts, costs, opportunities and trade-offs of the recommended approaches. A climate legislative and executive work group is scheduled to recommend a state program of actions and policies by the end of 2013. This work will be incorporated into Transportation 2040 as it is available.

PSRC will continue to monitor activities and initiatives related to air quality and climate change affecting the region. As part of the Transportation 2040 Update-Draft Report, an analysis was conducted to estimate greenhouse gas and other emissions on the draft plan, including the application of the two technology scenarios adopted as part of the Four-Part Greenhouse Gas Strategy in 2010. The results in the graph below illustrate a reduction of between 19% and 36% below 2006 modeled emissions in the year 2040. As a comparison, the state's greenhouse gas emission reduction limits are to return to 1990 levels by 2020, reduce emissions to 25% below 1990 levels by 2035, and 50% below 1990 levels by 2050.

The state also has established benchmarks for reducing per capita vehicle miles traveled (VMT). The benchmarks call for a decrease in annual per capita VMT from a set baseline of 18% by 2020, 30% by 2035 and 50% by 2050. Transportation 2040 as adopted in 2010 demonstrated that VMT per capita in the region was already meeting the state's 2020 benchmark, and additional reductions were estimated by 2040 in line with the 2035 and 2050 benchmarks. The Transportation 2040 Update-Draft Report makes further progress towards meeting the state's VMT benchmark reductions, with a 39% reduction from the state's baseline by 2040 for the Constrained plan, and 40% for the full plan.

Full documentation of the climate change analysis, including the background of the two technology scenarios, is contained in Appendix L. For the 2018 update to Transportation 2040, PSRC will work with its air quality partner agencies to review the Four-Part Greenhouse Gas Strategy and potentially prepare updated forecasts based on the technology improvements that have already been adopted.

CO2e Emissions – 2014 Transportation Update Four-Part Greenhouse Gas Strategy



COORDINATED TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (see Appendix K)

Mobility for Those with Special Needs

Special needs transportation is an integral part of the long-range transportation vision contained in Transportation 2040. Special needs transportation services provide a range of mobility options for those who cannot or do not drive. In the central Puget Sound region, such transportation is generally provided by three types of agencies: (1) public transportation providers that operate both fixed-route and demand response services, (2) community-based operators, and (3) private operators. Community and private operators provide mostly demand response service, supplemented through means such as vouchers and volunteer driver programs. Student transportation services may be provided by public transportation agencies or by school districts.

A Large and Increasing Need

Traveling to work, school, and medical appointments, shopping and doing errands, visiting friends and family, attending activities, such as going to church or visiting a museum — in essence, going about daily life — is significantly affected if one does not drive an automobile or have someone who can transport him or her. According to the 2011 American Community Survey, approximately 47% of the region's population falls into at least one of the special needs transportation demographic categories, indicating a potential for greater need for transportation services due to income status, age, or disability. Twenty-four percent of the region falls into the low-income category; 11% of the region's population consists of people with disabilities; 11% are seniors; and 16% are youth aged 5 through 17.[1] Some of these individuals may be in multiple groups — such as a senior with a disability.

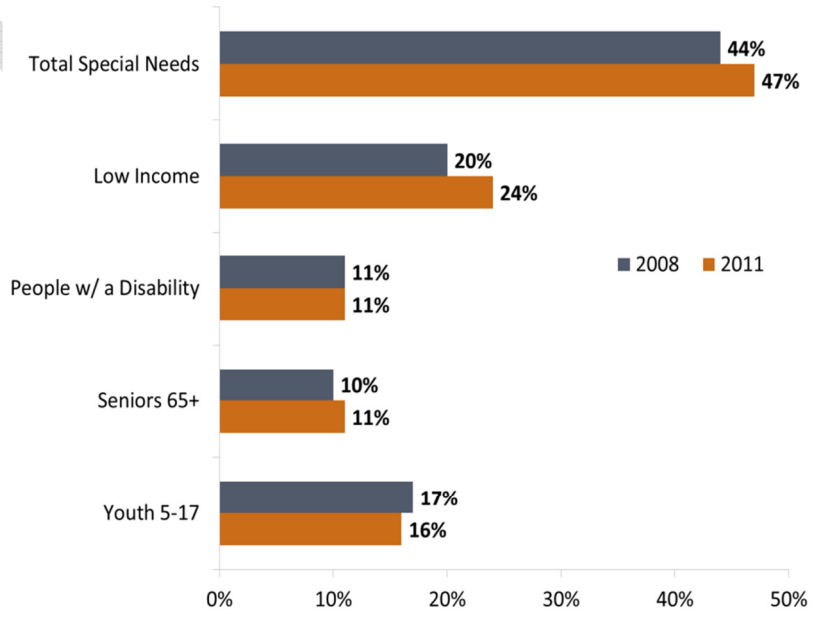
[1] American Community Survey, 2011 Public Use Microdata Sample

2011 Special Needs Populations as a Percent of Total					
	Region	**King**	**Kitsap**	**Pierce**	**Snohomish**
Total Pop.	3,600,000	1,900,000	240,000	790,000	710,000
Age 5-17	16%	15%	17%	18%	17%
Age 65+	11%	11%	14%	11%	11%
Disabled	11%	10%	14%	13%	11%
Low Income	24%	23%	24%	27%	23%
Total Special Needs	47%	44%	50%	52%	47%

Source: 2011 Public Use Microdata Sample

The region's low-income population both makes up the largest single special needs population category, and has seen the largest recent increase of the special needs population sub-groups. The region's low income population rose from 20% in 2008 to 24% in 2011, largely as a result of the great recession. An increase in the overall number of people living in poverty also has implications for a greater need for transit service for those without access to automobiles. Looking forward, the region will continue to experience an increase in elderly residents as the baby-boomer generation ages. People are increasingly outliving their ability to drive — men by an average of six years and women by an average of 11 years. Regional forecasts show the population aged 65 and over reaching 21 percent of the total regional population by 2040 — almost double the number compared to 2011. The elderly also represent the group with the largest proportion of those needing special needs transportation, so with an increase in seniors the region will see a greater increase in demand for such services. The number of children will also continue to grow.

Change in Special Needs Populations 2008-2011



Although not defined by law as separate special needs groups, the region's large veterans population has significant percentages of seniors (31%) and individuals with disabilities (22%) compared to the population at large, and the region's Limited English Proficiency populations have higher than average populations that fall into the low-income (56%) and senior (19%) categories compared to the region as a whole. For these reasons, PSRC is including them in the Coordinated Plan for the first time. Appendix K describes demographic changes of special needs populations and the implications for transportation needs in more detail.

Fixed-Route Services

A fixed-route transportation system is one that operates along a prescribed route according to a fixed schedule. Fixed-route systems typically include city bus systems, commuter and over-the-road bus systems, and various rail modes, including but not limited to light and commuter rail systems, and intercity rail transportation. Fixed-route transit service is the primary way by which people with special needs go about their daily lives. Having frequent, reliable, and safe transit service, which does not require multiple and lengthy transfers, is the foundation of special needs transportation services. All the fixed-route service types provide mobility options to all users. However, of the transit typologies identified in Chapter 5 of Transportation 2040, increases to frequent, all-day Core Transit service, best aligns with special needs transportation users' requirements. Community Connector service, which operates through areas with less density but that the transit operator has chosen to serve to provide basic accessibility, also provides mobility options to those who cannot drive a car. Due to loss of sales tax revenue which provides a significant portion of most local transit agencies' revenue, all local transit agencies have been forced to cut back on fixed-route transit service. In cases where local fixed-route transit has been cut in recent years, demand response transportation services, described below, have experienced increased demand to fill the gap in service.

Demand Response Service[2]

While the region continues to invest in fixed-route public transportation as a practical mobility option, there will always be some segments of the special needs population who cannot effectively use fixed-route transit as a primary mode of travel. Therefore, many of the region's residents rely on alternative forms of public transportation, such as paratransit or community-based services operated by a large number of non-profit or private transportation providers funded by a variety of sources. These services are scheduled or dispatched upon demand, providing "point-to-point" transit service. Ongoing work in the region aims to coordinate disparate funding programs and services as well as prioritize goals and implementation strategies. Additional funding for special needs transportation services proportional to the growth of special needs populations is incorporated into the Transportation 2040 financial strategy.

The 2015-2018 *Coordinated Transit-Human Services Transportation Plan*

Through the Special Needs Transportation Committee, PSRC promotes and maintains an open dialogue between special needs transportation funding agencies, providers, and brokers in the region by facilitating discussions at the regional and local levels. This is of paramount importance to providing coordinated transportation for those with special needs.

As part of that coordination, PSRC has adopted a regional plan addressing special needs transportation services, the *PSRC Coordinated Transit-Human Services Transportation Plan* (*Coordinated Plan*). The *Coordinated Plan* serves as a unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, youth, and low-

[2] 49 CFR Part 37 Transportation for Individuals with Disabilities (ADA)

income individuals. The *Coordinated Plan* is the region's implementing plan for special needs transportation.

The specific priorities and strategies contained in the *Coordinated Plan* are developed to enhance the existing special needs transportation network, and to provide unified direction guiding near-term and long-term transportation investments. A more detailed discussion of special needs transportation, including an inventory of existing services, an assessment of transportation needs for the special needs population, and strategies to address existing gaps and unmet needs can be found in Appendix K. The *Coordinated Plan* lays out strategies for meeting those needs, and prioritizes services and implementation strategies to guide investment decisions, particularly for the federal Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program. The goals and strategies of the *Coordinated Plan* also help the region prioritize special needs transportation projects for funding by federal and state sources distributed by Washington State Department of Transportation.

The 2015-2018 *Coordinated Plan* identifies changes in special needs populations in the region, changes to special needs service delivery resulting from effects of the economic recession of the last decade, and changes to funding resulting from MAP-21 which was passed by Congress in June 2012. All of these factors combined created additional incentive for the Special Needs Transportation Committee to lead a refresh of the *Coordinated Plan*'s goals and prioritized strategies. Strategies were refreshed to account for updated needs and gaps, to address continuation of existing services and needed capital replacements for those services, continuation of mobility management throughout the region, and to allow for testing of innovations in special needs transportation in the region that could lead to better service delivery. Strategies were identified under the three existing Coordinated Plan goals of: Put People First; Move People Efficiently; and Move More People. In addition to identifying prioritized strategies, desired outcomes were also established. The updates to these goals, strategies, and outcomes will ensure that the projects funded through future special needs transportation funding processes are those that do the most to help the region accomplish its goals. The *Coordinated Plan* is incorporated into Transportation 2040 as Appendix K, and more detailed information on the various prioritized strategies and outcomes can be found there.

Federal transportation legislation requires that the *Coordinated Plan* be updated every four years. This frequent update cycle allows the region to adapt quickly to emerging trends and respond meaningfully with funding priorities. Transportation 2040 calls for adding funding for special needs transportation services into its financial strategy in proportion to the forecasted special needs population growth (See Transportation 2040 Appendix C, MPP-T-22 and 25). For additional background analysis on Transportation 2040 and low-income and minority populations, see Appendix G.

A variety of federal and state agencies fund a wide range of transportation services for special needs populations. They each have their own authorizing statutes, purposes, target populations, eligibility criteria, rules and regulations, administrative structures, funding processes, reporting requirements, and system for delivering services. This results in transportation funding that is confusing, inefficient (through duplications, for example), and disconnected, resulting in transportation service that fails to meet comprehensive transportation needs. Until and unless there are changes to the way that special needs funding is programmed, the burden will be on the providers to attempt to supply comprehensive, efficient, and coordinated services.

TRANSPORTATION DEMAND MANAGEMENT (TDM) AND COMMUTE TRIP REDUCTION (CTR) ELEMENTS (see Appendix T)

Transportation 2040 called for the development of a regional implementation plan for transportation demand management (TDM) activities. TDM refers to activities that help people use the transportation system more efficiently. These activities help get the most out of transportation infrastructure and services by encouraging people to use lower cost, higher efficiency transportation options. The TDM Steering Committee and PSRC staff has completed the regional implementation plan – the Regional TDM Action Plan – which is incorporated as Appendix T of the Transportation 2040 Update-Draft Report. The Regional TDM Action Plan identifies five strategic priorities developed by the TDM Steering Committee for TDM implementers throughout the region. These priorities are:

- Maintain and grow successful and foundational TDM activities across the region
- Create TDM activities that are center- and corridor-based
- Expand local and regional residential marketing programs
- Explore regional and locally-appropriate parking management tools
- Improve first- and last-mile multimodal connections

The Regional TDM Action Plan also describes implementation actions that the TDM Steering Committee and PSRC staff will complete over the next four years. These actions are:

- Continue convening TDM implementers to help coordinate, improve, and expand TDM activities
- Improve the integration of TDM activities across modes, within projects, and at a policy level
- Improve the capacity to measure TDM performance at the activity and regional levels
- Demonstrate the value of TDM activities and communicate their importance in a 21st century transportation system
- Expand investment in TDM activities

The Regional TDM Action Plan creates a coordinated set of strategies and actions for local TDM implementers, the TDM Steering Committee, and PSRC. The TDM Steering Committee has also structured the Action Plan to be updated every four years to correspond with the regular updates to the region's long-range transportation plan.

Commute Trip Reduction (CTR)

The Commute Trip Reduction (CTR) program affects all four counties in the central Puget Sound region and works to reduce congestion, delay, air pollution, and fuel consumption through programs that decrease the number of commute trips made by people driving alone. The CTR program has not changed dramatically since the adoption of Transportation 2040 in May 2010. Currently, all CTR-affected jurisdictions are completing a minor update of their CTR plans, and the CTR Board is undertaking a more major update to the CTR program. The TDM Steering Committee and PSRC will monitor this process and participate where appropriate to ensure that changes to the program align with and help implement Transportation 2040.

DRAFT

GROWING TRANSIT COMMUNITIES

Transportation 2040 recognizes the essential link between land use and transportation, and was designed to support and implement the VISION 2040 Regional Growth Strategy by advancing a regional development pattern that will:

- Enhance existing communities
- Help attract housing and employment growth to regional and local centers
- Better connect all people with jobs, services, and recreational opportunities
- Provide a wider variety of affordable housing choices
- Reduce incompatible development in rural areas
- Preserve the natural environment

VISION 2040 calls for a compact pattern of growth within the Urban Growth Area, particularly in regional and subregional centers served by high-capacity transit. Focused, compact growth can only be accomplished through the support of a reliable, multimodal transportation system. Transportation 2040 calls for an aggressive increase in public transportation as part of that system. These investments will increase transit ridership, reduce the length of vehicle trips, and focus new transportation infrastructure – particularly high-capacity transit – in already-urbanized areas. In so doing, Transportation 2040 promotes development approaches that assist regional and local growth centers and transit station areas to be more attractive, which in turn fosters housing growth in transit supportive environments, and helps the region meet its goals for housing affordability and development in centers.

The Transit-Oriented Development section of Transportation 2040 recognizes that accommodating growth in transit communities can lead to a range of substantial social and environmental benefits. Transit stations are critical access points to the region's transportation system, connecting residents and workers to jobs, daily activities and services, and offering access to civic and public spaces. "Transit Communities" are generally the areas within a half mile radius of, or approximate ten-minute walking distance from, high-capacity transit stations such as light rail, bus rapid transit, streetcar, and other major transit hubs.

Transportation 2040 groups the region's transit services into three main types: Core, Community Connector, and Specialized. Core service will be the primary type that serves transit communities. Core service is defined as: light rail, bus rapid transit (BRT), passenger ferries, and high frequency local buses. Core services will effectively create a high-capacity transit system that includes these service modes. These communities and the stations within them will have supportive land uses for residents and employers, and physical infrastructure that allows for convenient, safe multimodal access.

GTC Partnership: *In 2010, a consortium of governmental, business, affordable housing, and non-profit stakeholders from the central Puget Sound region applied for and received a three-year $5 million regional planning implementation grant from the federal Partnership for Sustainable Communities (acting through HUD's Office of Sustainable Housing and Communities). The work of the GTC Partnership was funded through that grant. The Growing Transit Communities Strategy, while not a set of policies or requirements itself, represents a recommended toolkit of actions for consideration by various partners. It is intended to help implement the region's integrated framework for long range planning and development, adopted in VISION 2040, Transportation 2040, and the Regional Economic Strategy.*

DRAFT

Opportunity Mapping

"Opportunity" is a situation or condition that places individuals in a position where they are more likely to succeed or excel. Opportunity mapping provides an analytical framework to measure opportunity comprehensively in the region and determine who has access to opportunity rich areas. With origins in social science research, the indicators of opportunity for a region are defined by broad categories like education, economy, transportation, housing, environment, and health. The indicators for each neighborhood are added together to create an overall "opportunity score", sorted into categories of access to opportunity: very low, low, moderate, high, and very high. Maps are shaded with colors that correspond to the opportunity score and data is overlaid on the opportunity map for analysis. For details see http://www.psrc.org/growth/growing-transit-communities/regional-equity/opportunity-mapping/

The region's commitments to invest $25 billion in high-capacity transit (light rail, bus rapid transit, express bus, streetcar, and commuter rail) present a once-in-a-lifetime opportunity to locate housing, jobs, and services close to transit, and to do so in a way that benefits surrounding communities. Transportation 2040 recognizes the importance of transit-oriented communities in conjunction with implementation of the region's transit system, and calls for local jurisdictions, in collaboration with regional transit agencies and PSRC, to conduct comprehensive sub-area planning for high-capacity transit station areas.

Between 2010 and 2014, a region-wide coalition of businesses, developers, local governments, transit agencies, and nonprofit organizations came together in an effort designed to help implement VISION 2040, Transportation 2040, and the Regional Economic Strategy. Called the Growing Transit Communities Partnership, the group worked together to create recommended solutions that will encourage high quality, equitable development around high-capacity transit.

The Growing Transit Communities work program demonstrated that the region's light rail corridors alone have the potential to attract at least 25% of the housing growth and 35% of the employment growth expected in the region through the year 2040. Attracting additional transit-oriented development market demand to other regional corridors that are served by other types of high-capacity transit is also essential to implementing VISION 2040.

This growth should benefit all residents by increasing economic development and access to jobs, expanding housing and transportation choices, promoting neighborhood character and vitality, and improving public health and environmental quality. As described in the "Supporting People" section, Transportation 2040 was developed to provide accessible, affordable, and convenient mobility to all people in the region, and to ensure that everyone has access to goods, services, and jobs. Since Transportation 2040's 2010 adoption, the Growing Transit Communities Partnership explored new methods of evaluating and mapping neighborhoods to determine whether they provide good access to opportunity. Tools like this can help to evaluate how transportation can provide residents and workers access to areas of opportunity and to guide future investments. Techniques such as opportunity mapping should be considered as the region plans and implements transportation projects.

The Growing Transit Communities Program demonstrates the value in an ongoing regional coordination to address several challenges currently facing the region as it continues to grow. It also indicated the need for a regional work program at PSRC to help coordinate the many stakeholders and interests involved in development in transit station areas as the region's plans are implemented; in particular, to address the following issues:

- **Living in and working in walkable, transit-served communities**. Recent market studies show that there is significant unmet demand for housing and jobs located within walking distance of transit. Many people want to live and work in compact, complete, and connected communities, but investments in transit and in transit station areas have fallen behind. Attracting growth to transit communities will require policies to encourage more housing and jobs near transit along with investments in the infrastructure and services for a growing population.
- **Housing choices for low and moderate income households near transit.** Forty-three percent of the region's households make less than 80% of the area median income. However, most new market-rate housing that is accessible to transit is unaffordable to these households. With new investment in transit communities, many lower-cost units are at risk of displacement. For the lowest income households, many of whom are transit dependent, the supply of subsidized housing is far short of the need. Building mixed-income communities that meet these needs will require improved strategies to minimize displacement, and preserve and produce diverse housing types affordable to a full range of incomes.
- **Equitable access to opportunity for all the region's residents**. Analysis of indicators across the region reveals that too many people do not have access to education, employment, mobility, health, and neighborhood services and amenities. These community resources are the building blocks that create the opportunity to succeed and thrive in life. Transit communities, with their access to the region's jobs, institutions, and services are critical focal points for achieving greater equity for the region's diverse residents. As these communities grow through public and private investment, equitable development will require targeted community improvements and strategies to connect existing and future residents to greater regional resources.
- **Leverage transit investment to build sustainable communities.** Transit investments, such as light rail, streetcars, commuter rail, and bus rapid transit, create value by connecting communities to the larger region. Transit communities are the best opportunity for the region to become more sustainable, prosperous, and equitable.
- **Create new resources and tools.** Current resources available to governmental and non-governmental agencies alike are not enough. New tools and funding sources will be necessary to meet infrastructure, economic development, housing, and other community needs.
- **Work together across the region and across sectors.** It will take collaboration among a wide spectrum of public, private, and nonprofit agencies and organizations working together to promote thriving and equitable transit communities. There are roles for everyone in this process.

DRAFT

The Growing Transit Communities Strategy

The Growing Transit Communities Strategy calls for regional and local actions that respond to the challenges and opportunities in transit communities and represent major steps toward implementing the region's growth strategy. Three main goals are established in the Strategy:

- *Attract more of the region's residential and employment growth near high-capacity transit*
- *Provide housing choices affordable to a full range of incomes near high-capacity transit*
- *Increase access to opportunity for existing and future community members in transit communities*

The Growing Transit Communities Strategy includes a three-part implementation plan to promote thriving and equitable transit communities in the central Puget Sound region. The Regional Compact affirms the support of a variety of partners from throughout the region for the Partnership's work and a commitment to work toward regional goals by implementing the Strategy. The *Toolkit of Strategies and Actions* and the *People + Place Implementation Typology***,** as described above and detailed in the body of this report, include 24 recommended strategies, eight implementation approaches, and corridor specific priorities that will guide an evolving approach to transit communities. The Individual Work Plans are local government, agency, or organization specific work plans, to be developed individually, which define short- and medium-term actions that can implement the Strategy. The nature and format of Individual Work Plans will vary to reflect the diversity of public and private partners, legislative and decision-making processes, and actions adopted.

Toolkit of Strategies and Actions

Twenty-four strategies, guided by a People + Place Implementation Typology, constitute the "playbook" for the Growing Transit Communities Strategy. From overarching regional approaches to local and individual actions, together these provide a set of coordinated steps toward ensuring a prosperous, sustainable, and equitable future.

The Strategy includes recommended actions for PSRC, transit agencies, local governments, and other regional partners. The recommendations address the three main goals for transit communities. As a whole, the strategies are a call to action for partners across the region to redouble efforts to create great urban places and build equitable communities around transit. Fully recognizing the strong policy foundation embodied in regional and local plans, as well as the innovative work in implementing those plans to date, the Partnership makes these recommendations as a challenge to do more than is being doing today. The Toolkit of Strategies and Actions fall into four groupings:

The **Foundation Strategies** recommend a regional and local framework for ongoing work to support transit communities. Modeled on the relationships and values at the heart of the Growing Transit Communities Partnership, these strategies envision an ongoing regional effort involving a variety of partners and community members in decision making and implementation at all levels.

The **Strategies to Attract Housing and Employment Growth** recommend actions to make great urban places that are attractive to households and businesses, remove barriers to development, and support development in emerging markets.

The **Strategies to Provide Affordable Housing Choices** recommended actions to define and quantify housing needs, preserve existing affordable housing and supply new housing choices, and capitalize on the value created by the private market—enhanced by transit investments—in order to achieve the broadest range of affordability in transit communities.

The **Strategies to Increase Access to Opportunity** recommend actions to understand regional disparities in access to opportunity, identify existing and potential new resources and tools to meet community needs, and build support for equitable opportunities through education, coalitions, and leadership.
Successful implementation will require shared commitment and collaboration among governments, major stakeholders, and community members. There are roles for many different regional and local partners, each with a distinct jurisdiction, authority, and mission. Consistent with those roles, all are asked to use the Toolkit of Strategies and Actions as a "playbook" for taking action to advance the regional vision of creating thriving and equitable transit communities in a manner that is a best fit to each community. For detailed recommendations and guidance, see the http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/

DRAFT

People + Place Implementation Typology

Inasmuch as many of these stations will be developed at the same time to serve many of the same purposes, local jurisdictions and transit agencies should note that no two transit communities are alike. Accordingly, there is no one-size-fits-all approach to the strategies that will help a transit community thrive and grow with equitable outcomes for current and future community members. The Strategy presents the People + Place Implementation Typology as a regional framework for local implementation. Working with stakeholders from each of three major light rail corridors, the Growing Transit Communities Partnership analyzed conditions in 74 study areas as a basis for a set of locally tailored recommendations. Based on indicators of the physical, economic, and social conditions in each transit community, the results of this typology analysis suggest eight Implementation Approaches. Key strategies and investments address the needs and opportunities in different communities, while also advancing regional and corridor-wide goals. The Implementation Approaches and typology analysis are intended to complement and inform existing regional and, especially, local plans as they are implemented, evaluated, and refined in the coming years. While the Growing Transit Communities work program focused on these 74 station areas, the approach to analyzing local conditions and identifying key implementation steps is broadly applicable to a wide variety of transit nodes, including ferry terminal areas, local transit centers, streetcar lines, and other transit corridors. Detailed profiles of the 74 station areas, as well information on how to apply the typology are available as a resource for local jurisdictions: http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/

By working together, the central Puget Sound region can achieve its vision for a sustainable future that advances our people, our prosperity, and our planet. The Growing Transit Communities Strategy lays out essential tools and actions to get us there. The more comprehensive, major update of Transportation 2040 planned for 2018 will offer an opportunity to consider Growing Transit Communities recommendations more fully.

DRAFT

RURAL TRANSPORTATION STUDY (see Appendix R)

To implement VISION 2040, PSRC is examining the region's major transportation issues from the rural perspective. The rural transportation study area includes small towns and rural areas located outside the contiguous urban growth boundary. The purpose of the effort is to provide information and contribute to a greater understanding of the region's rural transportation trends, issues, and needs. Future work may include more detailed studies and may contribute to PSRC's ongoing Rural Town Centers and Corridors program. Numerous local agencies and user groups were consulted during the study effort. These included staff from small cities and towns, county government, tribes, military installations, Washington State Department of Transportation, business associations, and PSRC committees.

The rural transportation study reviewed related planning efforts (WSDOT Corridor Studies and PSRC's Rural Town Centers and Corridors program) and examined opportunities to build on lessons learned. The rural study collected information about population and employment trends and travel patterns. In 2010, the rural area had a population of 664,000 (18% of the total region) and employed 137,000 people (7% of the region's jobs). Between 2000 and 2010 the rural area maintained these regional shares, indicating the region's rural areas are growing as fast as the region as a whole. The largest employers in the rural area are tribes and military bases. A large majority of workers who live in the rural area (92%) commute to jobs inside the urban growth boundary, and these workers generally have longer commutes than urban workers.

This analysis revealed several issues that may warrant further study: general population and traffic growth; higher than average speeding collisions and impaired driving collisions; lack of transit service; deteriorating condition of roads and bridges combined with declining tax revenues; freight traffic on local roads; weekend congestion related to recreation areas; and the need for safer bicycle and pedestrian facilities. The Rural Transportation Study is intended to serve as the starting point for potential future efforts to address rural transportation issues in the central Puget Sound region. The next major update for the region's long-range transportation plan will be in 2018. As the scope of that process is developed, the issues and opportunities outlined in the rural transportation study, as well as the geographic study area may be considered for possible further examination.

DRAFT

TECHNOLOGY (update on existing programs and emerging trends)

Innovations in Transportation Technology

Transportation system efficiency is a high priority in Transportation 2040. One way to improve system efficiency is with transportation system management and operations strategies. These strategies, typically involving Intelligent Transportation Systems (ITS), are meant to optimize the efficiency and effectiveness of the metropolitan transportation system by managing congestion, increasing reliability, and providing convenient connections for people and goods. See *Appendix C, MPP-T-2 and 3.*

Technologies and mechanisms exist so that ITS projects can be further developed, evaluated, and implemented across the region in a coordinated fashion to maximize their benefit. The central Puget Sound region has long been using ITS strategies, and has a strong foundation of ITS deployments in place. Major initiatives in Transportation 2040 include traffic signal system coordination, transit signal priority, and regional traffic operations.

Transportation 2040 also supports innovative and emerging transportation technologies. These new technologies include improvements in wireless communications that allow vehicles to communicate with one another and surrounding transportation infrastructure. The Federal Highway Administration's *Connected Vehicle* program has been testing applications of these new technologies in test bed locations around the country. *Connected Vehicle* applications have the potential to address up to 80% of unimpaired driving collisions, which will result in substantial safety and mobility benefits. Ultimately, the results of the *Connected Vehicle* program will be used to inform a National Highway Traffic Safety Administration decision on whether to encourage and/or require application of the most promising *Connected Vehicle* technologies through regulation of automobile manufacturers.

Future Work

As part of the 2018 major update to Transportation 2040, PSRC commits to supporting advancements in transportation system management and operations as well as new and emerging technologies by:

- **Updating the Regional ITS Architecture –** The ITS Architecture is a framework for linking the various ITS initiatives occurring at the local, regional, and state levels, and provides a path towards integration of ITS applications. The 2018 architecture update will meet federal requirements for regional ITS architectures to conform to the current version of the National ITS Architecture, which was updated in 2011.

- **Updating the 2010 Regional ITS Implementation Plan (RITSIP) –** The RITSIP identifies ITS improvements for key multi-jurisdictional arterial corridors throughout the region. The RITSIP will be updated in the 2018 plan to reflect projects and new technologies that have come online since 2010. In developing the 2018 plan, the region will also reevaluate its priorities with regard to ITS and operations.

PSRC will continue to keep informed on developments in transportation system management and operations, and evolving transportation technologies. New technologies, such as autonomous vehicles, have the potential to significantly alter the demands placed on the region's transportation system and the assumptions embedded in Transportation 2040. Continually revaluating how new technologies might impact transportation systems will enable the central Puget Sound region to be proactive in taking advantage of the benefits afforded by these innovations.

CHAPTER 5 SUPPORTING INFORMATION

PROJECT LIST INCLUDING CHANGES FOR 2013 (see Appendix N – formerly Appendix M)

Summary of 2013 Transportation 2040 project update requests

In early 2013, PSRC released a call for project updates, asking project sponsors to provide new cost information, project status data, updated project descriptions, and other relevant data to update the region's project database and long range plan. The table below summarizes the information received.

Type of request	Number of projects	Cost change to Constrained Plan*
New projects	14	$326,190,000
Cancelled projects	32	($132,879,000)
Status changes	53	$816,757,000
Cost changes*	184	($612,003,000)
Other modifications	178	($317,873,000)
Total:	461	$80,192,000

* These cost figures are based on a normalization to 2008 dollars using the adopted financial strategy methodology. A revision using the updated financial strategy forecast methodology was provided in May 2013.

Since adoption of Transportation 2040 in May 2010, 90 projects on the Regional Capacity Projects List have been completed.

Summary of project changes resulting from the financial strategy balancing

Transportation 2040 must meet federal requirements for financial constraint, meaning costs and revenues should be reasonable balanced. As part of the financial strategy update PSRC boards approved a balancing approach designed to reduce the costs of the constrained plan to match new revenue forecasts. This effort involved moving 79 projects (and their costs) from the Constrained part of the plan into the Unprogrammed part of the plan. These projects were identified by reviewing Prioritization scores and assessing phasing information and the funding status of projects. Applying this approach, projects with Prioritization scores in the lowest quartile and projects planned for completion between 2031 and 2040 ("Third Decade" projects) were proposed to be moved into Unprogrammed. The balancing approach also provided for retention of 30 projects in the constrained part of the plan, based on justification information provided by project sponsors. This information included current funding status, readiness to implement, and how well projects implement VISION 2040 and the T2040 Prioritization Measures. Finally, as part of the Transportation 2040 Update financial strategy balancing approach, the Washington State Department of Transportation undertook an effort called "Right-Sizing" which identified cost savings and phasing adjustments for 7 additional WSDOT projects, all of which will be retained in the Constrained part of the plan. The projects included in the Financial Strategy balancing effort are shown in Appendix N. The tables below provide a summary of project changes resulting from the Financial Strategy balancing effort.

Summary of 79 Projects Proposed for Moving From Constrained to Unprogrammed*

Project Type	# Remaining in Constrained	Reason
Bicycle & Pedestrian	**31**	**27** - low prioritization score **9** - 3rd Decade
Arterials	**14**	**13** - low prioritization score **2** - 3rd Decade
State Routes	**34**	**12** - low prioritization score **28** - 3rd Decade
Transit	**0**	N/A
TOTAL:	**79**	

** Numbers of projects in the "Reason" column above do not add to the total number of projects in the "# Remaining in Constrained" column because some projects were both low scoring and 3rd decade projects.*

Summary of 30 Projects Proposed for Retention in Constrained

Project Type	# Remaining in Constrained	Reason
Bicycle & Pedestrian	**6**	All are funded for PE or beyond and will advance before 2016
Arterials	**6**	Supporting transit, centers, jobs, freight
State Routes	**15**	Improves safety & congestion, reduces delay, improves travel time; AQ benefits; supports centers & jobs, freight; transit;
Transit	**3**	Multi-modal; support for centers & jobs; reduces vehicle trips/VMT; AQ benefits
TOTAL:	**30**	

PUBLIC INVOLVEMENT AND OUTREACH SUMMARY (including Title VI, Environmental Justice, and Special Needs groups) **(see Appendices G and I)**

A Public Involvement and Outreach program was approved in October 2012 as part of the Plan Update scope of work. The program included a broad effort to inform PSRC boards and committees, sub-area groups, and the general public, consistent with the Public Participation Plan. This summary describes the public involvement and outreach effort implemented during the Transportation 2040 Plan Update process (mid-2012 through early 2014).

Outreach Approach

Public involvement was integrated consistently throughout Transportation 2040 update process in compliance with the 2012 PSRC Public Participation Plan. Regular meetings were held with the following groups to provide information and solicit input:

- Regional Staff Committee - RSC
- Regional Project Evaluation Committee - RPEC
- Bike-Pedestrian Advisory Committee - BPAC
- Special Needs Transportation Committee - SNTC
- Transportation Operators Committee – TOC
- Land Use Technical Advisory Committee – LUTAC
- T2040 Finance Working Group
- Economic Development District Board – EDD
- Growth Management Policy Board – GMPB
- Transportation Policy Board – TPB
- T2040 Prioritization Working Group
- Executive Board - EB
- Kitsap Regional Coordinating Council - KRCC
- Snohomish County Tomorrow - SCT
- Pierce County Regional Council - PCRC
- SeaShore Transportation Forum - SeaShore
- Eastside Transportation Partnership – ETP
- South County Area Transportation Board - SCATBd

Standardized slide presentations were developed to communicate with committees, boards, and the public. Outreach was timed to coincide with key decision points in the plan update process:

- Fall 2012 leading to Decision Point A (approval of the Scope of Work)
- Late spring 2013 leading to Decision Point B (endorsement of the plan elements)
- Early 2014 at release of Draft Plan and environmental material for public review (Decision Point C)

Title VI, Environmental Justice (EJ) and Special Needs (SN) Populations

As part of PSRC's continuing public involvement and outreach program, a focused effort to inform Title VI, Environmental Justice, and Special Needs populations, emphasizing what has changed since Transportation 2040 was adopted has begun. This effort will build on previous work with updated economic information and census data, to highlight issues that may be of interest to these populations, particularly with regards to changing transportation needs in light of current economic conditions and the changing revenue climate. This involves use of a public outreach consultant to implement a strategy for informing stakeholders, including coordination with the Regional Equity Network to take

DRAFT

advantage of contacts identified during the PSRC Growing Transit Communities program. It is anticipated that any comments and input from these stakeholders will begin to establish the framework for addressing these issues in the 2018 Transportation 2040 Update.

Meeting Tracking

All Transportation 2040 Plan Update meetings have been documented. The following is a tabulation of meetings where the Transportation 2040 Plan Update was discussed and/or presented.

T-2040 Plan Update Outreach Meetings	2012	2013	Total
Bicycle/Pedestrian Advisory Committee	5	5	**10**
Coordinated Plan Methods Workshop/Goals & Strategies Working Group	1	3	**4**
Eastside Transportation Partnership (ETP)	0	2	**2**
Economic Development District Board (EDD)	2	1	**3**
Executive Board	2	6	**8**
FAST Freight Advisory Committee	2	1	**3**
Greater Redmond Transportation Mgmt Assn. (GRTMA)	0	1	**1**
Growth Management Policy Board	6	4	**10**
Infrastructure Coordination Committee (ICC)	0	1	**1**
King County Mobility Coalition	1	2	**3**
Kitsap County Mobility Coalition	1	2	**3**
Kitsap Regional Coordinating Council (KRCC)	2	0	**2**
Pierce County Coordinated Transportation Committee (PCCTC)	1	1	**2**
Pierce County Mobility Coalition	1	1	**2**
Pierce County Coordinating Council	1	0	**1**
Regional Food Policy Council	1	0	**1**
Regional Project Evaluation Committee	5	6	**11**
Regional Staff Committee (RSC)	10	10	**20**
Regional Traffic Operations Committee	2	1	**3**
Seashore Transportation Forum	3	0	**3**
Snohomish County	0	1	**1**
SNOTRAC Steering Committee	1	1	**2**
South County Area Transportation Board (SCATBd)	1	1	**2**
Sound Transit Citizen Oversight Panel	0	1	**1**
Special Needs Transportation Committee	5	8	**13**
T2040 Finance Working Group	5	8	**13**
T2040 Prioritization Working Group	5	4	**9**
T2040 State of Good Repair Subcommittee	3	1	**4**
TDM Steering Committee	3	0	**3**
Transportation Coordinating Committee	0	1	**1**
Transportation Operators Committee	3	8	**11**
Transportation Policy Board	9	10	**19**
Transportation Technical Advisory Committee (TransTAC)	1	0	**1**
WA State Transportation Commission	1	0	**1**
South Sound Chambers of Commerce	1	0	**1**
Policy Board Workshop on PSRC Data Tools	1	0	**1**
Pierce County Regional Council	1	0	**1**
League of Women Voters	1	0	**1**
Joint Meetings with TOC, SNTC, BPAC and/or FTA Caucus	1	1	**2**
City of Granite Falls	0	1	**1**
City of Stanwood	0	1	**1**
T2040 "101" Workshop	0	1	**1**
Total	**88**	**95**	**183**

DRAFT

Comment Tracking
Comments have been documented. The following is a summary of comments received:
As of December 2013, only one substantive comment letter had been received.

Web Presence
A web page that provides information on the Transportation 2040 Plan Update, including schedule and meetings, major elements, background documents, and presentations, was created in July 2012. The web page provides information, solicits comments and is updated as needed. It can be found here: www.psrc.org/transportation/transportation-2040-update. In addition, PSRC's Board meetings are streamed live over the Internet and available to watch in an archive format. The Transportation 2040 Update is regularly discussed at PSRC Board meetings.

Newsletters
A summary newsletter of all board meetings and activities, entitled At Work, is e-mailed to over 2,200 recipients including PSRC's membership, Interested Parties, Stakeholders, and Community Groups representing Title VI, Environmental Justice and Special Needs populations and placed on PSRC's Website. The At Work Newsletter has featured the Transportation 2040 Update 32 times to date and will continue to feature it throughout plan development.

Workshops
On May 7, 2013, a Transportation 2040 "101" workshop was held to provide an overview of Transportation 2040 and the elements of the update that is underway. PSRC's membership, including all elected officials and planning and public works staff were invited to attend. A webinar and slides from the event have been made available on PSRC's Website for any interested party to view.

Documentation
At the conclusion of the Plan Update process in spring 2014, a Public Involvement and Outreach report will be completed summarizing outreach efforts and input received. The report will be prepared as an update to Appendix I of Transportation 2040.

Public Comments
The Draft Plan document will be released for a 45-day public comment period in early 2014.

Federal and State Agency Consultation
Section 6001 of SAFETEA-LU and section 1201 of MAP-21 require regional transportation planning agencies to consult with state and federal agencies during development of transportation plans. To meet these requirements, PSRC has implemented an agency outreach effort consistent with the PSRC Public Participation Plan. In early 2014 PSRC staff held a consultation meeting with state and federal agencies pursuant to the new MAP-21 Section 1201 requirements. The meeting provided a forum for sharing information about the Transportation 2040 Update and the opportunity to consult with these agencies on the planning process and contents of the Draft Plan Update. This meeting preceded the release of the Transportation 2040 Update-Draft Report and related environmental documents and was designed to stimulate agency review and comment during the public comment period.

DRAFT

DOCUMENTATION OF ANALYSIS RESULTS AND TOOLS (for more information see T2040 Appendix H)

Analysis Tools

As part of the Transportation 2040 Plan Update process, staff conducted technical analysis of the draft Plan Update strategies – using PSRC's regional travel demand model – to assess how the future transportation system is likely to perform, given the investments contained in Transportation 2040. This analysis work was completed during fall and winter 2013. The results of the analysis were used to prepare the Draft Transportation 2040 Plan Update and supporting environmental analysis. The draft plan will be released for public comment in early 2014.

In 2013 PSRC staff worked with the Land Use Technical Advisory Committee (LUTAC), the Model Users Group (MUG), and the Regional Staff Committee (RSC) to prepare a set of future land use inputs – representing a year 2040 distribution of population, households, and jobs across the region – to support the modeling analysis. This land use dataset, referred to as "TULU" – Transportation 2040 Plan Update Land Use – was developed specifically for use in the 2014 update to Transportation 2040. The dataset was explicitly designed to be consistent with VISION 2040's Regional Growth Strategy, as well as reflect local growth targets developed by cities and counties to begin implementing the Regional Growth Strategy. As designed, the TULU approach will meet federal and state air quality conformity requirements requiring use of "latest planning assumptions." This work will also reflect the latest (post-recession) 2012 regional economic and demographic forecasts. The new analysis will produce updated measures of regional level traffic congestion and delay; average travel times; mode splits between driving, transit, biking and walking; air quality impacts; and numerous other measures of the transportation system's performance. All this information will be included in the updated plan and related environmental document.

Appendix H of the Transportation 2040 plan documents the modeling tools and key assumptions used to support technical analysis of the Transportation 2040 Update package and regional project scenarios. The addendum highlights where updates or changes were made to the original suite of tools and assumptions described in Appendix H: Analysis Tools Documentation, available at: http://www.psrc.org/transportation/t2040/t2040-pubs/final-draft-transportation-2040. The Appendix H addendum provides the purpose, a description of the model/tool, and key assumptions for the following:

- Regional Macroeconomic Forecast
- Land Use Forecast – Transportation 2040 Update Land Use (TULU) Dataset
- Travel Demand Analysis / Geodatabase
- Air Quality Analysis
- Benefit Cost Analysis

Analysis Results

There are minor changes to this plan update including limited revisions to the project list with a net reduction of almost 60 lane-miles. Based largely on Prioritization, approximately 80 projects are moving out of the financially constrained plan. To make use of the best available information, the suite of modeling tools has been updated. Changes to the models have resulted in changes from the original published analysis, but the base year and adopted plan have been re-calibrated using the new modeling framework, to ensure a consistent comparison. Regional network measures such as vehicle miles of

travel, vehicle hours of travel, delay and average speed are provided in Table 1 below. For comparison, this information is provided for several scenarios:

Transportation 2040 Update – 2006: This is the base year conditions used for the plan adopted in 2010, run through the new suite of analysis tools and models.

Transportation 2040 Update – 2010: This is the new base year conditions for theT2040 Update run through the new suite of analysis tools and models.

Transportation 2040 Adopted Plan 2040: This is the current adopted full plan (2012) run through the new suite of analysis tools and models.

Transportation 2040 Update – Constrained Plan 2040: This is the proposed Constrained portion of the Draft Transportation 2040 Plan Update run through the new suite of analysis tools and models.

Transportation 2040 Full Plan 2040: This is the proposed Constrained plus Unprogrammed Draft Transportation 2040 Plan Update run through the new suite of analysis tools and models.

Regional Network Measures

Regional Network Measures Totals	T2040 Update 2006	T2040 Update 2010	T2040 Adopted Plan (2012)	T2040 Update Constrained Plan 2040	T2040 Update Full Plan 2040
Vehicle Miles Traveled	79,535,979	80,317,885	96,108,116	94,851,846	93,477,203
Vehicle Hours Traveled	2,956,071	2,987,202	3,638,353	3,581,634	3,415,796
Delay	954,206	954,289	1,179,804	1,152,734	1,033,002
Average Speed	26.9	26.9	26.4	26.5	27.4

Travel mode share results summarized in the table below show a reduction in drive alone trips and an increase in transit and non-motorized trips between the 2006 base year and the proposed Transportation 2040 Update – Full Plan.

Travel Mode Shares

Regional Mode Shares	T2040 Update 2006	T2040 Update 2010	T2040 Update 2040 - Adopted Plan	T2040 Update 2040 - Constrained Plan	T2040 Update 2040 - Full Plan
	Share	Share	Share	Share	Share
Total Trips					
Drive Alone	44.7%	44.0%	41.2%	41.2%	40.5%
Shared Ride	42.4%	42.8%	42.6%	42.5%	42.7%
Transit	3.1%	3.1%	4.3%	4.3%	4.5%
Non-Motorized	9.8%	10.2%	12.0%	12.0%	12.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

SUMMARY OF MAP-21 PROVISIONS

On July 6, 2012, President Obama signed a new transportation act passed by Congress known as "Moving Ahead for Progress in the 21st Century," or MAP-21. The act extends federal highway and transit programs through September 30, 2014, consolidates several highway and transit programs, and introduces new federal policy such as performance-based planning and streamlined project delivery. MAP-21 includes the following key elements:

Highways

- Expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investments will be targeted toward the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the NHS. In the central Puget Sound region, this adds almost 800 miles for a total of approximately 1,250 miles of designated NHS facilities.
- Establishes a performance-based program - federal funding will have to be invested to meet performance targets on this expanded NHS, which includes both state and local routes. Other performance measures include safety, freight mobility, congestion relief, air quality, and overall efficiency.
- Creates Jobs and Supports Economic Growth - MAP-21 authorizes $1.3 billion in Federal Highway funding for Washington for 2013 and 2014 for road, bridge, bicycling, and walking improvements. Decisions will need to be made on how to target this funding to best support the economy and performance targets.
- Supports an Aggressive Safety Agenda - MAP-21 doubles safety funding for the Highway Safety Improvement Program, which implements Target Zero, the state's plan to eliminate deaths and major injuries on the roadway system.
- Consolidates the Federal Highway Program Structure. The complex array of existing programs is simplified, substantially consolidating the program structure into a smaller number of core programs: the expanded NHS, a larger Surface Transportation Program, a continued Congestion Mitigation Air Quality Program, and the doubled Highway Safety Improvement Program.
- Accelerates Project Delivery and Promotes Innovation - MAP-21 incorporates a host of changes aimed at ensuring the timely delivery of transportation projects.

Transit

- Establishes performance-based planning, including the following key performance measures:
  - Transit: related to safety and asset management.
  - Special Needs Transportation: accessibility improvements and increasing availability of transportation service for seniors and individuals with disabilities.
- Moves from discretionary funding programs to more predictable formula funding – PSRC's urban formula allocations are likely to remain at historical levels.
- Transforms a fixed guideway funding program with broad eligibility to a program with an emphasis on state of good repair and a narrow definition of fixed guideway (less HOV route miles).
- Special needs transportation funding programs were consolidated into the "Enhanced Mobility of Seniors and Individuals with Disabilities" program, which will be allocated to large urban areas, such as the central Puget Sound region. The Jobs Access and Reverse Commute program was eliminated as a stand-alone program and consolidated into the urban formula allocation.
- Gives the Federal Transit Administration (FTA) new regulatory authority to strengthen the safety of public transportation systems.

Freight and Goods Mobility

With the enactment of MAP-21 in July of 2012, the current transportation authorization places a new national emphasis on freight and goods movement as an important component of the economy. A National Freight Policy (Division A, title I, Subtitle A, Section 1115) is established to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve the following:

- Establishment of a "National Freight Network": within one year of passage, the Secretary of Transportation shall establish a National Freight Network to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including the national highway system, freight intermodal connectors, and aerotropolis transportation systems.
- Within three years of passage, the Secretary of Transportation, in consultation with State DOTs and other stakeholders, must develop a National Freight Strategic Plan. The plan must be updated every five years thereafter. The plan must include:
  - An assessment of the condition and performance of the national freight network
  - Identification of significant bottlenecks on 20-year forecasts of freight volumes for a 20 year period
  - Identification of major freight corridors, an assessment of regulatory/statutory/financial barriers that impede freight system performance
  - Best practices for improving performance of freight network
  - Best practices to mitigate impacts of freight movement on communities
  - A process for addressing multi-state projects and encouraging multi-jurisdictional collaboration
  - Strategies to improve intermodal connectivity
- Freight Transportation Conditions and Performance Reports are required within 18 months of enactment, requires DOT (within a broader rulemaking on performance based planning) to establish measures for States to use to assess freight movement on the Interstate System.

PSRC Response to MAP-21

MAP-21 transportation performance management will be fully incorporated into the 2018 long range plan update. Guidance on performance measures and targets will be rolled out in three phases through 2015. The timing of this program will be aligned with the 2018 update, allowing for it to be fully incorporated in the next plan update. PSRC is developing a Transportation 2040 monitoring program that will incorporate MAP-21 measures.

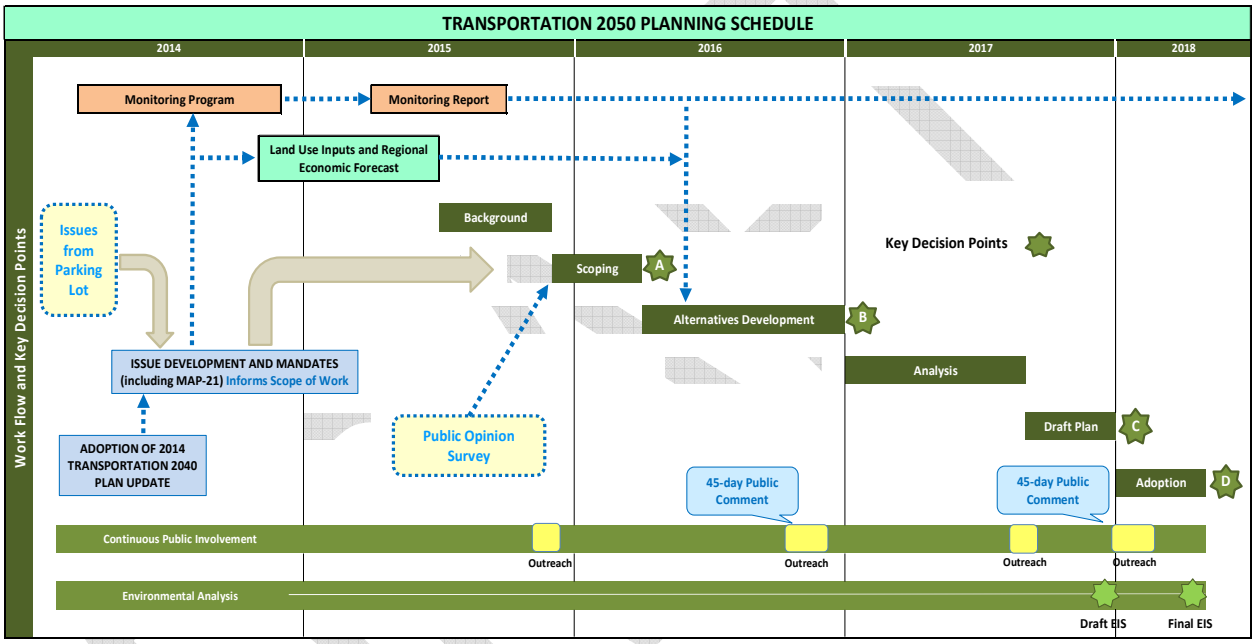
DRAFT

CHAPTER 6 NEXT STEPS – PREPARING FOR THE NEXT MAJOR PLAN UPDATE

Responding to discussions that have occurred as part of this plan update, Chapter 6 lays out a series of steps to prepare for the next plan update (2018) and will initiate early discussions about the scoping process. Issues, comments, and questions raised during the Transportation 2040 Update were pulled from the "parking lot" and other sources. This chapter includes a preliminary schedule, initial input on future scoping issues, and a list of core and other plan elements which may be included in the 2018 Transportation 2040 plan update.

PROPOSED SCHEDULE – Outline of work flow, major decision points, and public outreach targets.

The schedule below displays the proposed schedule for the 2018 Transportation 2040 Plan Update.



DRAFT SCOPE OF WORK – "Pre-scoping"

The following is an initial list of possible issues which may be considered in the next plan update. These topics are derived from the input provided during the current Transportation 2040 Update process. These issues and suggestions will be reviewed and discussed as part of the official plan update scoping process.

- Proposed Regional Transportation Futures Study
- Determine what time frame (2040, 2048, 2050, etc.) to use for the 2018 Plan Update.
- Monitoring/Congestion Management Process (CMP)/T2040 report
- MAP-21 performance-based planning, ITS architecture update, and Regional ITS Implementation Plan Update
- Incorporation of the latest Target Zero priorities. The state and federal safety priorities have changed since adoption of Transportation 2040. In addition, updates to the Target Zero program, scheduled for adoption in late 2013 or early 2014, will need to be incorporated into the next update of Transportation 2040.
- Add autonomous vehicles information. Some discussion may be included in the 2014 update, but there are some USDOT decisions that may not be captured until the next (2018) plan update.
- Address the implications of the Coal Train on the region's ports, railroad users (freight, Sound Transit, etc.), and roadways (rail crossings). This should include reviewing the findings of the regional Commodity Study to be completed in early 2014, and beginning to identify transportation investments needed to mitigate the impacts of coal trains through the region.
- Address the implications of the opening of the second Panama Canal. This should include policy support for short and long range transportation planning to address the impacts of the canal, and to capture the opportunities it presents, in light of competing regions around the nation and beyond.
- Rural Study – Identify possible additional research based on the initial work completed in the 2014 plan update, including future data needs, policy implications, future rounds of the Rural Town Centers and Corridors program, preservation and maintenance of rural roadways (connections to State of Good Repair element) and financial implications (increasing State of Good Repair costs versus reduced revenues due to continued city annexation of unincorporated rural areas throughout the region).

POTENTIAL CORE PLAN ELEMENTS AND ISSUES TO BE INCLUDED IN 2018 UPDATE

1. **Prioritization**:
   - Revisiting the Prioritization Measures
   - Exploring the use of the Prioritization framework to identify and evaluate plan alternatives
   - Developing a process for using Prioritization to add, change, or delete projects to/from the plan

2. **State of Good Repair**:
   - Brief summary of results coming out of the current work (2014 update)
   - Summary of the INVEST Report recommendations/next steps
   - Potential for regional pavement management system and implications for 2018 plan
   - Informing the 2018 plan alternatives

3. **<u>Financial Strategy</u>**:
   - Brief summary of results coming out of the current plan update
   - Adding more rigor for projects entering the regional transportation plan
   - Additional areas to explore to refine revenue estimates

OTHER POTENTIAL PLAN ELEMENTS AND ISSUES

1. Federal guidance – Implications of MAP-21 requirements on the 2018 plan update, such as performance planning in a collaborative process with WSDOT to set targets.

2. Improving planning for freight mobility – update of the regional freight strategy in light of federal laws, emerging freight performance guidance, and using improved data and models

3. The future transit network would be developed in close coordination with the region's transportation operators, and make use of updated Transit Tools and models, as appropriate. This task will develop a future transit network that:
   - Incorporates future land use
   - Includes the assumed high capacity network provided by Sound Transit
   - Addresses future local transit network in proximity to future regional high capacity transit (e.g., whether to truncate certain existing transit network routes, retain some level of duplication within the corridor, or other methods)
   - Implements performance monitoring as directed by MAP-21
   - Explores other options for optimizing future transit network in a way that both improves the MTP and assists transit agencies in planning for long-term future needs

4. Public opinion poll – proposed to obtain input on transportation issues, needs, and options. Done in conjunction with scoping, this will feed into alternatives development and other tasks.

5. Extending the planning horizon beyond 2040.

6. Update Administrative Procedures (previously known as the Candidate-to-Approved process) to incorporate Transportation 2040 Prioritization framework and other relevant input.

7. Provide a status report and update of the region's greenhouse gas and climate change strategies.

DRAFT

CHAPTER 1 EXECUTIVE SUMMARY

This Transportation 2040 Update – Draft Report is intended to provide information on what's changed in King, Kitsap, Pierce, and Snohomish counties since the regional transportation plan was adopted in 2010. The Draft Report, and its appendices, is being released for public comment in January, 2014. The Puget Sound Regional Council is expected to adopt an updated Transportation 2040 plan in May.

Transportation 2040 Update–Draft Report

The Transportation 2040 Update–Draft Report includes several changes. First, updated forecasts and analysis tools were used to ensure that the plan analysis is based upon the most current information. Second, a number of ongoing and statutorily required updates were made – including a new Active Transportation Plan, an updated Coordinated Transit-Human Services Plan, and an updated Regional Transportation Demand Management Action Plan. Most significantly, the Transportation 2040 financial strategy has been updated to reflect the effects of the economic downturn and corresponding reduction of transportation revenues.

To balance the updated Transportation 2040 financial strategy, a number of cost and revenue changes were incorporated. On the revenue side, the estimated current law revenue projections for the region were reduced by $14 billion. In addition, targeted new law revenues were adjusted to account for the recession, delayed implementation, and reality checks.

On the cost side, maintaining, operating and preserving the existing system remains the highest priority in Transportation 2040. Based on a rigorous review and improved estimation methodologies, the investment in "state of good repair" in the Transportation 2040 Update–Draft Report has been improved to better align with future needs.

Local transit operators, finding themselves on the front line of these revenue reductions, responded to these new realities with cost reduction measures and service efficiency adjustments. Accordingly, the Transportation 2040 Update–Draft Report maintains the assumption that local transit service will double by 2040 through a catch-up and grow service delivery approach, but those service hours will be delivered at a lower overall cost. Similarly, the Sound Transit Board made difficult decisions as part of the Sound Transit 2 Program Realignment for delivery of Sound Transit 2 investments over a slightly longer timeframe, and an assumption that allows the planned build-out of Link Light Rail to Tacoma, Everett and Redmond.

The Transportation 2040 Update–Draft Report continues the existing assumptions for the state ferry program to preserve and maintain existing service, and replace some boats and terminals according to the Washington State Ferries long-range plan.

The Transportation 2040 Update–Draft Report also reflects adjustments to regional investments in city streets, county roads, bicycle and pedestrian investments, and state highways. Utilizing the Transportation 2040 Prioritization framework, some low-scoring or later date projects have been moved out of the financially constrained plan to help balance program costs and revenues.

Analysis results reflect a reduction in drive-alone trips along with an increase in transit and non-motorized trips. Regional network measures such as Vehicle Miles of Travel (VMT), Vehicle Hours of Travel, and Delay are all down as compared to the adopted plan from 2012. All regional air quality

conformity requirements continue to be met with the update, and regional greenhouse gas emissions are lower than the previously adopted plan due to the impact of new fuel economy and greenhouse gas standards adopted since 2010, as well as lower regional VMT.

The bottom line is that the cost of the constrained portion of the Transportation 2040 has been reduced by over $15.5 billion to a total investment level of $173.6 billion, which is supported by the updated financial strategy. In addition, the plan contains illustrative projects, which are un-programmed and go beyond the financial strategy. The total plan, including the unprogrammed projects, totals $211 billion.

What Is Transportation 2040?

Transportation 2040 is the long range multimodal transportation plan for the central Puget Sound region. It lays out a balanced set of investments and strategies to accommodate growth and meet the region's transportation needs for the next 30 years. The plan includes investments in bike and pedestrian facilities, local and regional transit, auto and passenger ferries, city and county roads, and state highways. Adopted in 2010, Transportation 2040 is built upon the foundation of VISION 2040, including the regional growth strategy and multi-county planning policies. T2040 will reduce congestion and improve mobility for people and freight, within a balanced financial strategy, and while protecting the region's environment. The plan's investments are focused on maintaining and preserving the existing system, enhancing safety and security, improving efficiency, and prioritizing investments in strategic capacity. Transportation 2040 meets state and federal planning requirements, including the mandate for plan updates every four years and achieving air quality conformity.

Updated Financial Strategy – How we pay for identified investments in the plan (see Appendix F)

Since plan adoption in 2010, the nation and the region have experienced a slow recovery from the economic downturn. At the state level, gas tax revenues, historically a major source of highway system funding, are forecast to decline. In addition, steep declines in sales tax revenues hit the region's transit agencies particularly hard. In response, agencies cut service, raised fares, reduced staff, and focused the remaining service on the most productive routes. Transit agencies are now focused on positioning themselves to meet future demand for increased service within constrained budgets.

In light of current financial realities, forecasts of future revenues over the coming 25 years have been adjusted downward. Still, the plan meets federal financial constraint requirements, with costs and revenues in balance. The plan's financial strategy includes a gradual shift in revenue sources, away from gas taxes and toward user fee-based approaches, such as High Occupancy Toll (HOT) lanes, facility and system tolls, and mileage fees. This updated financial strategy recognizes that: (1) the historic gas tax is unsustainable as a long term revenue source; and (2) user fees may be a more equitable match between system use and system funding.

While revenues have declined, costs have increased. Key contributors include enhanced stormwater management requirements and updated cost estimates to maintain and preserve the region's existing transportation assets in a state of good repair. To meet federal requirements, the plan must balance costs and revenues. To accomplish this goal, as part of this Transportation 2040 Update-Draft Report, the region agreed to move numerous projects from the constrained part of the plan into the unprogrammed part of the plan. The result: the financial strategy is balanced (see Appendix F).

Prioritization – Be strategic in how we invest (see Appendix P)

Transportation 2040 directed the region to improve its process for prioritizing transportation investments. To accomplish this goal, the following mission statement was adopted:

> *"Prioritize transportation projects in a manner that reinforces and implements VISION 2040. This will include the development and application of an evaluation process to prioritize projects/programs that are within the plan as well as the means for allowing projects to be entered, modified, or removed."*

Over the past two years the region has developed a prioritization framework for evaluating projects and programs in the plan. The framework contains nine evaluation measures derived from VISION 2040: Air Quality, Freight, Jobs, Multimodal, Puget Sound Land & Water, Safety and System Security, Social Equity & Access to Opportunity, Support for Centers, and Travel. The nine measures were used to evaluate capacity projects in four categories: highways, arterials, transit, and bike/pedestrian. Project evaluation results were displayed in a "Scorecard" format, which included total score, score by measure, project cost, and project status (constrained vs unprogrammed). Thus far the Prioritization framework has been used for two purposes:

1. **Evaluate capacity projects** – Identify which projects and programs do the best job of implementing VISION 2040 based on how well they score on the nine measures.

2. **Help balance the financial strategy** - Identify low scoring projects (bottom 25%) which will be moved from the Constrained part of the plan into the Unprogrammed part of the plan.

In the future, the Prioritization framework might be used for purposes such as:

- VISION 2040 screen for projects entering the long-range transportation plan.
- Communicating regional transportation priorities to the Legislature.
- Guidance for project sponsors to develop projects that better meet regional goals and policies.
- Long-range planning – developing and evaluating alternatives for the next (2018) plan update.

State of Good Repair – Maintain and preserve what we have (see Appendix S)

Keeping our transportation system in a "State of Good Repair" is the highest priority in the T2040 plan. Over the past two years PSRC has taken a close look at what it takes to maintain and preserve the region's transportation assets. The plan now incorporates a number of improvements to better account for a variety of assets, including pavements, stormwater needs, and local transportation operations in a manner that reflect long-term lifecycle costs. This work has led to better estimates of future investment needs. Over the next 26 years (the remaining planning horizon for Transportation 2040) the region will need to invest $80 billion to maintain, preserve, and operate the region's transportation system. These investments are a critical part of the T2040 financial strategy.

DRAFT

What's new with this plan update?

Active Transportation Plan – see Appendix O
The new Active Transportation Plan establishes a regional bicycle network with a focus on regional growth centers. The plan identifies critical connections to transit stations, encourages enhanced health through active transportation, promotes safety, and includes an implementation strategy.

Air Quality & Climate Change – see Appendices E and L
These updated materials document recent air quality and climate change trends, and provide a status report on compliance with federal air quality standards (especially for fine particulates in Pierce County). The plan also includes a discussion of new federal CAFE (Corporate Average Fuel Economy) standards which will help the region implement its Four-Part Greenhouse Gas strategy.

Coordinated Transit-Human Services Transportation Plan (Coordinated Plan) – see Appendix K
The coordinated plan meets federal requirements. The plan updates demographic data for special needs populations, provides an updated inventory and services, and includes updated goals and strategies, identifies gaps and needs, and outlines actions and investments to address needs.

Transportation Demand Management (TDM) Action Plan – see Appendix T
Managing demand and efficient use of the transportation system are two key elements of the region's transportation strategy. This new Action Plan provides a better understanding of TDM and its value by highlighting key activities in the region; describes the strategic priorities that TDM implementers across the region continue to pursue; and recommends regional implementation actions to support and augment the work happening at the local level.

Growing Transit Communities Program (see www.psrc.org/growth/growing-transit-communities)
Over the coming years, Sound Transit will invest $30 billion in regional rapid transit. The Growing Transit Communities program is designed to help make the most of this investment by locating housing, jobs, and services close to transit, making transit a viable travel option for many people. If done right, more people will have a faster and more convenient way to travel. The Growing Transit Communities Program is focused on three key corridors linking Downtown Seattle with Redmond, Everett, and Tacoma. This program is included in the Transportation 2040 Update to highlight the importance of linking transportation and land use, and in this case the investment in regional rapid transit to serve and support vibrant communities where people live, work, and play.

Rural Transportation Study – see Appendix R
This new study examines transportation trends, issues, and opportunities in the rural parts of the region. Building on previous work, this study documents demographic data (population, housing, employment, etc.), travel patterns (commutes, transit use, safety, etc.), safety data (e.g., Target Zero), and state of good repair information (road and bridge condition). This study is an initial step to help define key issues and investment needs in the rural part of the region. This information will inform the next major transportation plan update to begin in 2015 and be adopted in 2018. Ultimately, the findings of this study may contribute to future cycles of the Rural Town Centers and Corridors funding program.

Critical Investments for the Coming Decade (see 2014 Action Strategy – Appendix A)

Growing needs and limited funds means the region needs to be strategic in how it invests. Over the next decade the region will focus on its most critical needs: preserve our existing investments, close key gaps in the system, reduce congestion, enhance mobility, improve safety, and protect the environment.

- **State of Good Repair** – Maintain and preserve the existing system – I-5, Colman Dock, ferry service to Kingston, Bremerton, and Southworth.

- **Transit** – Complete the Sound Transit Phase 2 program, which will extend Link Light Rail to Overlake, South 200th Street, and Northgate.

- **HOV program** - Complete the region's core HOV system in Pierce County.

- **Highways** - Leverage highway capacity investments by using HOT lanes and tolls – this adds strategic capacity, helps manage facility demand, and generates revenues to help fund improvements.

- **Replace vulnerable structures** – SR 520 bridge, Alaskan Way Viaduct, I-5 Puyallup River Bridge, U.S. 2 trestle.

- **Bike and pedestrian** – Fill gaps in the regional bicycle network and provide new bike and pedestrian connections to transit stations in regional growth centers.

Implications of MAP-21

On July 6, 2012, President Obama signed a new transportation act passed by Congress known as "Moving Ahead for Progress in the 21st Century," or MAP-21. The act extends federal highway and transit programs through September 30, 2014, consolidates several highway and transit programs, and introduces new federal policy, such as performance-based planning and a streamlined project delivery process. MAP-21 includes the following provisions, which guide the transportation planning process:

- **Highways** - Expands the National Highway System (NHS) to incorporate principal arterials not previously included. Establishes a performance-based program - federal funding will have to be invested to meet performance targets on the expanded NHS. Performance measures include safety, freight mobility, congestion relief, air quality, and overall efficiency.

- **Safety** - Supports an aggressive safety agenda. MAP-21 doubles safety funding for the Highway Safety Improvement Program, which implements Target Zero.

- **Transit** - Establishes performance-based planning, including new performance measures for transit safety, asset management and Special Needs Transportation.

- **Freight** – Sets new national emphasis on freight and goods movement as an important component of the economy.

- **Performance** - Guidance on performance measures and targets will be rolled out in three phases through 2015. PSRC is developing a Transportation 2040 monitoring program that will incorporate

the MAP-21 measures. As more detailed MAP-21 guidance and requirements emerge, PSRC will incorporate these into our planning processes.

Next Steps/Key Issues for the Next Plan Update (see Chapter 6 for more detail)

Below are some key issues identified during the plan update process, which may be addressed during the next major plan update. These and other issues will be reviewed and verified during the formal plan update scoping process, which is likely to start in early 2015.

- Federal guidance – Implications of MAP-21 requirements on the 2018 plan update, such as performance planning in a collaborative process with WSDOT to set targets.
- Improved planning for freight mobility – update the regional freight strategy in light of federal laws, emerging freight performance guidance, and using improved data and models.
- Transit system planning – Develop the future transit network in close coordination with the region's transportation operators, and make use of updated transit tools and models.
- Financial plan refinements – Developing long-term sustainable approaches to fund the region's transportation investments.
- Extending the planning horizon beyond 2040.
- Continuing work to address Greenhouse Gas Emissions and Climate Change.
- State of Good Repair – Evaluate options for managing the region's assets.
- Revisiting the Transportation 2040 Prioritization process.
- Updating assumptions to include the latest Target Zero safety priorities.
- Incorporating the potential implications of new technologies such as autonomous vehicles.

DRAFT

PLAN UPDATE REPORT: HOW TO FIND WHAT'S NEW AND WHAT'S CHANGED

The Transportation 2040 Update-Draft Report does not change regional goals or policies as stated in VISION 2040 or the adopted Transportation 2040 plan. The adopted plan retains its status as the region's long range multimodal transportation plan and its policy connections to VISION 2040 and the Regional Economic Strategy. The table below provides a brief summary of the contents of the Transportation 2040 Update-Draft Report, including the numerous appendices which support the plan. The **KEY SECTION** column of the table below indicates the status of each chapter of the Transportation 2040 Update-Draft Report or appendix (new, major update, minor update, or no change).

KEY SECTION (with Change Status)	**TITLE**	**CONTENT**
Chapter 1 **NEW**	**Executive Summary**	**Brief (4-6 page)** summary of the plan update document. This will be a high level and graphic report designed to communicate the plan contents with elected officials and the Legislature.
Chapter 2 **NEW**	**Background Information**	**This chapter briefly discusses what's in T2040**, why the plan is being updated, updated information (such as new financial, population, and employment data), and where to find what's new and what's changed.
Chapter 3 **NEW**	**Core Elements:** • Prioritization • State of Good Repair • Financial Analysis Update	**This chapter contains new and updated information on the core plan elements based on the adopted scope of work.** In addition to federal and state mandates for the updated financial strategy, this chapter fulfills explicit board directives to enhance State of Good Repair and develop a Prioritization framework to support investment decisions.
Chapter 4 **NEW**	**Statutory and Ongoing Plan Elements**	**This chapter discusses other plan elements**: Active Transportation, Air Quality and Climate Change (including Greenhouse Gas Strategy), Coordinated Plan, TDM and CTR Programs, Growing Transit Communities program, and Rural Transportation Study. In addition, Chapter 4 includes a report on existing programs and emerging trends in technology.
Chapter 5 **NEW**	**Supporting Information**	**This chapter contains technical background information**: Project List, Public Involvement and Outreach, Land Use Input and Modeling, MAP-21 Summary, and 2014 Action Strategy.
Chapter 6 **NEW**	**Next Steps**	**Chapter 6 presents initial thoughts on the 2018 plan update**, including the proposed schedule, pre-scoping topics, core plan elements, and other elements and issues which might be addressed.
Appendix A **MINOR UPDATE FROM 2010**	**2014 Action Strategy**	**State-mandated biennial report on plan status**. Includes a summary of what's changed since 2010, brief summary of state and federal mandates for the plan, draft 2014 legislative strategy, and 10-year investment program.
Appendix B **MINOR UPDATE FROM 2010**	**Projects and Programs by SMART Corridor**	**Describes projects and** programs planned for each SMART corridor. This appendix displays updated project information for each of the region's SMART corridors.

DRAFT

Appendix C **NO CHANGE FROM 2010**	**Multi-county Planning Policies**	**Contains adopted regional policies from VISION 2040**.
Appendix D **NO CHANGE FROM 2010**	**The Metropolitan Transportation System** (MTS)	**Defines and discusses the MTS** and includes maps of each modal component.
Appendix E **MINOR UPDATE FROM 2010**	**Regional Air Quality Conformity Analysis**	**Discusses state and federal air quality mandates and requirements**; outlines the detail of the region's air quality conformity analysis and finding of conformity.
Appendix F **MAJOR UPDATE FROM 2010**	**Financial Strategy Background**	**Detailed report on the region's financial status**. Outlines current law revenue and existing revenue sources, costs to implement the plan, revenue shortfall, potential additional revenue sources, scenarios for balancing revenues and costs, and our short and long term financial strategy.
Appendix G **MINOR UPDATE FROM 2010**	**Environmental Justice**	**Discusses federal requirements and analysis** of EJ aspects of the plan.
Appendix H **MINOR UPDATE FROM 2010**	**Analysis Tool Documentation**	**Discusses the technical details** of PSRC analysis tools and forecasts. Discusses enhanced models and analysis tools used for the Transportation 2040 Update-Draft Report. See Chapter 5 for an update on PSRC Analysis Tools.
Appendix I **MINOR UPDATE FROM 2010**	**Public Involvement and Outreach**	**Summarizes the contents of the PSRC Public Participation Plan**, and discusses the program used for this planning cycle.
Appendix J **NO CHANGE FROM 2010**	**Regional Freight Strategy**	Includes all the **details of the Regional Freight Strategy**.
Appendix K **MINOR UPDATE FROM 2010**	**Coordinated Transit-Human Services Transportation Plan**	**Documents the region's plan for serving special needs** and other underserved populations. Discusses state and federal requirements for this program.
Appendix L **MINOR UPDATE FROM 2010**	**Climate Change Background**	**Presents background information to support the region's GHG strategy** and analysis of potential climate change.
Appendix M – **MINOR UPDATE FROM 2010**	**Administrative Procedures (update of Candidate to Approved Process)**	**This updated appendix describes the updated Administrative Procedures** which apply to major capacity projects in the plan. These procedures amend the existing Candidate-to-Approved process.
Appendix N **MINOR UPDATE TO REFLECT NEW PROJECT DATA**	**Metropolitan Transportation System Capacity Improvements List**	**Lists all projects in the constrained and unprogrammed plan by mode**. This appendix was formerly Appendix M, which also included the Candidate-to-Approved process guidance. For this plan update these two sections have been divided into two separated appendices (M and N). For the Transportation 2040 Update-Draft Report, the Appendix N project list is updated to reflect all project changes submitted by sponsors in response to PSRC's January 2013 call for updated project information.

DRAFT

Appendix O - **NEW**	**Active Transportation Plan**	**Update of the 2003 Regional Bike and Pedestrian** Implementation Strategy. This new appendix documents the significant new body of work to address the region's bike and pedestrian needs.
Appendix P - **NEW**	**Prioritization Report**	**Appendix P (Prioritization Report) documents the development of the Prioritization Framework**, including its foundation in VISION 2040, the evaluation measures, analysis results, and possible future application of the process.
Appendix Q –	**NOT USED**	
Appendix R - **NEW**	**Rural Transportation Study**	**Documents the development and findings of the new Rural Transportation Study**, with ties to the full T2040 Plan document where relevant.
Appendix S - **NEW**	**State of Good Repair**	**Documents the new work on State of Good Repair**, with ties to the full T2040 Plan document where relevant.
Appendix T - **NEW**	**Transportation Demand Management Action Plan**	**Documents the new work on TDM**, with ties to the full T2040 Plan document where relevant.

The materials in Chapters 3, 4, and 5 build upon the ***Decision Point B Board Package*** dated June 4, 2013. The package, which represented work progress in early June, was affirmed by the Transportation Policy Board on July 11, 2013 and the Executive Board on July 25, 2013. The draft package materials can be found on the plan update web page at www.psrc.org/transportation/transportation-2040-update.

DRAFT

Attachment 6

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
AUBURN	4516	Auburn Pacific Phase 2 (trail)	Bicycle/ Pedestrian	2011	Completed	$145,973		New east-west trail connection serving the residents of Auburn and Pacific and connecting through other existing trails to the Auburn urban center.
AUBURN	2871	C St Trail	Bicycle/ Pedestrian	2011	Completed	$283,070		Shared Use bike path
AUBURN	2858	A St Trail	Bicycle/ Pedestrian	2030	Constrained	$1,668,605		Shared use bike path
Auburn	4511	Green River Trail	Bicycle/ Pedestrian	2020	Constrained	$2,000,000		New north-south non-motorized corridor that links to Auburn's urban center through future on-street bicycle lanes and sidewalks.
Auburn	4515	BNSF Pedestrian/Bicycle Undercrossing	Bicycle/ Pedestrian	2017	Constrained	$9,125,949		Non-motorized connection extending from the White River Trail to the Interurban Trail and all urban centers located proximate to the Interurban Trail.
AUBURN	976	S 272nd/277th St Corridor Capacity & Non Motorized Trail Improvements	Roadway Related - Arterial	2015	Constrained	$3,851,591		Widen roadway between Auburn Way North and L St NE. Includes 2 new EB lanes, 1 new WB lane, separated non-motorized trail, intersection improvements, lighting, ITS improvements, and associated storm improvements.
AUBURN	975	M St SE Underpass	Roadway Related - Arterial	2013	Constrained	$21,129,694		GRADE SEPARATE RAIL XING, WIDEN TO 4 LANES, ADD SIDEWALK, BIKE LANES, AND ROADWAY LIGHTING.
AUBURN	4504	Grade Separated Crossing of BNSF Railyard	Roadway Related - Arterial	2030	Constrained	$28,290,442		Improved east-west connectivity and mitigation for potential future BNSF railyard expansion as a multimodal facility (at 6th Street SW/SE)
Auburn	4514	Williams Trail	Bicycle/ Pedestrian	2020	Unprogrammed		$2,000,000	A new trail connection that will link south-east Auburn and Pierce County residents to the Auburn urban center via travel on the White River Trail, future BNSF Pedestrian/Bicycle Undercrossing, Auburn-Pacific Trail (Phase 2), and Interurban Trail.
AUBURN	4510	BPA Trail	Bicycle/ Pedestrian	2020	Unprogrammed		$2,000,000	New east-west trail connection from Federal Way urban center to Covington.
AUBURN	4513	White River Trail	Bicycle/ Pedestrian	2030	Unprogrammed		$6,000,000	A new trail connection that will link south-east Auburn residents to the Auburn urban center via travel on the future BNSF Pedestrian/Bicycle Undercrossing, Auburn-Pacific Trail (Phase 2), and the Interurban Trail.
AUBURN	4287	SR 164	Roadway Related - State Route	2040	Unprogrammed		$15,000,000	Widen to 4 lanes - Restrict access where appropriate (Project is from Dogwood to Auburn City limits with the exception of the segment between Fir and Hemlock that has been segmented out into a Candidate project - MTP 1744)
AUBURN	1744	Auburn Way South (SR 164) Corridor Improvements, Fir Street SE to Hemlock Street SEg & Non-Motorized Improvements	Roadway Related - State Route	2014	Constrained	$2,906,105		The Auburn Way South (SR 164) Corridor Improvement project is approximately 0.14 miles in length, from Fir ST SE to Hemlock ST SE. This project will design and construct a new 5 lane section of roadway with illumination. There will be 2 through lanes in each direction and a center turn-lane with a U-turn/Wedge and transit pullouts at Hemlock ST SE. There will also be 10-foot wide sidewalks and storm drainage improvements. The project includes a new traffic signal at the intersection of Hemlock ST SE and Auburn Way South (SR 164) with ADA compliant ramps, push buttons, and signal heads.
BELLEVUE	2868	I-90 Trail/124th Ave SE Connector	Bicycle/ Pedestrian	2011	Completed	$1,380,828		Add a 10-14 foot-wide off street path from the I-90 trail to SE 38th Street
BELLEVUE	5500	Lake-to-Lake Trail	Bicycle/ Pedestrian	2029	Constrained	$500,896		Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor.
BELLEVUE	5497	Downtown-Overlake Connection Trail	Bicycle/ Pedestrian	2029	Constrained	$986,306		Add a 10 to 14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 116th Avenue NE. Component of priority bike corridor; Add 10-14 foot-wide off street path along the north side of NE 16th Street from 116th Avenue NE to 140th Avenue NE. Component of priority bike corridor;
BELLEVUE	2888	Lake Washington Blvd Trail	Bicycle/ Pedestrian	2029	Constrained	$1,001,793		Shared use bike path
BELLEVUE	5499	Lake-to-Lake Trail	Bicycle/ Pedestrian	2029	Constrained	$1,001,793		Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Component of priority bike corridor.
BELLEVUE	2865	Bellevue Way Trail	Bicycle/ Pedestrian	2029	Constrained	$1,226,965		Construct a multi-use pedestrian and bike facility. Project may be designed and constructed in coordination with Sound Transit and the implementation of the East Link project along this corridor.
BELLEVUE	5498	Lake-to-Lake Trail	Bicycle/ Pedestrian	2029	Constrained	$1,502,689		Add a 10 to 14 foot wide off street path on the south side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor.
BELLEVUE	5495	SR 520 Trail	Bicycle/ Pedestrian	2015	Constrained	$2,958,918		Add a 10-14 foot-wide off street path along the south side of NE Points Drive from the western part of the interchange area to the south side of Northup Way just east of the interchange. Component of priority bike corridor. Add a 10-14 foot-wide off street path along SR-520 connecting NE Points Drive to Northup Way over the Bellevue Way Interchange area (just north of SR-520). Component of priority bike corridor.
BELLEVUE	5496	SR 520 Trail	Bicycle/ Pedestrian	2015	Constrained	$11,590,512		Construct 10-14 foot-wide path from Bellevue Way / Evergreen Point Bridge to the west terminus of existing SR-520 trail at 124th Avenue NE. This facility extends east of Bellevue Way along the south side of Northup Way to 108th Avenue NE; along the east side of 108th Avenue NE; continuing east along the north side of SR-520 and eventually leading back to the proposed BNSF regional trail. East of the BNSF regional trail, completing the connection along the north side of SR-520 and south side of NE 24th Street to the existing trail system. Component of priority bike corridor; EW-1: SR-520 Trail.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
BELLEVUE	5501	Mountain-to-Sound Greenway	Bicycle/ Pedestrian	2025	Constrained	$23,276,813		A paved multiuse trail of 10 feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th St to the curve near the southwest quadrant's ramps of the 148th-150th Ave SE interchange, then following a new independent alignment to the 150th Avenue SE/SE 37th St intersection at 150th Ave SE. Eastward from 150th Ave SE the trail would follow SE 37th St (which here serves as an I-90 frontage road) to the Sunset Pedestrian Bridge where cyclists will cross to the north side of I-90 and make use of the Sunset Trail to WLSP. Construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Ave interchange as SE 36th St curves to become SE 37th St. Additional coordination between City of Bellevue, WSDOT, King County, and Greenway Trust required to study this route. Identified as priority bike corridor EW-4.
BELLEVUE	5502	West Lake Sammamish Pkwy Path	Bicycle/ Pedestrian	2020	Constrained	$29,589,179		Construct a ten foot multi-use path on the west side of the parkway and a four foot bike shoulder on the east side. Portions of the west side path will be separated from the vehicle travel lanes by two to five foot landscape planting. The project will include five mid-block pedestrian crossings, three intersection crossings, and rehabilitation of existing pavement throughout the corridor.
BELLEVUE	3477	Bellevue Way HOV Lanes and Transit Priority	Roadway Related - Arterial	2015	Constrained	$4,310,521		Construct an inside southbound HOV lane and transit signal priority improvements between I-90 and the South Bellevue Park and Ride. The project will be designed and constructed in coordination with Sound Transit and will be designed to accommodate the potential extension of the HOV lane between the park and ride and the "Y" intersection between Bellevue Way and 112th Avenue SE.
BELLEVUE	4527	Bel-Red Regional Connectivity - 124th Ave NE	Roadway Related - Arterial	2019	Constrained	$36,399,954		Improve and widen the 124th Avenue corridor in phases to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node. Widen for bike lanes between NE 8th Street and Bel-Red Road; widen to five lanes with sidewalks and bike facilities between Bel-Red Road and the planned NE 15th Street intersection; and widen to five lanes with sidewalks between NE 15th Street and Northup Way. Project to be designed and constructed in coordination with Sound Transit specifically in the segment where the East Link project will cross under roadway, between NE 14th and NE 18th Streets.
BELLEVUE	4523	Bel-Red Regional Connectivity - NE 4th St Extension	Roadway Related - Arterial	2015	Constrained	$37,874,150		Construct a four/five lane extension of NE 4th Street from 116th Ave to 120th Ave, including sidewalks, and bike lanes to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node. The extension will be designed to accommodate future development and uses of the BNSF corridor.
BELLEVUE	4524	Bel-Red Regional Connectivity - NE 6th St Extension	Roadway Related - State Route	2020	Constrained	$70,117,806		Construct east half of NE 6th/I-405 HOV/HOT interchange to provide transit/HOV access east of I-405.
BELLEVUE	4264	120th Avenue NE Corridor Widening: NE 4th Street to Northup Way	Roadway Related - Arterial	2023	Constrained	$47,076,635		Improve and widen the 120th Avenue NE corridor in phases to increase connectivity between the Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node. Widen to five lanes with bike lanes and continuous sidewalk between NE 4th and NE 8th Streets; realign the roadway with sidewalks and bike lanes between NE 8th Street and Old Bel-Red Road; widen to five lanes with sidewalks and bike lanes between Old Bel-Red Road and NE 15th Street; and widen to five lanes with sidewalks and a separated multi-use path between NE 15th Street and Northup Way (this segment may primarily be implemented with four lanes on an interim basis). Project to be designed and constructed in coordination with Sound Transit specifically in the segment where the East Link project will cross under roadway, between NE 14th and NE 16th Streets.
BELLEVUE	4526	Bel-Red Regional Connectivity - NE 15th/ NE 16th St (Phase 1)	Roadway Related - Arterial	2020	Constrained	$50,193,620		Construct a new arterial street between 116th Avenue NE/NE 12th Street and 124th Avenue NE to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node. This corridor phase, likely implemented in stages, will include intersection improvements, sidewalks, bike facilities, and/or a parallel, separated multipurpose trail. Project design to be coordinated with the Sound Transit East Link light rail extension project being implemented in the vicinity.
BELLEVUE	1100	Coal Creek Parkway	Roadway Related - Arterial	2020	Unprogrammed		$3,005,378	Widen Coal Creek Pkwy to six lanes at the intersection between the I-405 ramps.
BOTHELL	4254	SR 522, Stage 3	Roadway Related - State Route	2020	Constrained	$37,972,780		The proposed project will provide corridor continuity, improve traffic flow (capacity), provide continuous westbound and eastbound BAT (Business Access and Transit) lanes and provide a continuous ADA pedestrian facility.
BOTHELL	4272	SR 522 - West City Limits to NE 180th Street Stage 2A Improvements	Roadway Related - State Route	2013	Constrained	$7,758,938		The west segment of the project (M.P. 8.62 to M.P. 8.85) includes construction of an exclusive BAT lane from 91st Ave NE to 1300 feet west of 96th Ave NE, retaining walls, landscaping, curbs/gutter/sidewalk, signal interconnect and access management.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
BOTHELL	4002	SR 522 West City Limits to NE 180th St. Stage 1 Improvements (at 96th Ave NE) - Wayne Curve.	Roadway Related - State Route	2012	Completed	$22,989,444		This project includes curb, gutters and sidewalks installation on both sides of the roadway; upgrade storm water facilities; street lighting improvements; widen through lanes; realign 96th Avenue NE approach, increase intersection capacity by adding left turn lanes; enhance transit operation by adding Business Access Transit (BAT) lanes and queue jump lane at the 96th Avenue NE intersection, and enhance traffic safety through access management and median installation.
BOTHELL	5537	SR 522 - West City Limits to NE 180th Street Stage 2b Improvements	Roadway Related - State Route	2019	Constrained	$9,603,840		The east segment of the project (M.P. 9.20 to M.P. 9.61) includes installation of curbs/gutter/sidewalk, signal interconnect and access management.
BOTHELL	4262	Bothell Way NE / Bothell-Everett Hwy Improvements	Roadway Related - State Route	2030	Constrained	$34,300,885		Widen to 4/5 lanes between NE 188th St and 240th St SE.
BOTHELL	4271	Bothell-Everett Hwy Widening: 240th St SE to 228th St SE	Roadway Related - State Route	2014	Constrained	$8,525,252		This project will widen Bothell-Everett Hwy from two lanes to four lanes with a center dual left turn lane, bike lanes, transit stops and sidewalks, curb/gutter/plantings, minor side street improvements, interconnect and coordinate signals, provide access management, retaining walls, storm drainage facilities, landscaping and illumination.
BOTHELL	5446	Bothell Way NE: Multiway Boulevard Project	Roadway Related - State Route	2017	Constrained	$26,139,600		Reconstruct and expand the existing 4-lane roadway between SR 522 and NE 188th St to a tree-lined boulevard with 5 travel lanes and business access lanes.
BOTHELL	5536	SR 527	Roadway Related - State Route	2030	Unprogrammed			Widen to 4/5 lanes between 228th St. SE and I-405. Cost included in 4262.
BOTHELL	4056	Transit Center and Parking Garage (Bothell)	Transit & Ferry Related	2040	Constrained	$38,574,989		Construct a transit center/park-and-ride with up to 400 stalls in the vicinity of SR 527/Bothell Way NE and NE 185th Street in downtown Bothell.
BOTHELL	4169	North Creek Trail, Section 1 Stage 1	Bicycle/ Pedestrian	2011	Completed	$847,325		The North Creek Trail - Section 1, Stage 1 project will construct a Class I non-motorized trail (missing trail segment) on NE 195th Street between North Creek and I-405/NE 195th Street interchange in Bothell.
BOTHELL	4171	North Creek Trail, Section 2, Stage 2 (Canyon Park Business Park)	Bicycle/ Pedestrian	2011	Completed	$888,590		The North Creek Trail - Section 2, Stage 2 (Canyon Park Business Park) project will construct a Class I non-motorized trail from 228th Street SE north approximately 0.8 miles to 220th Street SE.
BOTHELL	4170	North Creek Trail, Section 1, Stage 2 (Schnitzer)	Bicycle/ Pedestrian	2011	Completed	$987,768		The North Creek Trail, Section 1, Stage 2 (Schnitzer) project will construct Class I non-motorized trail segments along the North Creek levy top north of NE 195th Street to North Creek Parkway North in Bothell.
BOTHELL	4172	North Creek Trail - 220th St SE to SR 524 (Woodlands Technology Campus)	Bicycle/ Pedestrian	2016	Constrained	$1,285,777		The North Creek Trail north of 220th St SE to SR 524 will be constructed by project developers and the City of Bothell over the next several years. The project "Woodlands Technology Campus" has completed construction of a 12-foot wide mixed-use path on their property which runs from 220th St SE north to 214th St SE at SR 527. The next piece of mixed-use path from 214th St SE north to SR 524 will be built by a City contract in 2014/2015 using grant funding.
BUCKLEY	1239	SR-410/SR-165/Ryan Rd/ 112th St E Realignment, Phase 1	Roadway Related - State Route	2012	Completed	$3,218,522		Phase 1 includes: realignment of Ryan and 112th to intersect with SR165, realignment of River Avenue and the Foothills Trail. Roads include curbs, gutters and sidewalks. Phase 1 includes a storm trunk line along Ryan, 112th, easements and Hinkleman.
BUCKLEY	4286	SR-165 Realignment, P2	Roadway Related - State Route	2015	Constrained	$2,118,133		Phase 2 includes: realignment of SR-165 to form a T intersection with SR-410, signals at the SR-410/SR-165 intersection and at the SR-165/Ryan/112th Street intersection, the addition of a right turn lane on the west leg of the SR-410/SR165 intersection, realignment of River Avenue north of Pearl Street, realignment of the Foothills Trail north of the intersection of SR-165/Ryan/112th Street. The road improvements include curb, gutter and sidewalk north of Ryan Rd and paved shoulders south of Ryan Road. The project includes street illumination and wetland mitigation.
BUCKLEY	2809	Foothills Trail - White River Crossing	Bicycle/ Pedestrian	2016	Constrained	$5,931,867		Shared use path
BURIEN	5449	1st Avenue South, Phase 2 (SW 140th Street to SW 146th Street)	Roadway Related - Arterial	2013	Constrained	$8,163,154		Reconstruct 1st Avenue South from SW 140th Street to SW 146th Street. Maintain two travel lanes in each direction and a center turn lane. Provide curb, gutter, sidewalks, planter strips, illumination, storm water facilities, traffic signals and interconnections, and driveway consolidation where feasible. Utility undergrounding will be completed by the respective utility companies.
BURIEN	5451	Ambaum Boulevard SW Corridor Study (SW 116th Street to SW 153rd Street)	Roadway Related - Arterial	2030	Unprogrammed		$746,395	Conduct study to determine current and projected requirements for Transit HOV/BAT capabilities, non-motorized upgrades for bicycle and pedestrian uses, center turn lane/left turn pocket additions and coordinated signalization enhancement for safety and volume improvement requirements. The study will identify locations of anticipated significant purchases of ROW and easements.
BURIEN	5450	1st Avenue South, Phase 3 (SW 128th Street to SW 140th Street)	Roadway Related - Arterial	2018	Unprogrammed		$16,420,688	Reconstruct 1st Avenue South from SW 128th Street to SW 140th Street. Maintain two travel lanes in each direction and a center turn lane. Provide curb, gutter, sidewalks, planter strips, illumination, storm water facilities, traffic signals and interconnections, and driveway consolidation where feasible. Utility undergrounding will be completed by the respective utility companies.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
COMMUNITY TRANSIT	5331	Core or Swift BRT - SR 524 (196th)	Transit & Ferry Related	2030	Constrained	$4,718,757		Service hours and buses. Core service or Swift Bus Rapid Transit on SR 524 (196th, Filbert) from ferry to SR 527. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5334	Core or Swift BRT - Airport Rd to Cathcart Way (Everett)	Transit & Ferry Related	2030	Constrained	$7,647,586		Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on Airport Rd, 128th, 132nd, Cathcart Way from SR 526 to SR 9. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5335	Core or Swift BRT - 164th St	Transit & Ferry Related	2030	Constrained	$2,870,922		Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on 164th from SR 99 to SR 527. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5333	Core or BRT - Mukilteo Speedway	Transit & Ferry Related	2040	Unprogrammed		$6,220,503	Service hours and buses. Core Service or Bus Rapid Transit (BRT) on Mukilteo Speedway (SR 525) from Mukilteo Ferry to I-405 (ramp just short of I-405). Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5312	Core or BRT - SR 526 from SR 525 to I-5	Transit & Ferry Related	2040	Unprogrammed		$3,543,027	Service hours and buses. Core service or Swift Bus Rapid Transit on SR 526 from SR 525 to I-5. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5332	Core or Swift BRT - Smokey Point Corridor	Transit & Ferry Related	2030	Constrained	$9,480,698		Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on N Broadway (Smokey Point corridor) from Everett Station up N Broadway, SR 529, State Ave, Smokey Pt to Arlington (SR 531). Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5466	Core or Swift BRT - SR 527 Downtown Bothell to SR 526/I-5	Transit & Ferry Related	2030	Constrained	$6,179,491		Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on SR 527 from downtown Bothell to SR 526/I-5. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5476	Core or BRT - 228th St Edmonds Ferry, SR 104, 228th, 236th, 228th to SR 9	Transit & Ferry Related	2040	Unprogrammed			Service hours and buses. Core Service or Bus Rapid Transit (BRT) on 228th St from Edmonds Ferry to SR 9. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5480	Core or BRT - 35th Ave SE Bothell to Everett	Transit & Ferry Related	2040	Unprogrammed			Service hours and buses. Core Service or Bus Rapid Transit (BRT) on 35th Ave SE from downtown Bothell to Everett. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5482	Core or BRT - I-5 Smokey Point to King County	Transit & Ferry Related	2040	Unprogrammed			Service hours and buses. Core Service or Bus Rapid Transit (BRT) on I-5 from Smokey Point to King County. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5472	Core or BRT - US 2 Everett to Monroe (via Ave D and 2nd St in Snohomish)	Transit & Ferry Related	2040	Unprogrammed			Service hours and buses. Core Service or Bus Rapid Transit (BRT) on US 2 from Everett to Monroe (via Ave D and 2nd St in Snohomish). Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5474	Core or BRT - SR 9 Bothell to Arlington	Transit & Ferry Related	2040	Unprogrammed			Service hours and buses. Core Service or Bus Rapid Transit (BRT) on SR 9 from Bothell to Arlington. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5468	Core or BRT - SR 531 I-5 to downtown Arlington	Transit & Ferry Related	2040	Unprogrammed			Service hours and buses. Core Service or Bus Rapid Transit (BRT) on SR 531 from I-5 to downtown Arlington. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5470	Core or BRT - SR 528 I-5 to SR-9	Transit & Ferry Related	2040	Unprogrammed			Service hours and buses. Core Service or Bus Rapid Transit (BRT) on SR 528 from I-5 to SR 9. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5478	Core or BRT - 20th St US 2 to SR 9	Transit & Ferry Related	2040	Unprogrammed			Service hours and buses. Core Service or Bus Rapid Transit (BRT) on 20th St from US 2 to SR 9. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	5484	Core or BRT - SR 522 Monroe to Bothell	Transit & Ferry Related	2040	Unprogrammed			Service hours and buses. Core Service or Bus Rapid Transit (BRT) on SR 522 Monroe to Bothell. Requires speed & reliability improvements and accessible transit stops.
COMMUNITY TRANSIT	3654	North Snohomish Co. Park & Ride	Transit & Ferry Related	2030	Unprogrammed		$6,272,950	Create a new Park and Ride facility with approximately 350 stalls, bus bays and layover space, DART transfer space, platform with customer shelters, lighting, bike lockers & racks, information kiosks, driversÆ restroom/utility building, pedestrian walkways, landscaping, safety & security features, and on-site surface water detention & treatment facilities. The exact location is to be determined.
COVINGTON	4288	SR 516 – Jenkins Creek to 185th Place SE	Roadway Related - State Route	2015	Constrained	$14,478,911		This project is to widen and reconstruct a portion of SR 516 (SE 272nd St) between Jenkins Creek and 185th Place SE. This project will include the crossing of Jenkins Creek with a new structure for the stream, widening the street from 2-lanes to 5-lanes including curb and gutter, 8' sidewalks, access control features, landscaping and provisions for u-turns.
DES MOINES	4299	Barnes Creek Trail	Bicycle/ Pedestrian	2017	Constrained	$1,400,554		Conduct prelimary design to provide a multipurpose non montorized trail connection to the regional Des Moines Creek Trail. Design will be developed in phases, from south to north, and will be used to assist in environmental assessement and identification of Right of Way requirements for the future trail as provided in the City of Des Moines Comprehensive Plan.
DES MOINES	4297	S. 216th Street Segment 1A	Roadway Related - Arterial	2016	Constrained	$8,420,628		Utility coordination, finalize PS&E, acquire right of way and construct improvements as a Complete Street including widening of two additional lanes, a turn lane, transit stop improvements, bicycle lanes, curbs, gutters, sidewalks, stormwater retention and treatment, planter strips, sustainable street and pedestrian lights, utility undergrounding and signal modifications.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
DES MOINES	4459	Connecting 28th/24th Avenue South (S 208th Street to S 216th Street)	Roadway Related - Arterial	2014	Constrained	$9,167,030		The project will complete a five lane principal arterial corridor on 24th Avenue South between S. 216th Street and S. 208th Street. The improvements include bicycle lanes, curb, gutter, sidewalks, storm drainage collection and treatment facilities, street lighting, coordination of signal improvements at S. 216th Street, channelization, landscaping, utilities, and undergrounding of aerial utilities.
DUPONT	296	DuPont-Steilacoom Rd	Roadway Related - Arterial	2030	Unprogrammed		$25,091,798	Scope of the project has not been fully defined. Widening Improvements to DuPont-Steilacoom Rd are anticipated to be necessary to accommodate expected growth in the City of DuPont and increased traffic flows from nearby areas, such as JBLM. The existing road is two lanes with left turn pockets onto the I-5 Exit 119 Interchange (which has been identified in various corridor studies for recommended improvements.)
EDGEWOOD	2890	Interurban Trail & Trailhead Construction Project (114th St, E to 900ft S of Military Rd)	Bicycle/ Pedestrian	2012	Completed	$1,422,967		Edgewood's segment of the Interurban Trail is a "missing link" in the Interurban/Green River Trail system and will eventually provide connection between Milton and Pacific, providing the only non-motorized route on and off "the hill".
EDGEWOOD	4285	Interurban Trail Construction Project (114th Ave E to Edgewood/Pacific CL)	Bicycle/ Pedestrian	2018	Constrained	$13,023,306		Edgewood's final segment of the Interurban Trail is a "missing link" in the Interurban/Green River Trail system and will eventually provide connection between Milton and Pacific, providing the only non-motorized route on and off "the hill". The project limits for the trail will extend from 114th St. E to Edgewood/ Pacific City Limits which will provide access to pedestrians and bicyclists, the trail improvements is approximately 1mile of a multi-use non-motorized path with shoulders, with viewing areas, interpretive display and seating.
EDMONDS	2483	Edmonds Terminal Relocation/Expansion Phase I	Transit & Ferry Related	2040	Unprogrammed		$100,367,193	Bus/Rail connection, vehicle holding lanes, toll-booth, parking, ferry pier, slip and terminal relocation
EDMONDS	3415	Edmonds Terminal Relocation/Expansion Phase II	Transit & Ferry Related	2040	Unprogrammed		$84,057,524	Phase II or relocation; people mover. See 4072 for the parking structure and Sounder Station.
EDMONDS	2812	Interurban Trail	Bicycle/ Pedestrian	2012	Completed	$1,534,430		The project will complete the missing link of the Interurban Trail between King and Snohomish counties. The project will include two 5-foot bike lanes along 76th Ave W. between SR 104 and 228th St SW. These bike lanes will then extend east on 228th St SW to the Interurban Trail. In addition, the project will include 1.37 miles of safety improvements along 74th Ave W., of which 2500 feet will be a 12' paved and grade-separated path. The project will also feature the Lake Ballinger Station located at the intersection of 76th Avenue and McAleer Way.
ENUMCLAW	361	SR 410	Roadway Related - State Route	2010	Unprogrammed		$6,684,831	Widen to 3 lanes ,curb, gutter, sidew 244th to Cole, widen to 4/5 lanes Cole to Farman, Widening Project 1
ENUMCLAW	362	SR 410	Roadway Related - State Route	2010	Unprogrammed		$590,786	Widen to 3 lanes, curb, gutter, sidewalk, Widening Project 2
EVERETT	547	I-5 @ 41st Street Interchange Access Improvements	Roadway Related - State Route	2009	Completed	$57,390,503		41st St Interchange improvement, improvement of arterial approaches and connections
EVERETT	1879	SR 99/ Evergreen Way	Roadway Related - State Route	2012	Completed	$649,704		Widen Evergreen Way from 5 to 7 lanes, with curb, gutters and sidewalks and drainage improvements.
EVERETT	621	SR 99/ Evergreen Way Transit HOV Treatments	Roadway Related - State Route	2019	Unprogrammed		$1,299,408	Construct BAT lanes on Evergreen Way / Highway 99 from 115th Street SW to 46th Street.
EVERETT	1885	Riverfront Walkway	Bicycle/ Pedestrian	2011	Completed	$69,002		Complete Phase I of Riverfront Walkway non-motorized improvements and construct overcrossing of BNRR.
EVERETT	2834	Interurban Trail	Bicycle/ Pedestrian	2010	Completed	$2,336,046		Shared use bike path
EVERETT	2680	Riverfront/Interurban Connector	Bicycle/ Pedestrian	2018	Constrained	$1,615,912		Shared use bike path Not in local plans
EVERETT	792	112th St - Beverly Park Rd Corridor	Roadway Related - Arterial	2013	Constrained	$56,307,664		Widen from 2 or 3 lanes to 5 lanes with sidewalks and bike lanes on both sides in 6 phases: 1) SR 99 to 3rd Ave SE 2) SR 99 to Airport Rd 3) Airport Rd to SR 525 4) 3rd Ave SE to I-5 5) I-5 to Silver Lake Road (No HOV ramps or P&R lot as part of this
Everett	4467	SR 526 Hardeson Road Half Interchange	Roadway Related - State Route	2020	Constrained	$43,320,760		This proposed project would improve access to the Paine Field Manufacturing and Industrial Center, a key commercial, aerospace, and industrial area in southwest Everett. Improving access and travel time to this area will benefit the local businesses and regional businesses who are vendors or customers of businesses in SW Everett. Businesses in this area work in local, regional and international markets. The proposed project will construct access ramps on SR 526 at Hardeson Road to improve traffic flow on SR 526 and local streets within the SW Everett industrial area. Access will be provided for SR 526 traffic to/from the east. The westbound off ramp will access 80th Street SW instead of Hardeson Road due to the location of the Federal Post Office Facility.
EVERETT	4005	Everett Arterial Access Improvements	Roadway Related - Arterial	2018	Unprogrammed		$31,402,351	Arterial access improvements to US 2 and I-5 in Everett
EVERETT	5517	Broadway Corridor Improvements	Roadway Related - Arterial	2020	Unprogrammed		$34,000,000	Widen to 5 lanes with bike lanes, sidewalks, new bridge. Transit signal priority.
EVERETT TRANSIT	4007	Everett Station Parking Structure	Transit & Ferry Related	2020	Constrained	$23,822,473		Everett Transit Project that provides structured parking for up to 900 vehicles at Everett Station. Providing additional parking on the East side of Rail tracks and close to the bus platforms.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
FEDERAL WAY	2061	SR 99	Roadway Related - State Route	2017	Constrained	$15,545,346		Add HOV lanes, sidewalks, street lighting, raised medians, access management, construct new traffic signal at S 344th Street, add southbound left-turn lane at SR 18.
FEDERAL WAY	1200	SR 99 Phase IV	Roadway Related - State Route	2012	Completed	$20,594,711		CONSTRUCT HOV LANES
FEDERAL WAY	2863	S Park-and-Ride Trail	Bicycle/ Pedestrian	2020	Constrained	$465,453		Shared use bike path
FEDERAL WAY	3350	Federal Way Trail to Transit Center	Bicycle/ Pedestrian	2030	Constrained	$1,580,783		Class 1 bike trail
FEDERAL WAY	3352	Steel Lake Trail	Bicycle/ Pedestrian	2030	Constrained	$1,580,783		Class 1 Bike path
FEDERAL WAY	3351	BPA Trail Phase IV	Bicycle/ Pedestrian	2020	Constrained	$2,002,325		Class 1 bike trail
FEDERAL WAY	2023	S 356th St	Roadway Related - Arterial	2015	Constrained	$6,237,961		Major Widening to 5 lanes. Provides sidewalks and bike lanes; improves freight movement; fixes bottlenecks at SR 161/S 356 St
FEDERAL WAY	2019	S 348th St	Roadway Related - Arterial	2030	Constrained	$8,868,150		HOV - Widen to a 6 lane cross section, 2 GP, 1 HOV each direction.
FEDERAL WAY	3660	City Center Access Phase 4A: S 320th St @ I-5 I/C HOV lanes	Roadway Related - Arterial	2025	Constrained	$97,584,444		Add two HOV lanes and widen existing bridge structure to the south with HOV lanes on S 320th St from 25th Ave S to 32nd Ave S, retrofit to current standards existing HAL loop ramp, modify existing ramps, add CD lane.
FEDERAL WAY	2103	21st Ave SW	Roadway Related - Arterial	2030	Unprogrammed		$2,503,948	Major Widening (5 lanes). Provides sidewalks; Bikes provided for on parallel route per Comp Plan
FEDERAL WAY	3659	City Center Access Phase 3C--32nd Ave S.	Roadway Related - Arterial	2030	Unprogrammed		$7,410,644	Extend and widen 32nd Ave S to 3 lane collector from Military Rd S to S 320th St and 3 intersection signal improvements at Military Rd S, S 312th St and S 320th S. The new facility to be constructed with bike lanes and sidewalks
FIFE	122	Valley Ave E	Roadway Related - Arterial	2008	Completed	$13,968,632		Widen and reconstruct existing two-lane roadway to major arterial standards (to four lanes), including non-motorized plan elements.
FIFE	2897	Puyallup Riverfront Trail	Bicycle/ Pedestrian	2025	Constrained	$2,063,800		Shared use bike path
GIG HARBOR	5504	Cushman Trail (Phase 4)	Bicycle/ Pedestrian	2040	Constrained	$2,873,681		Shared use path
GIG HARBOR	5520	Cushman Trail (phase 3 and 4)	Bicycle/ Pedestrian	2015	Constrained	$3,031,925		Shared Use path
ISSAQUAH	4543	I-90 HOV Direct Access Ramp	Roadway Related - State Route	2019	Unprogrammed		$60,347,292	Will improve speed and reliability of transit and other HOV modes and, therefore, increase ridership and decrease SOV travel. Van- and car-pools, jitneys and buses all can use this to complement and support HCT and to provide smaller transit and HOV usage to activity centers that are too small to support HCT but of which there are many in King County. This project was identified in the I-90 Corridor Study.
ISSAQUAH	4113	12th Ave NW/SR900/NW Sammamish Rd Widening	Roadway Related - State Route	2015	Unprogrammed		$5,772,202	Widen 12th Avenue NW at SR900/NW Sammamish Road to provide for an additional westbound left-turn lane that will provide dual left-turn lane capacity. In addition, add a northbound right turn lane approaching 12th Ave NW. Right of way will be required and the cost and amount necessary is undertermined at this time.
ISSAQUAH	2883	I-90 High Point Trail	Bicycle/ Pedestrian	2007	Completed	$1,502,369		Shared use bike path
ISSAQUAH	4112	SR 900 Pedestrian/Non-Motorized Improvement	Bicycle/ Pedestrian	2012	Completed	$6,298,987		New non-motorized multi-use trail along SR 900
ISSAQUAH	265	E Lake Sammamish Pkwy	Roadway Related - Arterial	2014	Constrained	$7,813,591		Design and roadway widening construction to provide for an additional south bound lane widening, constructing curb, gutter, bike lanes, street lights, sidewalks, landscaping and drainage system.
ISSAQUAH	2270	Newport Way	Roadway Related - Arterial	2016	Constrained	$9,773,510		Widen Southbound direction to 2 lanes from Maple Street to south of Holly Street then transition to one lane each direction to Sunset Way. Northbound will continue to be one lane from Sunset Way to Maple St. Includes 3 roundabout intersections, bike lanes, sidewalk on one side, shared use facility with landscaping buffer on other side and stormwater system.
KENMORE	2292	68th Ave NE	Roadway Related - Arterial	2018	Unprogrammed		$2,985,580	Widen to add additional GP lanes - estimated additional NB lane
KENT	5538	S 228th St Grade Separation	Roadway Related - Arterial	2020	Completed			Grade separation of the roadway from and BNSF railroad tracks. Bridges will be constructed at the track locations and the road will run under the tracks.
KENT	3612	East Valley Highway (84th Ave. S.) Improvement Project	Roadway Related - Arterial	2006	Completed	$7,417,452		This project will widen East Valley Highway (84th Ave. S.) between SR 167 and S. 212th St by providing: Continuous SB GP lane from S. 216th St. to SR 167; Continuous NB GP lane from SR 167 to S. 212th St.; New deceleration lane SB at 216th St.; Complete sidewalk system on the E side of road with new curb, gutter, sidewalk where not currently existing; new sidewalk on W side of roadway from S. 212th to S. 224th where missing currently; overlay of entire roadway; upgrades to existing traffic signal system at S. 212th, S. 216th, S. 220th, and S. 224th streets as needed to accommodate widening.
KENT	2007	S 272nd St	Roadway Related - Arterial	2016	Constrained	$7,663,148		Major Widening Phase I (including HOV, sidewalks and bike lanes)
KENT	3643	S 228th St Grade Separation	Roadway Related - Arterial	2015	Constrained	$23,947,338		Grade separation of the roadway from the Union Pacific Railroad tracks. A bridge will be constructed at the track locations, and the road will run over the tracks and the adjacent Interurban Trail.
KENT	1564	South 212th Street	Roadway Related - Arterial	2016	Constrained	$25,863,125		Grade Separated Railroad Crossing in Kent - Fast Phase II
KENT	1563	212th Street	Roadway Related - Arterial	2016	Constrained	$30,173,646		Grade Separated Railroad Crossing
KENT	5289	Willis Street Grade Separations	Roadway Related - Arterial	2016	Constrained	$45,020,995		Provides a critical, grade-separated link through the commercial/industrial center of Kent. Links the valley warehouse/industrial center to SR 167 and I-5.
KENT	2026	West Valley Highway	Roadway Related - Arterial	2016	Unprogrammed		$19,157,870	Major Widening including Complete Streets, three lanes each direction and center left-turn lane

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
KING COUNTY FERRY DISTRICT	5368	Passenger Only Ferry: Kirkland-UW	Transit & Ferry Related	2020	Unprogrammed		$400,000	Passenger Only Ferry - new route: Kirkland-UW This future King County Ferry District passenger-only ferry route is a 6.0 nautical mile route serving Marina Park in downtown Kirkland to the University of Washington.
KING COUNTY FERRY DISTRICT	5374	Passenger Only Ferry: Renton-Leschi	Transit & Ferry Related	2040	Unprogrammed		$8,200,000	Passenger Only Ferry - new route: Renton-Leschi This future King County Ferry District passenger-only ferry route is a 7.1 nautical mile route serving the City of RentonÆs Gene Coulon Memorial Beach Park to Leschi Park on Lakeside Avenue South.
KING COUNTY FERRY DISTRICT	5375	Passenger Only Ferry: Kenmore-UW	Transit & Ferry Related	2020	Unprogrammed		$8,200,000	Passenger Only Ferry - new route: Kenmore-UW This future King County Ferry District passenger-only ferry route is a 8.3 nautical mile route serving Tracy Owen Station Park in Kenmore to the University of Washington.
KING COUNTY/METRO	4025	Rapid Ride (BRT) - A line (K Co Metro) - Pacific Hwy S	Transit & Ferry Related	2010	Completed	$26,910,368		Bus Rapid Transit between Federal Way and SeaTac, providing more frequent service, transit signal priorty, enhanced bus zones, queue jumps and rider information kiosks. Rapid Ride - Bus Rapid Transit (A line) along Pacific Highway S. Corridor from existing Link Light Rail station in Tukwila to the Federal Way Transit Center.
KING COUNTY/METRO	4024	Rapid Ride BRT: Redmond TC to Bellevue TC (B line)	Transit & Ferry Related	2012	Completed	$29,300,347		Bus Rapid Transit between Bellevue and Redmond, providing more frequent service, transit signal priority, enhanced bus zones, queue jumps and rider information kiosks. From the Redmond Transit Center (NE 90th to 148th Ave NE) to Overlake Transit Center
KING COUNTY/METRO	4023	Rapid Ride BRT: West Seattle to Downtown (C line)	Transit & Ferry Related	2012	Completed	$30,982,368		Bus Rapid Transit between West Seattle and Downtown Seattle. Station, providing more frequent service, transit signal priority, enhanced bus zones, queue jumps and rider information kiosks. Westwood Village in West Seattle to Seattle CBD bia Fauntleroy and Alaska Junction. This is the Route 54 Rapid Ride or Bus Rapid Transit C line.
KING COUNTY/METRO	4022	Rapid Ride BRT: Ballard to Downtown (D line)	Transit & Ferry Related	2012	Completed	$41,947,098		Bus Rapid Transit between Ballard and Downtown Seattle via lower Queen Anne, providing more frequent service, transit signal priority, enhanced bus zones, queue jumps and rider information kiosks. Routing alternatives on 15th Ave NW or 24th Ave NW and is Route 15 Rapid Ride or E line).
KING COUNTY/METRO	4026	Aurora Village Rapid Ride BRT (E line)	Transit & Ferry Related	2013	Constrained	$51,969,863		Bus Rapid Transit between Aurora Village and Downtown Seattle, providing more frequent service, transit signal priority, enhanced bus zones, queue jumps and rider information kiosks (in coordination with SWIFT).
KING COUNTY/METRO	5526	RapidRide BRT: Burien to Renton (F line)	Transit & Ferry Related	2013	Constrained	$35,294,395		Provide a direct East/West routing between Burien and Renton via Tukwila International Blvd Link Station, Southcenter Mall, Tukwila Sounder Station and South Renton P&R. 10 minute peak, 15 minute off-peak midday and early evening, 30 minute night. Span 5:30AM-12:00AM. 1/2 mile stop spacing.
KING COUNTY/METRO	5524	Transit priority infrastructure for RapidRide BRT: Burien to Renton (F line)	Transit & Ferry Related	2013	Constrained	$34,632,724		Improve RapidRide corridor - 10 stations, real-time info sighs, transit signal priority and fiber communications - realize approx 10-15% running time improvement
KING COUNTY/METRO	4059	Parking Garage at South Kirkland Park-and-Ride	Transit & Ferry Related	2027	Constrained	$51,849,192		Construct parking garage for a 850 stalls upon completion.
KING COUNTY/METRO	3597	Shoreline Park and Ride TOD	Transit & Ferry Related	2020	Constrained	$23,287,521		Replace existing 385 , and add additional 200, for a total of 585 stalls in parking structure supporting new mixed use housing development. In King County TOD Work plan to issue 2010 RFP seeking development
KING COUNTY/METRO	2665	Kennydale P&R	Transit & Ferry Related	2030	Unprogrammed		$17,865,360	400 new stalls
KING COUNTY/METRO	3418	Atlantic / Central Base Expansion	Transit & Ferry Related	2011	Completed	$59,121,342		Pre-design and property acquisition toward expanding the Phase One bus base capacity in the North Duwamish area of Seattle to cost effectively repair, service and dispatch buses for transit service planned by both King County METRO and Sound Transit for King County. This three phase will increase area capacity by approximately 385 buses. Phase One is estimated at approximately $58 million and will add capacity for approximately 100 buses to the existing bases.
KING COUNTY/METRO	3601	Burien Transit Oriented Development/ Park and Ride Expansion	Transit & Ferry Related	2011	Completed	$20,413,403		117 additional stalls. This project will assist in meeting the City's goals by constructing a 550-stall transit-oriented development (TOD) Facility that will occupy 50% less land than the present 385-stall park and ride surface lot. $12.5m contribution
KING COUNTY/METRO	4128	Highline Community College Intermodal Transit Facility and Parking Garage	Transit & Ferry Related	2020	Constrained	$22,739,633		Construct a Transit Center with bus layover to facilitate a potential Bus Rapid Transit route on SR 99 in south King County. In addition, the project will construct a parking garage with up to 500 stalls that will provide commuter parking, vanpool and carpool stalls as well as joint use parking for Highline Community College students and staff.
KING COUNTY/METRO	423	Avondale Rd	Roadway Related - Arterial	2000	Completed			Widen to 4 lanes, 2-way L turn, traffic signal, replace bridge, bike lane, curb, gutter, sidewalk
KING COUNTY/METRO	3364	Montlake Flyer Bike Station	Bicycle/ Pedestrian	2010	Completed	$479,861		Construct a bicycle commuter station
KING COUNTY/METRO	4630	Des Moines Creek Trail	Bicycle/ Pedestrian	2011	Completed	$2,160,438		Lake to Sound Trail corridor - complete paving of Des Moines Creek Trail as part of the Lake to Sound corridor
KING COUNTY/METRO	4609	Issaquah-Preston Trail - High Point to Preston (WSDOT Lead)	Bicycle/ Pedestrian	2010	Completed	$2,330,000		Design and construct new regional trail along I-90 and Issaquah Creek between High Point Way interchange and Preston-Snoqualmie Trail near the Preston Park and Ride in Preston.
KING COUNTY/METRO	4290	East Lake Sammamish Trail – Redmond Segment	Bicycle/ Pedestrian	2011	Completed	$3,599,216		The project will provide a 12-foot-wide paved facility with 2-foot-wide soft surface shoulders. The project will include related drainage improvements, site amenities and sensitive areas mitigation. The project includes parking at NE 70th St.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
KING COUNTY/METRO	4033	Green River Trail - Phase 2	Bicycle/ Pedestrian	2013	Constrained	$866,272		Construction of paved regional trail
KING COUNTY/METRO	4442	Lake to Sound Trail 5	Bicycle/ Pedestrian	2018	Constrained	$912,595		Acquisition, design, and construction of paved regional trail along Des Moines Memorial Drive from S Normandy Road to 8th Ave S in Burien
KING COUNTY/METRO	4032	Green River Trail - North	Bicycle/ Pedestrian	2015	Constrained	$957,894		Continues Green River Trail north from current terminus at S. 102nd Street to Seattle CL. Acquisition, design, and construction of a paved regional trail
KING COUNTY/METRO	4605	Green River 2.2 (S. 259th St)	Bicycle/ Pedestrian	2018	Constrained	$1,053,683		Design and construct new paved regional trail link along S. 259th Street between Interurban Trail and Green River Trail Phase 2.
KING COUNTY/METRO	4617	Snoqualmie River Bridge at SR202, Snoqualmie	Bicycle/ Pedestrian	2018	Constrained	$1,532,630		Design and construct regional trail/pedestrian bridge across Snoqualmie River at or near SR202 in Snoqualmie. (Partner with WSDOT)
KING COUNTY/METRO	4628	Lake to Sound Trail 3	Bicycle/ Pedestrian	2018	Constrained	$1,642,671		Design and construction of a paved regional trail from Green River Trail in Tukwila to trail on S 154th Street in SeaTac
KING COUNTY/METRO	4011	Eastside ERC Trail, Woodinville Spur (NE 124th Street to Woodinville)	Bicycle/ Pedestrian	2020	Constrained	$1,685,970		Paved bike path to AASHTO standards Connecting Totem Lake to the Sammamish River Trail in Woodinville
KING COUNTY/METRO	4627	Lake to Sound Trail Trail 6	Bicycle/ Pedestrian	2020	Constrained	$1,825,190		Acquisition, design, and construction of paved regional trail from 8th Ave S in SeaTac to Des Moines Creek Trail (S 200th Stree) in Des Moines.
KING COUNTY/METRO	4036	Green River Trail Bridge	Bicycle/ Pedestrian	2018	Constrained	$2,586,313		Construction of multi-purpose (non-vehicular) Bridge across Green River
KING COUNTY/METRO	4598	East Lake Sammamish Trail North	Bicycle/ Pedestrian	2014	Constrained	$3,352,627		Design and construct paved regional trail link between northern terminus of the East Lake Sammamish Trail at SR520 and Bear Creek Trail at Bear Creek Parkway in Redmond; incorporates grade separation between trail and SR520.
KING COUNTY/METRO	2273	Soos Creek Trail, Phase 5 (192nd to Petro)	Bicycle/ Pedestrian	2016	Constrained	$3,512,852		Design and construct a regional trail from SE 192nd Street to Petrovitsky Road
KING COUNTY/METRO	4619	Soos Creek Trail Phase 6 (Petro - CRT)	Bicycle/ Pedestrian	2018	Constrained	$3,710,000		Continue development of paved Soos Creek regional trail from Petrovitsky Road to Cedar River Trail at SR 169.
KING COUNTY/METRO	4603	Foothills (Enumclaw Plateau) Trail - South	Bicycle/ Pedestrian	2016	Constrained	$3,735,785		Develops 0.9-mile paved regional trail to continue Foothills Trail south of Enumclaw to White River.
KING COUNTY/METRO	4441	Lake to Sound Trail 2 (Segment A)	Bicycle/ Pedestrian	2014	Constrained	$3,805,521		Acquisition, design, and construction of paved regional trail from Naches Ave S. through Black River Forest to Green River Trail.
KING COUNTY/METRO	4028	Snoqualmie Valley Trail - Snoqualmie Mill Segment	Bicycle/ Pedestrian	2016	Constrained	$5,843,150		Acquisition, design, and construction of soft-surface regional trail link.
KING COUNTY/METRO	4629	Lake to Sound Trail 4 (Segment B)	Bicycle/ Pedestrian	2013	Constrained	$6,178,268		Acquisition, design, and construction of paved regional trail along Des Moines Memorial Drive from S 156th Street in SeaTac to 8th Ave S in Burien
KING COUNTY/METRO	4031	Interurban Trail (south) Extension	Bicycle/ Pedestrian	2018	Constrained	$8,046,306		Construction of paved regional trail extension of the Interurban Trail
KING COUNTY/METRO	4038	East Lake Sammamish Trail Issaquah Segment	Bicycle/ Pedestrian	2013	Constrained	$8,535,350		The project will provide a 12-foot-wide paved facility with 2-foot-wide soft surface shoulders. The project will include related drainage improvements, site amenities and sensitive areas mitigation.
KING COUNTY/METRO	4599	East Plateau Trail - Klahanie to Soaring Eagle Park	Bicycle/ Pedestrian	2018	Constrained	$8,716,831		Design and construct paved regional trail from existing East Plateau Trail at Issaquah-Beaver Lake Road at SE Duthie Hill Road to Soaring Eagle Park via Trossachs community in Sammamish.
KING COUNTY/METRO	4027	Issaquah-Snoqualmie Corridor - Preston-Snoqualmie Trail Extension	Bicycle/ Pedestrian	2018	Constrained	$9,099,988		Construction of paved trail, including new bridge facilities; easternmost segment provides a link between urban areas and cross-state trail system.
KING COUNTY/METRO	4034	Green River Trail - Phase 3	Bicycle/ Pedestrian	2018	Constrained	$9,099,988		Design and construction of paved regional trail link between cities of Kent and Auburn.
KING COUNTY/METRO	4444	ERC Trail, Main Line, North Bellevue	Bicycle/ Pedestrian	2020	Constrained	$9,217,209		Design, and construction of a paved and soft-surface regional trail
KING COUNTY/METRO	4030	Lake to Sound Trail 1	Bicycle/ Pedestrian	2016	Constrained	$10,677,360		Acquisition, design, and construction of paved regional trail or in-road track from Cedar River Trail to Black River Forest at Naches Ave S.
KING COUNTY/METRO	4042	Snoqualmie Valley Trail (North)	Bicycle/ Pedestrian	2012	Constrained	$10,728,407		Design and construction of regional trail
KING COUNTY/METRO	4611	Lake Youngs to Cedar River Trail (Soft-Surface)	Bicycle/ Pedestrian	2020	Constrained	$10,824,197		Develop regional trail between Lake Youngs Trail near intersection of SE Lake Youngs Road at 184th Avenue SE to Cedar River Trail in Maple Valley near junction of Cedar River Trail at SR18.
KING COUNTY/METRO	4443	ERC, Main Line, Central Bellevue	Bicycle/ Pedestrian	2020	Constrained	$12,137,512		
KING COUNTY/METRO	4626	W Sammamish River Trail (Soft-Surface)	Bicycle/ Pedestrian	2030	Constrained	$14,272,613		Develop soft-surface regional trail along west bank of Sammamish River from Redmond to 102nd Avenue NE in Bothell.
KING COUNTY/METRO	4601	Foothills (Enumclaw Plateau) Trail - Central	Bicycle/ Pedestrian	2020	Constrained	$15,805,243		Design and construct new paved regional trail segment between Enumclaw and Nolte State Park along BNSF rail line near Veazie-Cumberland Road.
KING COUNTY/METRO	4035	Green River Trail - Phase 4	Bicycle/ Pedestrian	2020	Constrained	$15,805,243		Acquisition, design, permitting, and construction of paved regional trail
KING COUNTY/METRO	4445	ERC Trail, Mainline, Woodinville	Bicycle/ Pedestrian	2020	Constrained	$16,198,560		Design, and construction of a paved and soft-surface regional trail
KING COUNTY/METRO	4607	Green-to-Cedar Rivers Trail	Bicycle/ Pedestrian	2018	Constrained	$17,433,662		Design and construct paved regional trail between existing terminus at Kent-Kangley Road in Maple Valley to Green River Trail at SE Green Valley Road.
KING COUNTY/METRO	4029	Cedar River to Sammamish Trail	Bicycle/ Pedestrian	2018	Constrained	$18,774,713		Acquisition, design, and construction of paved off-road multi-purpose facility linking the Cedar River Trail with East Lake Sammamish Trail

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
KING COUNTY/METRO	4289	East Lake Sammamish Trail Sammamish Segment	Bicycle/ Pedestrian	2013	Constrained	$24,234,706		The project will provide a 12-foot-wide paved facility with 2-foot-wide soft surface shoulders. The project will include related drainage improvements, site amenities and sensitive areas mitigation. The project includes parking near Inglewood Hill Rd and SE 33rd St.
KING COUNTY/METRO	4040	ERC, Main Line South	Bicycle/ Pedestrian	2020	Constrained	$26,800,282		Acquisition, design, and construction of a paved and soft-surface regional trail
KING COUNTY/METRO	4606	Green River Trail Phase 5 (Upper)	Bicycle/ Pedestrian	2025	Constrained	$27,204,176		Develop paved regional trail along Green River from intersection of Auburn-Black Diamond Road at SE Green Valley Road to Green-to-Cedar Rivers Trail near Flaming Geyser State Park.
KING COUNTY/METRO	2860	SR 18 Trail (Auburn to Snoqualmie Trail)	Bicycle/ Pedestrian	2018	Constrained	$83,815,683		Shared use bike path
KING COUNTY/METRO	4451	Seattle South End Transit Pathways	Roadway Related - Arterial	2016	Constrained	$4,562,975		Transit Priority and Speed improvements on pathways between South Portal of SR-99 and 3rd Ave Transit Spine
KING COUNTY/METRO	4447	Madison Street Corridor	Roadway Related - Arterial	2020	Constrained	$4,562,975		Transit Priority and Speed improvements on Madison Street
KING COUNTY/METRO	4571	Woodinville-Duvall Road	Roadway Related - Arterial	2030	Constrained	$44,422,129		Operational, safety, nonmotorized, ITS and capacity improvements in this congested corridor heavily used by regional traffic.
KING COUNTY/METRO	4625	Tolt River Trail	Bicycle/ Pedestrian	2032	Unprogrammed		$21,839,972	Develop paved regional trail along Tolt River from Snoqualmie Valley Trail in Carnation to Moss Lake.
KING COUNTY/METRO	4612	Landsburg-Kanaskat Trail	Bicycle/ Pedestrian	2020	Unprogrammed		$27,874,701	Develop paved regional trail between terminus of existing Cedar River Trail at Landsburg to intersection of Kanaskat Kangley Road and Retreat Kanaskat Road in Kanaskat.
KING COUNTY/METRO	4596	Cedar River Trail - Landsburg to Cedar Falls	Bicycle/ Pedestrian	2040	Unprogrammed		$40,231,528	Design and construct paved regional trail from southern terminus of Cedar River Trail at Landsburg to southern terminus of Snoqualmie Valley Road at Rattlesnake Lake. Change of current land use would be required for development.
KING COUNTY/METRO	4622	Soos Creek Trail to Lake Youngs Trail	Bicycle/ Pedestrian	2020	Unprogrammed		$383,157	Design and construct on-road and off-road connector trail between Soos Creek and Lake Youngs Trails via SE 216th Street.
KING COUNTY/METRO	2891	Milton-Edgewood Interurban Trail	Bicycle/ Pedestrian	2010	Unprogrammed		$1,053,856	Shared use bike path
KING COUNTY/METRO	4045	Tolt Pipeline Trail (East Extension)	Bicycle/ Pedestrian	2016	Unprogrammed		$1,245,262	Extend regional trail
KING COUNTY/METRO	2672	Chief Sealth Trail Extension	Bicycle/ Pedestrian	2010	Unprogrammed		$1,440,269	Shared use bike path. Not in local plans Continuation of Seattle's Chief Sealth Trail from south Seattle CL through Unincorporated King County to Renton CL
KING COUNTY/METRO	4613	Laughing Jacobs Creek Trail Segment	Bicycle/ Pedestrian	2018	Unprogrammed		$1,724,208	Design and construct new regional trail segment between East Lake Sammamish Trail on East Lake Sammamish Parkway SE in Issaquah and existing trail terminus w/o 229th Place SE in Sammamish.
KING COUNTY/METRO	4621	Soos Creek Trail Phase 8 (SR18-GRT)	Bicycle/ Pedestrian	2035	Unprogrammed		$2,203,155	Develop paved regional trail from SR18 to Green River Trail near intersection of Auburn-Black Diamond Road at SE Green Valley Road. Bridge/underpass at SR18.
KING COUNTY/METRO	4616	Snoqualmie Regional Connector	Bicycle/ Pedestrian	2018	Unprogrammed		$2,490,523	Design and construct paved regional trail from eastern terminus of Preston-Snoqualmie Trail near intersection of Snoqualmie Parkway at SR202 to Snoqualmie Valley Trail near Tokul Road.
KING COUNTY/METRO	4620	Soos Creek Trail Phase 7 (To SR18)	Bicycle/ Pedestrian	2016	Unprogrammed		$2,682,102	Design and construct continuation of paved Soos Creek Trail from southern terminus of existing trail to SR18.
KING COUNTY/METRO	4044	Tolt Pipeline Trail (West)	Bicycle/ Pedestrian	2020	Unprogrammed		$3,352,627	Design and construct an approach to Tolt Pipeline Trail
KING COUNTY/METRO	4624	Tolt Pipeline Trail Bridge - Snoqualmie River	Bicycle/ Pedestrian	2040	Unprogrammed		$3,735,785	Design and construct regional trail crossing of Snoqualmie River near alignment of NE 165th Street west of SR203.
KING COUNTY/METRO	4604	Foothills (Enumclaw Plateau) Trail - White River Bridge	Bicycle/ Pedestrian	2018	Unprogrammed		$5,747,361	Design and construct a pedestrian/regional trail bridge over the White River between Enumclaw and Pierce County to link Foothills Trail between King County and Pierce County.
KING COUNTY/METRO	4614	Puget Power (PSE) Trail - East Segment	Bicycle/ Pedestrian	2018	Unprogrammed		$6,705,255	Design and construct regional trail segment between Ferrel-McWhirter Park and Redmond Watershed Preserve and between Preserve and Novelty Hill Road at Redmond Ridge. Continues existing regional trail east.
KING COUNTY/METRO	4602	Foothills (Enumclaw Plateau) Trail - North	Bicycle/ Pedestrian	2022	Unprogrammed		$14,464,192	Design and construct new paved regional trail segment between Nolte State Park along BNSF rail line near Cumberland-Kanaskat Road to southern terminus of the Landsburg-Kanaskat Trail in Kanaskat .
KING COUNTY/METRO	4600	East Plateau Trails - Issaquah Highlands to Duthie Hill Park	Bicycle/ Pedestrian	2040	Unprogrammed		$18,104,188	Develop regional trail between Duthie Hill Park at Duthie Hill Road and Issaquah-Preston Trail near High Point.
KING COUNTY/METRO	4555	Issaquah Fall City / Duthie Hill Road	Roadway Related - Arterial	2020	Unprogrammed		$35,378	Widen 4 lane arterial to 5 lanes with turn pockets, bicycle and pedestrain faciltities and ITS.
KING COUNTY/METRO	447	NE 132nd/NE 128th St	Roadway Related - Arterial	2020	Unprogrammed		$9,204,137	Widen NE 128 St for right-turn lane and shoulder. Widen Avondale Rd and add right-turn lane. Modify signals at NE 132 St and NE 128 St. Widen NE 132 St from 3 to 4 lanes. Insall a new signal at Bear Creek Rd.
KING COUNTY/METRO	4551	140th/132nd Avenue SE	Roadway Related - Arterial	2020	Unprogrammed		$19,235,000	Provide continuity in the north/south corridor by capacity, operational, and safety improvements. Will add additional lanes in the south portion of the corridor.
KING COUNTY/METRO	4559	Military Rd S	Roadway Related - Arterial	2020	Unprogrammed		$20,673,575	Reconstruct the road to urban standards with facilities for bicyclists and pedestrians. In the north where Military Rd intersects with S 272 St, partner with the City of Federal Way to add travel lanes.
KING COUNTY/METRO	4569	SE 212th Way/SE 208th Street	Roadway Related - Arterial	2020	Unprogrammed		$48,327,763	Capacity, ITS, operational and pedestrian improvements will provide access to the business district and link two regional trails.
KING COUNTY/METRO	4556	Issaquah Hobart Road	Roadway Related - Arterial	2030	Unprogrammed		$100,017	Operational, ITS and safety improvements to congested corridor used as an Urban Connector between the Maple Valley/SR-18 area and Issaquah Plateau.
KING COUNTY/METRO	4554	Avondale Road	Roadway Related - Arterial	2020	Unprogrammed		$42,064,947	Capacity and pedestrian improvements will aid traffic flow in the Avondale Corridor. (Avondale ITS Phases I and II have been funded.)

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
KING COUNTY/METRO	4562	Novelty Hill Road	Roadway Related - Arterial	2020	Unprogrammed		$99,394,228	Capacity, ITS and operational improvements will improve flow through this heavily used commuting corridor in the Bear Creek area between Duvall area and Redmond. Project results in additional lanes, operational, and safety improvements between the UPDs and Redmond.
KIRKLAND	4041	Cross Kirkland Corridor	Bicycle/ Pedestrian	2016	Constrained	$46,998,638		The project will be completed in phases. The first phase of the project, an interim trail is currently underway. Subsequent phases include facilities for pedestrians and bicycles, and in the future, transit.
KIRKLAND	2293	124th Ave NE Roadway Improvements	Roadway Related - Arterial	2040	Constrained	$38,650,046		Widen to 3 lanes (s. of NE 116th St, 5 lanes n. of NE 116th St with ped/bike facilities
KITSAP COUNTY	2820	SR 305 Trail (Sound to Olympics)	Bicycle/ Pedestrian	2010	Constrained	$878,213		Shared use bike path
KITSAP COUNTY	4518	Sound to Olympics Trail	Bicycle/ Pedestrian	2020	Constrained	$1,000,000		The basic concept of this plan is to develop a shared use path from the WSF Bainbridge ferry terminal in Winslow to connect with the Discovery Trail in Jefferson County. Components of this concept on Bainbridge would include a shared use path on one side of the highway if safe and efficient crossing can be provided.
KITSAP COUNTY	5292	Sound to Olympics Trail	Bicycle/ Pedestrian	2020	Constrained	$2,267,600		The basic concept of this plan is to develop a shared use path from the WSF Bainbridge ferry terminal in Winslow to connect with the Discovery Trail in Jefferson County. Components of this concept connect Kingston to Port Gamble
KITSAP COUNTY	4465	Kitsap County Regional Trail	Bicycle/ Pedestrian	2018	Constrained	$2,427,155		2.8 mile segment of Shared Use Path
KITSAP COUNTY	5503	Sound to Olympics Trail	Bicycle/ Pedestrian	2020	Constrained	$10,036,691		The basic concept of this plan is to develop a shared use path from the WSF Bainbridge ferry terminal in Winslow to connect with the Discovery Trail in Jefferson County. Components of this concept north of Bainbridge Island would extend the trail from the Agate Pass Bridge to the Hood Canal Bridge (via Poulsbo)
KITSAP COUNTY	4520	Sound to Olympics Trail	Bicycle/ Pedestrian	2020	Constrained	$10,036,691		b) A separated non-motorized facility should be constructed at the Agate Pass Bridge, either by cantilever off the existing bridge, or separate construction (possibly in conjunction with constructing a new facility for rapid transit).
KITSAP COUNTY	4519	Sound to Olympics Trail	Bicycle/ Pedestrian	2020	Constrained	$10,036,691		a) Separated grade crossings would be preferable at intersections. Overhead bicycle/pedestrian bridges could be adapted to existing terrain in places. Microtunnels might be feasible in places.
KITSAP COUNTY	1264	Newberry Hill Rd	Roadway Related - Arterial	2020	Constrained	$1,676,720		Widen to 4 lanes
KITSAP COUNTY	491	Silverdale Way	Roadway Related - Arterial	2020	Constrained	$5,018,360		Widen to 4 lanes
KITSAP COUNTY	485	Bucklin Hill Rd Estuary Enhancement and Road Widening	Roadway Related - Arterial	2015	Constrained	$14,794,590		Widen to 4/5 lanes, new bridge
KITSAP COUNTY	3647	Bethel Road/Bethel Ave SE	Roadway Related - Arterial	2020	Unprogrammed		$6,743,879	Widen the roadway from 2 lanes to 5 lanes (center lane likely to be median interspersed with turn lanes) with bike lanes, street lighting, and sidewalks
KITSAP TRANSIT	5318	BRT on SR 303 Silverdale POF to Bethel	Transit & Ferry Related	2020	Constrained	$10,862,482		Bus Rapid Transit on SR 303 from Silverdale to Bremerton POF to Bay Street, Port Orchard and Bethel to SR 160. This route was identified in the Transit Competitive Index (PSRC Index)
KITSAP TRANSIT	5319	BRT on SR 305 (matching congested corridor) to Bainbridge Ferry Dock	Transit & Ferry Related	2030	Constrained	$9,980,339		Bus Rapid Transit on SR 305 from SR 3 to Bainbridge Ferry Dock. This route was identified in the Transit Competitive Index
KITSAP TRANSIT	3436	Annapolis Ferry Terminal	Transit & Ferry Related	2015	Constrained	$1,210,181		Improve existing passenger-only dock owned by the Port of Bremerton. Extend the dock, provide ADA accessibility and build a larger float to accommodate both Bremerton ferries and smaller, fast POFs to Seattle. Connections to Port Orchard Pedestrian Pathway.
KITSAP TRANSIT	3308	Bainbridge Island Multimodal Center	Transit & Ferry Related	2030	Constrained	$1,254,590		Replace old ferry terminal with a new multimodal terminal in the same location.
KITSAP TRANSIT	2480	Bremerton POFF Terminal Expansion	Transit & Ferry Related	2013	Constrained	$2,281,487		Outfit the large multi-berth float to the initial passenger-only ferry (POF) float, to serve multiple POF vessels and provide utility, moorage and fueling services.
KITSAP TRANSIT	3310	East Bremerton Bus Transit Center	Transit & Ferry Related	2015	Constrained	$5,018,360		Relocated and improved intermodal transit center and park n ride (250 stalls)
KITSAP TRANSIT	2576	Silverdale P&R	Transit & Ferry Related	2018	Constrained	$3,763,770		250 new stalls in the Regional Center
KITSAP TRANSIT	2585	SR 303 P&R (N Silverdale)	Transit & Ferry Related	2025	Constrained	$2,822,827		250 new stalls (near NE Silverdale)
KITSAP TRANSIT	3602	SR 104 Kingston Park and Ride Expansion	Transit & Ferry Related	2030	Constrained	$940,942		100 additional stalls (350 total) AKA George's Corner Park and Ride, behind the George's Corner PUD
KITSAP TRANSIT	2582	SR 16 P&R (Mullenix)	Transit & Ferry Related	2018	Constrained	$2,822,827		250 new stalls
KITSAP TRANSIT	3604	SR 16/SR 160 Port Orchard Park and Ride Expansion	Transit & Ferry Related	2030	Constrained	$940,942		up to 250 Stalls total
KITSAP TRANSIT	2575	SR 303 (North of Bremerton/Riddell) P&R	Transit & Ferry Related	2020	Constrained	$2,822,827		250 new stalls
KITSAP TRANSIT	2574	SR 304 (Bremerton) P&R (Gateway)	Transit & Ferry Related	2020	Constrained	$18,818,849		250 new stalls at SR310 (6th) and Montgomery in surface lot and parking structure
KITSAP TRANSIT	2589	Phase I Poulsbo SR 3/ SR 305 Hub (Olhava II) P&R	Transit & Ferry Related	2013	Constrained	$2,777,891		Development of a 250-300 stall park and ride at the intersection of SR 3 and SR 305. Located in Poulsbo, Kistap Co., the park and ride will consist of 4.7 acres near the Olhava Master Plan development.
KITSAP TRANSIT	4294	Phase II and Phase III SR305 Corridor P&Rs	Transit & Ferry Related	2020	Constrained	$4,507,868		This is a placeholder project for the remaining 500-550 stalls for the SR305 P&R's from the city of Poulsbo to Suquamish to Bainbridge Island.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
KITSAP TRANSIT	5365	Passenger Only Ferry: Bremerton-Downtown Seattle	Transit & Ferry Related	2020	Constrained	$13,700,000		Passenger Only Ferry - new route: Bremerton-Downtown Seattle
KITSAP TRANSIT	5366	Passenger Only Ferry: Kingston-Downtown Seattle	Transit & Ferry Related	2020	Constrained	$8,150,000		Passenger Only Ferry - new route: Kingston-Downtown Seattle
KITSAP TRANSIT	5367	Passenger Only Ferry: Southworth-Downtown Seattle	Transit & Ferry Related	2020	Constrained	$13,500,000		Passenger Only Ferry - new route: Southworth-Downtown Seattle
LAKEWOOD	2806	City Water Ditch Bike Trail	Bicycle/ Pedestrian	2019	Constrained	$1,825,190		Shared use bike path or dedicated bicycle lanes and sidewalks along South Tacoma Way to tie into Tacoma's Water Ditch Trail.
LAKEWOOD	5523	Bridgeport Way	Roadway Related - Arterial	2014	Unprogrammed		$6,753,202	Widen roadway to accommodate continuous 2-way center turn lane. Add 5 foot bike lanes OR widen outside travel lane to be a shared bike/vehicle facility. Add curb, gutter, sidewalks, streetlights, landscaping, and upgraded storm drainage. Signal upgrades as required to accommodate improvements.
LYNNWOOD	4631	I-5/44th Avenue Interchange Improvements	Roadway Related - State Route	2020	Constrained	$127,284,038		Completion of existing half diamond interchange by adding access to the north. Project includes two braided ramps.
LYNNWOOD	4009	SR 524 (196th St SW) Widening	Roadway Related - State Route	2016	Constrained	$18,475,194		Increase capacity of existing major east-west 5 lane arterial by increasing roadway section to 7 lanes, curb, gutter and sidewalk (12 feet). The City of Lynnwood is proposing BAT lanes on this corridor but this is still subject to public process.
LYNNWOOD	4119	44th Ave. W. (SR 524 Spur)	Roadway Related - State Route	2020	Constrained	$15,701,175		Widen roadway to 7 lanes with 8 lanes just south of 196th St. SW. The City of Lynnwood is proposing BAT lanes on this corridor but this is still subject to public process.
LYNNWOOD	3442	Interurban Trail Missing Link Pedestrian Bridge at I-5/44th Ave W	Bicycle/ Pedestrian	2010	Completed	$4,283,140		This project will complete the 'missing link' in Lynnwood's Interurban Trail by constructing a Class I bicycle/ pedestrian trail and bridge over 44th Ave W and the southbound on-ramp to I-5 and a missing section of the Interurban trail.
LYNNWOOD	4634	Interurban Regional Trail - Missing Link	Bicycle/ Pedestrian	2015	Constrained	$800,000		Completion of a multi-use trail that provides direct access to a designated urban centers and a high capacity transit station
MAPLE VALLEY	5445	SR 169	Roadway Related - State Route	2020	Unprogrammed		$4,349,663	SR 169 Widening to 4 lanes, center turn lanes or left turn pockets and Bike Lanes (SE 270th to SE 290th)
MAPLE VALLEY	4118	SR 516 (Kent-Kangley Road), 213th Place SE to SR 169	Roadway Related - State Route	2020	Unprogrammed		$4,098,413	SR 516 Widening from 2 to 4 lanes, center turn lane/ left turn pockets, bike lanes and sidewalks (from 213th SE to SR 169)
MARYSVILLE	4410	SR 529 Interchange	Roadway Related - State Route	2017	Constrained	$37,849,792		Complete the current half interchange by constructing a new Interstate 5 northbound off-ramp onto SR 529 and new southbound on-ramps from SR 529 to Interstate 5
MARYSVILLE	5529	Lakewood Triangle Access/156th St NE Overcrossing	Roadway Related - Arterial	2012	Completed		$15,326,296	New I-5 overcrossing 2/4 lane
MARYSVILLE	4127	Ingraham Boulevard	Roadway Related - Arterial	2011	Completed	$4,900,954		New 3/4 lane arterial to finish 88th Street NE Corridor between I-5 and SR 9
MARYSVILLE	4125	State Avenue	Roadway Related - Arterial	2010	Completed	$9,016,135		Upgrade existing 2 lane roadway to 5 lanes
MARYSVILLE	4411	156th St. NE Interchange	Roadway Related - Arterial	2020	Constrained	$25,759,248		The project would complete the Interchange Justification Report for converting the 156th St. NE Overcrossing (currently under construction) to a full Single Point Urban Interchange.
MARYSVILLE	4123	88th St NE	Roadway Related - Arterial	2016	Constrained	$28,171,648		Upgrade existing 2 lane roadway to 5 lanes, upgrade State Ave. intersection.
MARYSVILLE	5533	88th St NE new WB lane: Quil Ceda Crk Bridge to I-5	Roadway Related - Arterial	2017	Unprogrammed		$1,890,867	Add new westbound lane
MARYSVILLE	4124	State Avenue	Roadway Related - Arterial	2015	Unprogrammed		$2,750,000	Upgrade existing 3 lane roadway to 5 lanes
MARYSVILLE	5527	1st St Bypass: 3/5 lane new alignment	Roadway Related - Arterial	2017	Unprogrammed		$10,598,808	3/5 lane new alignment
MARYSVILLE	5534	SR528/I-5 additional lanes under I-5 interchange	Roadway Related - Arterial	2015	Unprogrammed		$11,942,319	Add one new east and west bound lane under I-5 at the interchange
MARYSVILLE	5528	156th St NE Widening to 3/5 lanes: State Ave to 51st St NE Vic.	Roadway Related - Arterial	2017	Unprogrammed		$12,837,992	Widen to 3 to 5 lanes w/ curb gutter and sidewalk
MARYSVILLE	5531	Sunnyside Blvds Widening: 47th Ave NE to 52nd St NE	Roadway Related - Arterial	2017	Unprogrammed		$13,186,310	Widen to 5 lane on existing alignment and connect to 1st St Bypass
MARYSVILLE	5532	40th St NE - 3/5 lanes on existing and new alignment: Sunnyside Blvd to SR9	Roadway Related - Arterial	2015	Unprogrammed		$17,913,478	3/5 lane on existing and new alignment
MARYSVILLE	4126	State Avenue	Roadway Related - Arterial	2016	Unprogrammed		$21,617,741	Upgrade existing 3 lane roadway to 5 lanes
MILTON	2892	Milton-Edgewood Interurban Trail	Bicycle/ Pedestrian	2010	Constrained	$1,080,202		Shared use bike path
MILTON	1958	Milton Way	Roadway Related - Arterial	2010	Unprogrammed		$1,344,920	Road widening / sidewalk install
MONROE	2826	SR 522 Trail	Bicycle/ Pedestrian	2015	Constrained	$3,205,495		Shared use bike path
MONROE	2687	US Hwy 2 Trail Extension	Bicycle/ Pedestrian	2010	Unprogrammed		$2,521,176	Shared use bike path
MONROE	2829	Centennial Trail	Bicycle/ Pedestrian	2010	Unprogrammed		$4,299,026	Shared use bike path
MUKILTEO	4010	Mukilteo Lane Waterfront Access	Bicycle/ Pedestrian	2020	Constrained	$6,713,606		Construct Parking Lot (80-100 stalls) and Pedestrian Access Bridge connecting Mukilteo with Mukilteo Multi-modal Terminal

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
MUKILTEO	807	Ferry Holding Lanes	Roadway Related - Arterial	2010	Unprogrammed		$5,955,618	Mitigation measure for traffic congestion associated with Ferry traffic backup on SR 525.Options include off-street storage, traffic warning measures, signals at 5th, Goat Trail Rd, 76th St SW, 84th St SW.
NEWCASTLE	2313	Coal Creek Pkwy (Phase I, II & III)	Roadway Related - Arterial	2010	Completed	$49,452,276		Widen to 4/5 lanes + CGS, bike lanes, traffic signals; (PSRC ID No. NC-5)
PACIFIC	2884	Interurban Trail	Bicycle/ Pedestrian	2010	Constrained	$878,213		Shared use bike path
PACIFIC	127	Stewart Rd (8th St E.)	Roadway Related - Arterial	2010	Constrained	$23,064,485		Widen existing two-lane roadway to 5 lanes. East 0.69 mile is within City of Pacific jurisdiction and is a joint project with City of Pacific. Includes replacement of Br #1204-A over the White River. May include construction of Br #1204-B over the BNSFRR tracks. Includes non-motorized facilities.
PACIFIC	3359	Lake Tapps Pkwy/8th St Bike Path	Bicycle/ Pedestrian	2010	Unprogrammed		$456,671	Shared use bike path
PIERCE COUNTY	131	Spanaway Loop Rd	Roadway Related - Arterial	2006	Completed	$7,471,081		Southerly Ext. Widen existing roadway and construct new roadway on new alignment including non-motorized features.
PIERCE COUNTY	2894	Milton-Edgewood Interurban Trail	Bicycle/ Pedestrian	2020	Completed	$526,928		Shared use bike path
PIERCE COUNTY	2851	Cushman Trail (phase 2)	Bicycle/ Pedestrian	2011	Completed	$5,000,000		Shared use path
PIERCE COUNTY	1489	Br #36193-A / 176th St E	Roadway Related - Arterial	2012	Completed	$7,000,000		Widen to 4 lanes with NMF and replace bridge to eliminate the bottleneck caused by this being the only two-lane section of 176 St E.
PIERCE COUNTY	2835	Foothills Trail-S. Prairie	Bicycle/ Pedestrian	2015	Constrained	$5,240,228		Design and construct the remaining 2.7 mile sections of Foothills Trail that will complete the 19.2 mile trail from east Puyallup to Buckley. The design portion will include engineering and all environmental requirements.
PIERCE COUNTY	3439	Foothills Trail-Carbonado	Bicycle/ Pedestrian	2022	Constrained	$6,295,560		Design and construct the Cascade Jct. to Wilkeson/Carbonado section of Foothills Trail. Pierce County owns about half of this 7 mile section. The design portion will include engineering and all environmental requirements.
PIERCE COUNTY	116	112th St E/S	Roadway Related - Arterial	2014	Constrained	$13,153,729		Widen and reconstruct existing (two-lane in sections) roadway to 5 lanes, improve intersections and provide non-motorized features.
PIERCE COUNTY	528	Canyon Rd E	Roadway Related - Arterial	2020	Constrained	$13,832,379		Widen to 5 lanes, reconstruct existing arterial including NMF
PIERCE COUNTY	4438	Canyon Rd E	Roadway Related - Arterial	2030	Constrained	$17,205,755		Widen and reconstruct existing roadway to provide additional lanes, add turn lane(s) at intersections, add center turning lane where appropriate, and provide non-motorized features.
PIERCE COUNTY	4439	Canyon Rd E	Roadway Related - Arterial	2030	Constrained	$18,352,806		Widen and reconstruct existing roadway to provide additional lanes, add turn lane(s) at intersections, add auxiliary lane where appropriate, and provide non-motorized features.
PIERCE COUNTY	115	176th St E	Roadway Related - Arterial	2014	Constrained	$59,076,167		Widen and reconstruct existing 2/4-lane road to 5 lanes. Provide non-motorized features.
PIERCE COUNTY	135	Canyon Rd E	Roadway Related - Arterial	2026	Constrained	$69,109,288		Northerly Ext. Extend major arterial roadway from it's current northerly terminus to connect with the planned completion of SR-167, crossing over 2 railroads and the Puyallup River. The project would be a four-lane roadway with paved shoulders (to accommodate non-motorized modes). This roadway would link the planned employment center in Frederickson with the Port of Tacoma and destinations northward (e.g. Seattle)
PIERCE COUNTY	113	Canyon Rd E	Roadway Related - Arterial	2020	Constrained	$72,721,498		Widen and reconstruct existing 2/4-lane roadway to provide 7 through lanes, turn lanes, wider curb lanes, curbs, gutters, and sidewalks; signal modifications included.
PIERCE COUNTY	5505	SR 302 Trail	Bicycle/ Pedestrian	2040	Unprogrammed		$11,286,976	Shared use path
PIERCE COUNTY	1937	160th St E	Roadway Related - Arterial	2040	Unprogrammed		$11,475,000	Widen and reconstruct existing arterial roadway including NMF
PIERCE COUNTY	1473	72nd St E	Roadway Related - Arterial	2040	Unprogrammed		$35,000,000	Reconstruct existing arterial roadway including NMF, add center left turn lane
PIERCE COUNTY	125	Military Rd S/152nd St E	Roadway Related - Arterial	2040	Unprogrammed		$51,770,000	Widen and reconstruct 2-3 lane existing road (east of SR-7) to provide 2 additional general purpose lanes and non-motorized features along entire length.
PIERCE COUNTY	1474	96th St E	Roadway Related - Arterial	2040	Unprogrammed		$63,750,000	Reconstruct existing arterial roadway including NMF, add center left turn lane
PIERCE COUNTY	522	224th St E	Roadway Related - Arterial	2040	Unprogrammed		$75,500,000	Widen and reconstruct existing arterial to 3 lanes including NMF
PIERCE COUNTY	880	WOLLOCHET DR NW	Roadway Related - Arterial	2013	Unprogrammed		$11,731,408	Widen existing road between Fillmore Dr NW and Artondale Dr NW to five lanes and between Artondale Dr NW and 40 St NW to 3 lanes to accommodate existing traffic. Construct NMF that will complete the nonmotorized route between the heart of Fox Island and SR-16 and the nonmotorized trail systems in Gig Harbor and Tacoma.
PIERCE COUNTY	1938	176th St E	Roadway Related - Arterial	2040	Unprogrammed		$45,595,252	Construct the eastern two miles of 176 St E to provide for the future connection of SR-704 to SR-162 and to provide evacuation route from the Orting Valley. Construct urban section with 4-5 lanes and NMF. Construct rural section with 2-3 lanes and NMF (sidewalks, bicycle facilities, and a raised median).
PIERCE COUNTY	134	Canyon Rd E	Roadway Related - Arterial	2040	Unprogrammed		$55,750,000	Southerly Ext. Extend Major arterial roadway from 192nd Street E to SR-7 in two phases. The proposed roadway will be 4 to 5 lanes wide with paved shoulders and sidewalks to accommodate nonmotorized modes in the first phase to 224th Street E. The roadway
PIERCE TRANSIT	5489	BRT - Meridian / SR 161	Transit & Ferry Related	2030	Constrained	$49,087,847		Bus Rapid Transit on SR 161 from 176th Street to Downtown Puyallup

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
PIERCE TRANSIT	5320	BRT (Route 1) on SR 7 from Roy Y to Downtown Tacoma (PC Congested Corridor)	Transit & Ferry Related	2020	Constrained	$12,681,653		Bus Rapid Transit from on SR 7 from Roy Y to downtown Tacoma. This route was identified in the Transit Competitive Index
PIERCE TRANSIT	5491	112th Avenue (Puyallup/Lakewood) Transit Corridor Transit Service	Transit & Ferry Related	2020	Constrained			Additional core service
PIERCE TRANSIT	5487	6th Avenue (Tacoma) Transit Corridor Transit Service	Transit & Ferry Related	2020	Constrained			Additional core service
PIERCE TRANSIT	2599	SR 16 Peninsula Park and Ride	Transit & Ferry Related	2022	Constrained	$17,790,085		New Park and Ride with up to 600 stalls west of SR 16 south of Wollochet Dr. on the Gig Harbor peninsula.
PIERCE TRANSIT	2592	Bonney Lake P & R	Transit & Ferry Related	2030	Unprogrammed		$3,224,296	350 new stalls
PIERCE TRANSIT	2594	Dupont P&R	Transit & Ferry Related	2030	Unprogrammed		$8,230,110	250 new stalls
PIERCE TRANSIT	2606	Fife I-5 P&R	Transit & Ferry Related	2030	Unprogrammed		$38,578,640	1000 new stalls
PIERCE TRANSIT	3582	Purdy Crescent Park and Ride Expansion	Transit & Ferry Related	2030	Unprogrammed		$14,465,422	375 new stalls.
PIERCE TRANSIT	2596	South Hill P & R	Transit & Ferry Related	2030	Unprogrammed		$7,627,907	433 new stalls
PIERCE TRANSIT	2602	SR 512 / SR 7 (Parkland) P&R	Transit & Ferry Related	2030	Unprogrammed		$11,855,875	550 new stalls
PORT OF SEATTLE	1224	E MARGINAL WAY GRADE SEPARATION	Roadway Related - Arterial	2009	Completed	$38,224,241		GRADE SEPARATION OF ON/OFF RAMPS AT SR 99 OVER UP LEAD TRACK FROM HARBOR ISLAND
PORT OF SEATTLE	2074	South Airport Link Project	Roadway Related - Arterial	2025	Constrained	$376,377		New Construction of a south airport expressway to connect the existing north airport expressway and airport terminal drives to the planned South Access roadway and extension of SR 509 to I-5. The project would close the existing south airport entrance at S 182nd Street and International Boulevard and create a new at grade connection to the local roadway network at S. 188th Street and 28th Ave S.
PORT OF SEATTLE	5347	Grade separation at Atlantic St. - South End Viaduct local access: Holgate to King stage 3	Roadway Related - Arterial	2013	Constrained	$402,849		This new grade separation is the local access portion of the Alaskan Way Viaduct Holgate to King street project at Atlantic. It allows a grade separated roadway to get traffic from East Marginal Way to Colorado St and the freeway system east when the at-grade Atlantic roadway is blocked by a train.
PORT OF SEATTLE	5512	South Access	Roadway Related - Arterial	2025	Constrained	$200,000,000		New construction of a two-lane, limited access arterial connecting the planned South Airport Link roadway to the planned extension of SR 509 to I-5.
PORT OF SEATTLE	5346	North Argo Truck Roadway	Roadway Related - Arterial	2014	Unprogrammed		$402,849	Create a new southbound one-way truck-only street from the south-east end of Duwamish Ave S to the north-west end of Colorado Ave S just east of East Marginal Way/ Alaskan Way viaduct. Project grade-separates truck traffic headed fro the Argo Rail Yard from mainline SR-99 and eliminates a difficult weaving maneuver
PORT OF SEATTLE	5348	Hanford & Main SIG's Entry Gate Improvements	Roadway Related - Arterial	2020	Unprogrammed		$288,675	Add a center turn lane and, if warranted, a traffic signal for east-to-north bound truck traffic entering the Main SIG Yard entrance on Hanford
PORT OF SEATTLE	5350	West Marginal Way/Chelan Street/Spokane Street intersection	Roadway Related - Arterial	2020	Unprogrammed		$561,990	Re-stripe & change the signal timing at West Marginal Way/Chelan Street/Spokane Street intersection to maintain freight flows during commute hours (particularly morning commute) but using existing lanes to designate current left/through lane on northwest-bound West Marginal Way and eastbound Chelan Avenue as left turn only lanes. Also, need to change signal phasing to provide for concurrent through movements on these same two approaches.
PORT OF TACOMA	4639	Port of Tacoma Road/Rail/Infrastructure	Roadway Related - Arterial	2020	Constrained	$361,255,135		The project supports anticipated marine terminal development by eliminating at-grade railroad crossings; provides new Port-owned rail support infrastructure including new arrival/dispatch tracks and intermodal support tracks to facilitate efficient and reliable freight movement.
PORT ORCHARD	2832	Bay Street Pedestrian Path	Bicycle/ Pedestrian	2013	Constrained	$1,870,594		Design approximately one mile of curb, sidewalk and bike lane along Bay Street.
PORT ORCHARD	3646	Bethel Road SE	Roadway Related - Arterial	2025	Constrained	$23,412,501		Widen the roadway from 2 lanes to 3/4/5 lanes with a planted median island, bike lanes, street lighting, and sidewalks separated from the roadway by a planting strip. Bus pullouts will be constructed at major intersections, traffic signals will be installed at the intersections of Blueberry/Bethel Road and Salmonberry/Bethel Road. The existing signals at Sedgwick Road, Wal-Mart, and Lund Ave will be retrofitted to accommodate the additional traffic lanes. The intersection of Bethel Mitchell/Lund Rd will be replaced with a roundabout. Blueberry and Salmonberry Rd will be widened at the intersection to provide right and left turn lanes and U-turn movements. Property purchase will be approximately 60 acquisitions. Of the 60 acquisitions approximately 55 are 10'-20' wide frontage strips and 5 are total takes with relocation assistance.
PUYALLUP	138	S Meridian (SR 161)	Roadway Related - State Route	2000	Completed	$3,857,864		This three phase project will reconstruct S Meridian with new infrastructure, curb, gutter and sidewalk. Interconnect signals, improve road base to support truck traffic and provide improved pedestrian friendly environment with street scape items.
PUYALLUP	2899	Puyallup Riverfront Trail	Bicycle/ Pedestrian	2010	Completed	$922,124		Shared use bike path
PUYALLUP	2900	Puyallup Riverfront Trail	Bicycle/ Pedestrian	2010	Completed	$2,019,890		Shared use bike path

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
PUYALLUP	1222	Shaw Rd Extension in Puyallup	Roadway Related - Arterial	2010	Completed	$22,952,859		The extension is a grade-separated crossing of the BNSF railway tracks, connecting Shaw road directly to E Main. This project also includes the addition of pedestrian and bicycle facilities and direct access to from E. Pioneer Ave. and Shaw Rd to E. Main
PUYALLUP	2844	East Puyallup Riverfront Trail	Bicycle/ Pedestrian	2011	Constrained	$1,194,232		Shared use path
PUYALLUP	494	Shaw Rd	Roadway Related - Arterial	2004	Constrained	$2,948,286		Widen Shaw Road from 2 lanes to 5 lanes to include curb, gutter, sidewalk, shared bike lanes, transit signal priority, and street lighting. This project is critical as the other portion of Shaw Road connecting E Main and E Pioneer is currently under construction and will be completed by 2010. As a parallel route to S Meridian/SR 161, Shaw Road improvements would also help ease the traffic congestion along S Meridian/SR 161.
PUYALLUP	141	31st Ave SW	Roadway Related - Arterial	2005	Constrained	$5,394,737		Widen 31st Ave SW between S Meridian/SR 161 to SR-512 westbound ramp including widening 31st Avenue SW overpass across SR-512, signal modifications, addition of curb, gutter, sidewalks, and shared bike lanes, and add transit signal priority.
PUYALLUP	129	Shaw Rd E	Roadway Related - Arterial	2030	Unprogrammed		$31,364,748	Conduct corridor study and environmental documentation for proposed north-south arterial roadway. Widen, and realign as needed, the existing two-lane roadway and/or construct new roadway (in portions) to include non-motorized features.
PUYALLUP TRIBE	3443	Lister Gulch Bicycle-Pedestrian Improvements	Bicycle/ Pedestrian	2010	Unprogrammed		$58,089	Design and construction of 500 LF pedestrian and bicycle path, lighting and 40 LF bridge over Lister Gulch linking the Portland Avenue area neighborhood of Tacoma to the Puyallup Tribal campus thereby decreasing traffic at the I-5 and Hwy 167 interchange.
REDMOND	5513	Bear Creek Trail Connector, Redmond Town Center to Marymoor Park	Bicycle/ Pedestrian	2025	Constrained	$1,751,540		Construct paved multi-use trail that would cross over Bear Creek on a new bridge and pass under SR 520 on the east side of the Sammamish River.
REDMOND	4115	Puget Sound Energy Trail, Rose Hill Extension	Bicycle/ Pedestrian	2030	Constrained	$5,414,198		Extend Puget Sound Energy Trail from its terminus west of Willows Road to 132nd Avenue NE and 142nd Ave NE. Trail project would also design and construct a new crossing of Willows Road in the vicinity of the trail crossing. Provides a connection to Kirkland.
REDMOND	2862	Bear and Evans Creek Trail	Bicycle/ Pedestrian	2035	Constrained	$9,216,635		Shared use bike path
REDMOND	2919	Redmond Central Connector	Bicycle/ Pedestrian	2016	Constrained	$25,643,956		Shared use bike path
REDMOND	4117	Redmond Way	Roadway Related - Arterial	2015	Constrained	$7,014,800		Convert Redmond Way from 159th Pl NE to 170th Ave NE to 1 through lane in each direction and center turn lane except at west end where there would be two westbound through lanes from 159th Ave NE to 160th Ave NE. Improvements include curb bulbouts, sidewalk improvements, pedestrian amenities and parking.
REDMOND	4116	Cleveland St	Roadway Related - Arterial	2015	Constrained	$7,519,797		Convert Cleveland St to 1 through lane in each direction. Improvements include parking, curb bulbouts, widened sidewalks, pedestrian amenities and realignment of street at eastern connection to Redmond Way to improve traffic flow.
REDMOND	5516	148th Ave NE	Roadway Related - Arterial	2022	Constrained	$9,951,932		Create third northbound through lane on 148th Ave NE from NE 22nd St to SR 520 eastbound on-ramp using primarily existing right turn lanes and modify SR 520 eastbound on-ramp to allow HOV access. At NE 24th St and 148th Ave NE intersection add second left turn lane on the eastbound and westbound approaches, add right turn lane on northbound approach, and extend right turn lane on westbound approach.
REDMOND	3662	Redmond Way Widening	Roadway Related - Arterial	2030	Constrained	$18,818,849		Widen Redmond Way bridge at Bear Creek. Improvements would include 2 through lanes in each direction, 2 eastbound left turn lanes to NE 76th St, 1 eastbound right turn lane to westbound SR 520 on-ramp, sidewalks, Bear Creek and E Lake Sammamish Trail connections
REDMOND	3476	SR 520/Avondale Rd/Union Hill Rd Intersection	Roadway Related - Arterial	2030	Constrained	$35,128,517		Study and evaluate new innovative urban intersection design solutions for this heavily congestions at grade intersection. Solutions to study include: 1. High capacity continuous flow three lane roundabout. 2. Grade separation of critical movements such as: -- Westbound Union Hill Rd to Southbound SR 520 left turn, or -- Northbound and southbound through movements between SR 520 and Avondale Rd., or -- All left turns at intersection. Flyover Ramp: This option would provide a flyover ramp from westbound Union Hill Road to westbound SR 520. To accommodate this flyover from center of Union Hill Road to the center of SR 520, it would be necessary to widen both roadways, modify NE 76th Street ramps, build retaining walls and potentially require additional right of way.
REDMOND	5518	Puget Sound Energy Trail Improvements	Bicycle/ Pedestrian	2035	Unprogrammed		$4,975,966	Improve existing soft surface trail with newly paved multi-use trail that meets AASHTO standards. The trail corridor will also include a parallel soft surface trail.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
REDMOND	3665	West Lake Sammamish Parkway Widening	Roadway Related - Arterial	2030	Unprogrammed		$12,320,073	Widen West Lake Sammamish Pkwy from NE 51st St to Bel-Red Rd. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, paved, shared-use path, street lights, storm drainage, underground power and right-
REDMOND	836	Bel-Red Rd	Roadway Related - Arterial	2030	Unprogrammed		$17,858,584	Widen Bel-Red Rd. Improvements include 4-5 lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition. (exist- 2NB, 1SB)
REDMOND	840	East Lake Sammamish Pkwy	Roadway Related - Arterial	2030	Unprogrammed		$18,214,231	Widen East Lake Sammamish Pkwy from Redmond Way to 187th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, and right-of-way. (exist- 1NB, 1SB)
REDMOND	830	REDMOND-WOODINVILLE RD	Roadway Related - Arterial	2035	Unprogrammed		$20,875,121	Widen Red-Wood Rd from intersection with new 160th Ave NE Extension near the Puget Power trail north to NE 124th St. Improvements include 1 through lane in each direction, left turn and extended right turn lanes if appropriate, access management, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and right-of-way acquisition. Redmond and WSDOT will coordinate a planning process to finalize final design for segment between 116th and 124th; the latter might not be widened. See also WSDOT project 1755.
RENTON	1308	Central Renton Transit Corridor - Rainier Ave S (SR 167) S Grady Way to S 2nd St	Roadway Related - Arterial	2018	Constrained	$42,530,472		Reconfiguration of Rainier Ave S to accommodate Business Access and Transit (BAT) lanes specifically for use by transit, vehicles entering and exiting businesses and for right turn use at intersections.
RENTON	2341	NE Sunset Blvd (SR-900) Corridor Improvements	Roadway Related - Arterial	2020	Constrained	$25,841,217		Project involves a series of key improvements in this corridor to improve traffic operations, Transit Signal Priority (TSP) and adaptive system control improvements, pedestrian and bicycle needs. Phase 1 will construct multi-modal improvements along NE Sunset Blvd from Edmonds Ave NE to Monroe Ave NE. Improvements include access management through center medians, non-motorized improvements by adding bicycle lanes, multi-use trail, new sidewalks and landscaped buffers separating the sidewalk from the travel lanes, pedestrian ramps per current ADA standards, streetlights, traffic signal upgrades and coordination.
RENTON	4295	Duvall Ave NE	Roadway Related - Arterial	2009	Completed			Widen to 5 lanes, CGS (curb, gutter and sidewalks), add bike lanes, add amenities, channelization
RENTON	2671	Cedar River Trail	Bicycle/ Pedestrian	2020	Constrained	$270,710		Shared use bike path
RENTON	2856	Springbrook/Interurban Connection (SW 27th St)	Bicycle/ Pedestrian	2020	Constrained	$1,915,787		Shared use bike path
RENTON	4296	Lake Washington Loop Trail	Bicycle/ Pedestrian	2015	Constrained	$23,947,338		Shared use regional bike path
RENTON	4165	SW 27th St/Strander Blvd Ph 2	Roadway Related - Arterial	2020	Constrained	$5,955,618		Improve the existing access along SW 27th St between Oakesdale Ave SW and East Valley Rd through signalization and/or limited channelization.
RENTON	2326	Duvall Ave NE	Roadway Related - Arterial	2020	Constrained	$11,835,672		Widen to 5 lanes, CGS (curb, gutter, and sidewalk), bike lanes, other amenities, channelization.
RENTON	2347	Logan Ave N	Roadway Related - Arterial	2020	Constrained	$11,835,672		Reconstruction of roadway, installation of sidewalks, HOV/Rapid Ride improvements to the Boeing Renton Plant.
RENTON	4433	Rainier Ave S Corridor Improvements – Phase 2	Roadway Related - Arterial	2018	Constrained	$17,242,083		Phase 2 improvements include installation of BAT lanes, medians, curb, gutter, wider sidewalks, planted pedestrian buffer, street lighting including pedestrian scale illumination.
RENTON	4164	SW 27th St / Strander Blvd Ph 1 Segment 2b	Roadway Related - Arterial	2020	Constrained	$24,321,874		Design and construction of the railroad bridge at the Union Pacific (UP) railroad tracks and a four lane roadway connecting SW27th St (in Renton) to Strander Blvd (in Tukwila).
RENTON	910	SE Carr RD	Roadway Related - Arterial	2030	Constrained	$68,968,333		Widen roadway to provide capacity improvements, assume an estimated 3 lanes each direction for widening
RENTON	2328	Oakesdale Ave SW	Roadway Related - Arterial	2020	Unprogrammed		$23,947,338	Widen Monster Rd Bridge; widen the roadway to 4/5 lanes +Bike Lanes + CGS
RENTON	4468	New P&R Lot-Renton Urban Center North	Transit & Ferry Related	2030	Unprogrammed		$19,157,870	Construct new Park and Ride lot (250-300 spaces), in conjuction with I-405/N 8th St interchange (WSDOT I-405 BRT Project).
SAMMAMISH	1978	Sahalee Way NE	Roadway Related - Arterial	2030	Unprogrammed		$24,472,177	3 lanes with raised median/turn lanes, bike lanes and sidewalks
SEATAC	192	28th/24th Ave S	Roadway Related - Arterial	2016	Constrained	$9,314,974		It is to construct a new five lane arterial including bicycle lanes, curb, gutter, sidewalk, storm drainage, street lighting, signalization, channelization, landscaping, utilities, undergrounding of utility lines and paving.
SEATTLE	4092	Seattle Priority Bus Corridor 9: Aurora Village to Downtown via SR 99	Roadway Related - State Route	2040	Constrained	$151,347,176		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both diretions, including business, access and transit lanes, where necessary. Make speed and reliability improvements, including ITS improvements. Improve accessibility of transit stops. Corridor incorporates T2040 project 4092, 1743.
SEATTLE	5153	First Hill Streetcar Line	Transit & Ferry Related	2016	Constrained	$151,634,544		Provides streetcar service with connections to First Hill via LINK Light Rail stations at Chinatown / International District and Capitol Hill.
SEATTLE	5087	Seattle Priority Bus Corridor 2: Burien TC - downtown via Delridge	Transit & Ferry Related	2025	Unprogrammed		$4,981,046	Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both diretions. Make speed and reliability improvements. Improve accessibilityof transit stops. Corridor incorporates T2040 projects 5087, 5137, 5146.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
SEATTLE	5156	Seattle Priority Bus Corridor 15: Phinney Ridge - Greenwood - Broadview	Transit & Ferry Related	2040	Unprogrammed		$8,908,410	Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.
SEATTLE	5088	Seattle Priority Bus Corridor 5: Rainier Valley - U District via Rainier Ave and 23rd Ave	Transit & Ferry Related	2020	Constrained	$23,755,759		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 projects 5088, 5185, 5211, 5227
SEATTLE	5177	Seattle Priority Bus Corridor 13/13A: Ballard - U District - Laurelhurst via Market and 45th Sts	Transit & Ferry Related	2025	Unprogrammed		$14,464,192	Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 projects 5177, 5194, 5198, 5203, 5222, 5266, 5316.
SEATTLE	5141	Seattle High Capacity Transit Corridor 11: Loyal Heights - Ballard - Fremont - South Lake Union - Downtown	Transit & Ferry Related	2020	Constrained	$210,736,574		Make capital improvements to support rail service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 projects 5141, 5154, 5171, 5172, 5210.
SEATTLE	5095	Seattle Center City Priority Bus Corridor: Seattle Center East	Transit & Ferry Related	2025	Constrained	$19,157,870		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 project 5095, 5100.
SEATTLE	5165	Seattle Priority Bus Corridor 4: Mount Baker via Rainier Ave	Transit & Ferry Related	2025	Constrained	$670,525		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed and reliability improvements. Improve accessibility of transit stops.
SEATTLE	5219	Seattle Center City Priority Bus Corridor: Pike / Pine	Transit & Ferry Related	2025	Constrained	$14,368,403		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 project 5219, 5223.
SEATTLE	5079	Seattle Priority Bus Corridor 12: Lake City - Northgate - U District via Northgate Way and 5th Ave	Transit & Ferry Related	2025	Constrained	$4,885,257		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 projects 5079, 5094, 5103, 5166
SEATTLE	5152	Seattle High Capacity Transit Corridor 8: Roosevelt - University District - south Lake Union - Downtown	Transit & Ferry Related	2020	Constrained	$216,483,936		Make capital improvements to support rail service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 project 5152, 5271.
SEATTLE	5073	Seattle Priority Bus Corridor 3: Othello - U District via Beacon Ave and Broadway	Transit & Ferry Related	2025	Constrained	$19,157,870		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed and reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 projects 5073, 5082, 5115, 5126.
SEATTLE	5075	Seattle Priority Bus Corridor 14: Crown Hill - Greenlake - U District	Transit & Ferry Related	2025	Constrained	$54,599,931		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 projects 5075, 5155, 5206, 5216, 5317.
SEATTLE	5084	Seattle Center City Connector	Transit & Ferry Related	2020	Constrained	$88,126,204		Make capital improvements to connect South Lake Union and First Hill Streetcar lines. Provide infrastructure to ensure good speed and reliablity and access to stations. Project incorporates T2040 project 5133.
SEATTLE	5091	Seattle Priority Bus Corridor 10: Northgate - Ballard - Downtown via Northgate Way, Holman Rd and 15th Ave	Transit & Ferry Related	2020	Constrained	$4,023,153		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 projects 5091, 5108, 5114, 5160, 5192, 5220, 5226, 5272.
SEATTLE	5218	Seattle Priority Bus Corridor 7: Queen Anne / Magnolia - South Lake Union - Capitol Hill via Denny	Transit & Ferry Related	2025	Constrained	$36,974,690		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.
SEATTLE	5097	Seattle Priority Bus Corridor 1: West Seattle - Downtown via Fauntleroy / California	Transit & Ferry Related	2020	Constrained	$3,448,417		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed and reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 projects 5097, 5131, 5190, 5277.
SEATTLE	5164	Seattle Center City Priority Bus Corridor: Jefferson / Yesler	Transit & Ferry Related	2025	Constrained	$15,326,296		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.
SEATTLE	5282	Seattle Center City Priority Bus Corridor: Jackson	Transit & Ferry Related	2025	Constrained	$10,536,829		Make capital improvements to support high frequency bus service, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.
SEATTLE	5173	Seattle High Capacity Transit Corridor 6: Central Area - First Hill - Downtown, via Madison	Transit & Ferry Related	2020	Constrained	$51,534,671		Make capital improvements to support high capacity transit service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. Corridor incorporates T2040 projects 5173, 5224.
SEATTLE	5212	Northgate Multimodal Transportation Hub	Transit & Ferry Related	2018	Constrained	$23,947,338		Make improvements to improve transfer opportunities between transit services. Provide multimodal connectivity to link to regional bus and light rail service, including but not limited to cycle tracks and bicycle/pedestrian bridge over I-5.
SEATTLE	5279	Westlake Multimodal Transportation Hub	Transit & Ferry Related	2030	Constrained	$20,035,856		Make improvements to improve transfer opportunities between transit and other modes, create clear routes and improved wayfinding, provide real-time transit rider information and maximize fare integration.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
SEATTLE	610	King St Multimodal Terminal	Transit & Ferry Related	2010	Completed	$28,050,198		Intermodal; MIS Redevelop as inter/multimodal terminal
SEATTLE	2905	Spokane St.	Bicycle/ Pedestrian	2010	Completed	$570,838		Shared use bike path
SEATTLE	5168	Lake Union Ship Canal Trail	Bicycle/ Pedestrian	2020	Completed	$2,932,099		This project completes Phase II of a multi-use trail, extending from the Fremont Bridge to Fisherman's Terminal, just west of 15th Ave. NW.
SEATTLE	2902	Ship Canal Trail Extension	Bicycle/ Pedestrian	2008	Completed	$8,879,285		Shared use bike path
SEATTLE	3610	Chief Sealth Trail--Seattle--Center Segment	Bicycle/ Pedestrian	2006	Completed	$9,894,621		Through a partnership between Sound Transit and the City of Seattle, will construct a multi-use, non-motorized, asphalt path within Seattle City Light ROW.
SEATTLE	5448	Greenwood Avenue North Corridor Improvement	Roadway Related - Arterial	2008	Completed	$7,807,000		Widen from an existing 4 lanes 40 ft to 5 lanes 55 ft. and include a center two-way-left turn lane. This improvement will include parking , curb, planting strip and concrete walkways on both sides of street which is a total improvement of the street right-of-way. Upgrade and interconnect two signals in project area. Upgrade street lighting, and drainage systems as needed. Transportation Improvement Board - Arterial Improvement Program funding - TIB FY05
SEATTLE	4263	Spokane Street Viaduct 4th Avenue Off-Ramp	Roadway Related - Arterial	2010	Completed	$47,207,155		Construct an off-ramp from the eastbound S. Spokane St Viaduct connecting to 4th Avenue South. The new ramp will help relieve congestion by providing a grade-separated route over three Burlington Northern-Santa Fe rail lines. The ramp will help relieve congestion by providing an alternate route over the rail lines and helping redistribute traffic across the arterial network, making more efficient use of local street capacity to help move regional traffic. The ramp will be part of a continuous HOV connection from West Seattle to the Seattle CBD and will also provide significant mitigation for the Alaskan Way Viaduct Project by providing an alternate access to I-5, I-90 and the Seattle CBD when SR 99 is closed for construction.
SEATTLE	958	Spokane Street	Roadway Related - Arterial	2012	Completed	$143,869,424		Widening, bridge strengthening and seismic improvements. Improve transit operations and access to the Port of Seattle by: a) removing and replacing traffic signal controllers; b) installing a full signal interconnect; c) providing loops for signal actuation; d) providing left turn lanes at 6th Ave S and at 4th Ave S; e) providing spot pavement resurfacing; f) providing transit a separate turn lane; g) installing a video system to monitor traffic in the corridor and on the viaduct; h) providing U-Turn facilities for trucks; i) improving signing to Port of Seattle facilities; j) improving x-walls; k) connecting signals to the central traffic computer, and; l) proving landscaping enhancements.
SEATTLE	5509	Mercer Corridor East Phase	Roadway Related - Arterial	2012	Completed	$190,500,000		Improvements in the Mercer Corridor area between I-5 and Dexter Ave. Improvements include Roy St and 8th Ave reconstruction between Westlake and Dexter, Thomas St center turn lane and signals between Fairview and 5th, two-way conversion of Westlake Ave
SEATTLE	5167	Lake to Bay Loop Trail	Bicycle/ Pedestrian	2020	Constrained	$901,614		Figure-eight pedestrian and bicycling trail connecting Myrtle Edwards Park, Olympic Sculputre Park, Seattle Center, Lake Union Park and area neighborhoods in Uptown/Queen Anne and South Lake Union.
SEATTLE	2859	Alaskan Way Bicycle Facility	Bicycle/ Pedestrian	2020	Constrained	$1,001,793		Separated bike facility in the Alaskan Way / East Marginal Way corridor.
SEATTLE	5136	Chesiahud Lake Union Loop Trail (Columbia Trail)	Bicycle/ Pedestrian	2020	Constrained	$2,003,586		Provides multi-use trail facilities for the Portage Bay area, connecting to the Burke-Gilman Trail.
SEATTLE	5215	Northlake Way Trail	Bicycle/ Pedestrian	2020	Constrained	$2,003,586		Multi-use trail connecting Gasworks and Lake Union Parks, linking more than 35 pocket parks, street ends and waterways that ring Lake Union, and improving lake access from adjacent neighborhoods, downtown, and the University of Washington. Provides local access parallel to the Burke-Gilman Trail.
SEATTLE	2857	6th Ave Bike Path - Incorporated into 5145	Bicycle/ Pedestrian	2020	Constrained	$2,148,940		Shared use bike path
SEATTLE	3611	Chief Sealth Trail--Seattle--South Segment	Bicycle/ Pedestrian	2020	Constrained	$3,005,378		Regional multi-use nonmotorized trail linking south and central Seattle.
SEATTLE	3609	Chief Sealth Trail--Seattle--North Segment	Bicycle/ Pedestrian	2020	Constrained	$3,005,378		Regional multi-use nonmotorized trail linking south and central Seattle
SEATTLE	2895	Mountain to Sound Trail	Bicycle/ Pedestrian	2020	Constrained	$6,010,757		Shared use bike path
SEATTLE	2668	Burke-Gilman Trail Extension; 11th Ave NW to Chittenden Locks	Bicycle/ Pedestrian	2016	Constrained	$16,529,581		The project encompasses design and construction of a final segment of the Burke-Gilman Trail, a multi-use trail located along the north side of the Ship Canal, from 11th Ave NW to the Chittenden Locks
SEATTLE	5252	SODO Rail Corridor Grade Separations	Roadway Related - Arterial	2030	Constrained	$17,338,810		Improve access to manufacturing and industrial center and Port facilities.
SEATTLE	5187	Montlake Blvd NE HOV Lane and ITS Improvements	Roadway Related - Arterial	2020	Constrained	$23,947,338		Extend HOV lane on s/b Montlake Blvd and install ITS improvements to increase speed of HOV vehicles and encourage new transit service.
SEATTLE	5510	Mercer Corridor West Phase	Roadway Related - Arterial	2014	Constrained	$86,879,036		Improvements in the Mercer Corridor area between Dexter and Elliott Ave. Improvements include two-way conversion of Mercer St between Dexter and 2nd Ave, widening of Mercer St between Dexter and 5th Ave, two-way conversion of Roy St between 6th and Queen Anne Ave N, extension of 6th Ave from Mercer St to Harrison St, demolition of Broad St between 9th Ave and Harrison St. All project activities will include Complete Streets elements. Incorporates prior projects 5510, 5104, 5125, 5179.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
SEATTLE	5254	South Lander Street Grade Separation	Roadway Related - Arterial	2030	Constrained	$172,420,834		This project develops a grade separation of the Lander St. roadway and the Burlington Northern mainline railroad tracks between 1st Ave. S near the Starbucks Center and 4th Ave. S. to facilitate freight movement
SEATTLE	5229	Ravenna Ave NE Corridor Trail Improvements	Bicycle/ Pedestrian	2040	Unprogrammed		$400,717	Improve off-street multi-use trail parallel to Ravenna Ave NE.
SEATTLE	5281	Woodland Park Trail	Bicycle/ Pedestrian	2040	Unprogrammed		$2,003,586	Pedestrian Pathway w/ Bicycles Permitted
SEATTLE	5274	Westcrest Park Trail	Bicycle/ Pedestrian	2040	Unprogrammed		$2,003,586	Pedestrian Pathway w/ Bicycles Permitted
SEATTLE	5225	Puget Park Trail	Bicycle/ Pedestrian	2020	Unprogrammed		$2,003,586	Pedestrian Pathway w/ Bicycles Permitted
SEATTLE	5183	MLK Jr Way Trail	Bicycle/ Pedestrian	2040	Unprogrammed		$5,008,964	Construct new trail from S Massachusetts St to S McClellan St. Provides access to Mt Baker Station.
SHORELINE	4277	SR 99--Shoreline--North Segment	Roadway Related - State Route	2011	Completed	$46,492,708		This corridor improvement will include access management, sidewalks, pedestrian crossings, landscaping and urban amenities, intersection improvements, congestion reduction, and Business Access and Transit (BAT) lanes. The improvements will occur on Aurora Avenue N (SR 99) between N 165th Street and N 185th Street.
SHORELINE	3569	Aurora Avenue North Multi-Modal Corridor Project (N 185th St to N 192nd St)	Roadway Related - State Route	2012	Completed	$15,418,855		The corridor improvement will include access management, sidewalks, pedestrian crossings, landscaping and urban amenities, intersection improvements, congestion reduction and Business Access and Transit (BAT) lanes. The improvements will occur on Aurora Avenue N (SR 99) between N 185th Street and N 192nd Street. Partners include: WSDOT, King Count Metro and TIB.
SHORELINE	4283	Aurora Avenue North Multi-Modal Corridor Project (N 192nd St to N 205th St)	Roadway Related - State Route	2015	Constrained	$44,242,379		The corridor improvement will include access management, sidewalks, pedestrian crossings, landscaping and urban amenities, intersection improvements, congestion reduction and Business Access and Transit (BAT) lanes. The improvements will occur on Aurora Avenue N (SR 99) between N 192nd Street and N 205th Street. Partners include: WSDOT, King Count Metro and TIB.
SHORELINE	4435	15th Ave NE Corridor Improvement	Roadway Related - Arterial	2018	Constrained	$1,528,798		A corridor study will be performed for this Principal Arterial to identify a preferred transportation solution for this roadway segment, which could include a lane reduction from four to three and installation of bicycle lanes. This project would construct sidewalks where needed to result in continuous sidewalks along the corridor.
SHORELINE	1028	N 175th St	Roadway Related - Arterial	2018	Constrained	$19,804,345		Roadway capacity improvements (additional turn and through lanes, extension of turn pockets), sidewalks, bicycle lanes, transit transfer upgrade at Meridian Avenue N and intersection improvements at Meridican Avenue N
SHORELINE	4434	145th Street Improvements	Roadway Related - Arterial	2023	Constrained	$191,578,704		Construct improvements that include the following: • Improvements to vehicular capacity, safety and traffic flow, transit speed and reliability and accessibility to I-5 and the future light rail station. • Upgrade existing substandard, non-ADA compliant sidewalks and construct new sidewalk for a continuous system along the corridor • Install continuous illumination and landscaping, bus stop improvements. • Upgrade existing stormwater management system to improve water quality and provide flow control. • Install bicycle facilities.
SNOHOMISH	2823	Snohomish Centennial Trail	Bicycle/ Pedestrian	2011	Completed	$2,528,839		The Centennial Trail Extension project will construct approximately 0.75 miles of 12'-wide asphalt nonmotorized trail completing the missing link between the City's existing Centennial Trail terminus at Bowen Street and the existing Snohomish County Centennial Trail at Pine Avenue. The project includes approximately 4 acres of landscaping, five street crossings, street frontage and other improvements. The trail will be located within abandoned railroad right-of-way purchased by the City using FHWA STP(E), CMAQ and City funds.
SNOHOMISH	3577	Riverfront Trail, Western Section	Bicycle/ Pedestrian	2020	Constrained	$1,154,700		Shared Use Bike Path along Snohomish River
SNOHOMISH COUNTY	2805	Interurban Trail--124th Street SW I-5 overcrossing	Bicycle/ Pedestrian	2006	Completed	$166,860		Shared use bicycle path. See http://www1.co.snohomish.wa.us/Departments/Public_Works/Services/Roads/Projects/RC1022.htm
SNOHOMISH COUNTY	1950	Granite Falls Alternative Route (Bypass)	Roadway Related - Arterial	2011	Completed	$13,494,502		New 2-lane principal arterial
SNOHOMISH COUNTY	1956	112th Street SW/Beverly Edmonds Road	Roadway Related - Arterial	2009	Completed	$15,744,710		Improve to 5 lanes urban standards with bicycle lanes
SNOHOMISH COUNTY	2679	Riverfront/Interurban Connector	Bicycle/ Pedestrian	2025	Constrained	$403,978		Shared use bike path Not in local plans
SNOHOMISH COUNTY	4161	Eastside BNSF Trail (Segment C, Woodinville to Snohomish)	Bicycle/ Pedestrian	2020	Constrained	$4,331,359		Study and possibly implement acquisition, design, and construction of a paved and soft-surface regional trail. Rail freight to continue from Woodinville to BNSF main Stevens pass East-West line while trail is under consideration.
SNOHOMISH COUNTY	2263	North Creek Trail Link	Bicycle/ Pedestrian	2025	Constrained	$4,391,065		New Class I bike/ped trail. Construct missing links in the North Creek Trail from Bothell to Everett.
SNOHOMISH COUNTY	4016	North Creek Trail - Bothell to Mill Creek	Bicycle/ Pedestrian	2025	Constrained	$5,619,899		Regional Non-motorized trail
SNOHOMISH COUNTY	2822	Centennial Trail	Bicycle/ Pedestrian	2025	Constrained	$30,359,430		Shared use bicycle path
SNOHOMISH COUNTY	2853	White Horse Trail	Bicycle/ Pedestrian	2020	Unprogrammed		$19,320,685	Shared use bike path, currently gravel, future will be paved. Existing bridge structures will need to be decked and railed.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
SNOHOMISH COUNTY	2850	Centennial Trail	Bicycle/ Pedestrian	2012	Unprogrammed		$19,850,397	Shared use bicycle path
SNOHOMISH COUNTY	2842	Centennial Trail	Bicycle/ Pedestrian	2025	Unprogrammed		$30,359,430	Shared use bicycle path
SNOHOMISH COUNTY	584	Airport Way	Roadway Related - Arterial	2020	Unprogrammed		$10,863,266	Widening to 2/3 lane urban standards with bicycle lanes
SNOQUALMIE	4409	SR 202/Tokul Road Roundabout	Roadway Related - State Route	2014	Constrained	$4,290,005		Intersections of Tokul Rd/SR 202 and Mill Pond Rd/SR 202 will be reconstructed and combined into a single lane modern roundabout
SNOQUALMIE	2676	Meadowbrook Farm Trail Extension	Bicycle/ Pedestrian	2012	Unprogrammed		$737,699	Shared use bike path In local plans
SOUND TRANSIT	3658	I-90 Two-Way Transit & HOV Operations (Stage 3)	Roadway Related - State Route	2016	Constrained	$54,691,893		Stage 3: This stage will design and construct eastbound and westbound HOV lanes in the outer roadway between I-5 in Seattle and 80th Avenue SE in Mercer Island. Components of the project include: Mount Baker Ridge and First Hill Lid tunnel system improvements
SOUND TRANSIT	4276	I-90 Two-Way Transit & HOV Operations (Stage 2)	Roadway Related - State Route	2012	Completed	$39,000,000		Stage 2: This stage will design and construct (a) an eastbound HOV lane in the outer roadway between 80th Ave SE (Mercer Island) and Bellevue Way. Components of the project include: New HOV lane in the eastbound outer roadway; (b) 80th Ave SE HOV ramp modification to connect to the eastbound HOV lane; (c) Modification of Bellevue Way and I-405 HOV direct access from the eastbound HOV lane; (d) Eastbound I-90 to I-405 auxiliary lane extension west to East Mercer Way' and Variable speed limit system eastbound from 80th Ave SE to Bellevue Way.
SOUND TRANSIT	2372	Renton HOV Access/N 8th	Roadway Related - State Route	2011	Constrained	$72,631,746		Construct a direct-access HOV interchange on I-405 at North 8th Street in north Renton. PROJECT IMPLEMENTATION IS DEPENDENT ON WSDOT OBTAINING FUNDING FOR THE I-405 WIDENING PROJECT.
SOUND TRANSIT	2493	University Link light rail extension	Transit & Ferry Related	2016	Constrained	$1,819,997,688		Light rail. Extension from downtown Seattle transit tunnel to University of Washington. Stations at Broadway Ave/E John St (Capitol Hill) and Montlake Blvd/NE Pacific St (UW)
SOUND TRANSIT	2492	North Link light rail extension	Transit & Ferry Related	2021	Constrained	$2,011,576,392		Light rail. Extension from University of Washington to Northgate. Stations at Brooklyn/NE 45th (U-District), 12th Ave NE/NE 65th St (Roosevelt), and Northgate Transit Center @ 1st Ave NE/NE 103rd St (Northgate). Construct up to 450 parking spaces at one station.
SOUND TRANSIT	2520	Lynnwood Link light rail extension	Transit & Ferry Related	2023	Constrained	$1,532,629,632		Light rail. Extension from Northgate to Lynnwood. Potential stations at NE 130th St, NE 145th ST or NE 155th ST along I-5 (Jackson Park/North Seattle), NE 185th St/I-5 (Shoreline), 236th St SW or 220th St SW along I-5 (Montlake Terrace), and at or adjacent to Lynnwood Transit Center (Lynnwood). Construct up to 1500 parking spaces at four stations.
SOUND TRANSIT	2519	Link LRT Extension from Lynnwood to Everett	Transit & Ferry Related	2040	Constrained	$2,337,018,411		Light Rail extension. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027.
SOUND TRANSIT	2523	East Link light rail extension	Transit & Ferry Related	2021	Constrained	$2,848,241,189		Light rail. Extension from International District/Chinatown Station to Overlake Transit Center. Stations at Rainier Ave S/I-90 (Rainier), 77th Ave SE/I-90 (Mercer Island), Bellevue Way SE/112th Ave SE (South Bellevue), Main St/112th Ave SE (East Main), NE 4th St/110th Ave NE (Bellevue Transit Center), NE 8th St/116th Ave NE (Hospital), NE 15th St/120th Ave NE (120th), NE 16th St/130th Ave NE (130th), and 152nd Ave NE/SR520 (Overlake Village). Construct up to 2000 parking spaces at three stations.
SOUND TRANSIT	2524	Link LRT Extension from Overlake Transit Center to Redmond	Transit & Ferry Related	2030	Constrained	$839,612,969		Alignment and Stations. East Link project from the Overlake Transit Center to downtown Redmond. This segment would have three stations at SR-202 @ SR-520 (SE Redmond), BNSF ROW @ ~ 165th Ave. NE (Redmond Town Center), 161st Ave. NE @ NE 83rd St. (Redmond TC)
SOUND TRANSIT	2525	Link LRT Extension from SeaTac Airport to Highline Community College	Transit & Ferry Related	2020	Constrained	$776,223,972		Alignment and Stations : Kent-DesMoines Rd (Near Highline CC) to S 200th St (Station). From 200th to SeaTac/ Airport Station
SOUND TRANSIT	5391	Link LRT Extension from Highline Community College to Redondo/Star Lake Station	Transit & Ferry Related	2023	Constrained	$463,230,435		Alignment and Stations: From S 272nd St to Kent-DesMoines Rd (Near Highline CC).
SOUND TRANSIT	5392	Link LRT Extension from Redondo/Star Lake Station to Federal Way Transit Center	Transit & Ferry Related	2040	Constrained	$438,190,952		Alignment and Stations: Federal Way Transit Center (at S. 316/317th - track extends E from SR99 btwn 312th and 316th to meet the transit station) to S 272nd (272nd Street Station - S of 272nd to serve existing Redondo Heights P&R but opposite side of SR9
SOUND TRANSIT	4088	Link LRT Extension from Federal Way Transit Center to South Federal Way	Transit & Ferry Related	2040	Constrained	$393,617,754		Alignment and stations. From Federal Way TC (see #2525 for Fed Way TC info) to S 348th (vicinity: W side of I-5 and S. 348th).
SOUND TRANSIT	4089	Link LRT Extension from South Federal Way to Port of Tacoma	Transit & Ferry Related	2040	Constrained	$662,923,333		Alignment and stations. From S 348th St. to Port of Tacoma (station in vicinity between I-5 and 58th Ave).
SOUND TRANSIT	2526	Link LRT Extension from Port of Tacoma to Tacoma Dome	Transit & Ferry Related	2040	Constrained	$899,183,903		HCT Corridor. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027.
SOUND TRANSIT	5459	Tacoma Link light rail expansion	Transit & Ferry Related	2023	Constrained	$143,684,028		Light rail. Expansion of existing Tacoma Link system. Places served could include: Tacoma General and St. Joseph's medical campuses; mixed-use centers at Stadium High School, 34th & Pacific, 6th & Pine , 19th & Union, and Lower Portland Ave; Salishan; Pacific Highwa corridor to Fife; and Tacoma Community College.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
SOUND TRANSIT	4075	Extension of Tacoma Link to Tacoma Community College with Tacoma Link Technology	Transit & Ferry Related	2040	Unprogrammed		$749,031,431	Construct a 5.5-mile at-grade extension of the existing Tacoma Link system from the 9th Street/Theater District Station in Downtown Tacoma to Tacoma Community College. Stations under consideration: stations at Stadium High School, Tacoma General Hospital
SOUND TRANSIT	5295	LRT Ballard, Seattle, W Seattle	Transit & Ferry Related	2040	Unprogrammed		$1,836,228,752	Light Rail from Ballard to Seattle CBD then to West Seattle (exact alignment TBD but potentially along previously studied monorail alignment)
SOUND TRANSIT	5345	LRT UW to Ballard	Transit & Ferry Related	2040	Unprogrammed		$500,789,660	New LRT alignment (exact alignment TBD) generally following Pacific St. from the UW LRT station to the U District, then along N 45th St. to Ballard (at 15th)
SOUND TRANSIT	4087	Sounder South service expansion	Transit & Ferry Related	2023	Constrained	$185,800,690		Expansion of Seattle-Tacoma-Lakewood Sounder service beyond the level provided in Sound Move, and related track and signal improvements along the Seattle/Tacoma Sounder line to support the service expansion. Up to 26 trains (13 round trips) in the south will be provided through agreements with the BNSF.
SOUND TRANSIT	4080	Permanent Station at Tukwila	Transit & Ferry Related	2015	Constrained	$35,472,601		Build permanent station facilities, bus loading area, and new parking facilities (400 new stalls) for a total of 620 stalls at the station upon completion. See also 3557 for Tukwila street access project.
SOUND TRANSIT	4050	Edmonds Station	Transit & Ferry Related	2011	Completed	$14,909,723		Commuter Rail Station including two platforms, shelters for weather protection, off-street bus area, short-term parking, and about 150 parking spaces
SOUND TRANSIT	4072	New Permanent Sounder Station at Edmonds Crossing	Transit & Ferry Related	2023	Constrained	$27,312,711		This project would relocate the interim station at Edmonds to the permanent location and expand parking by up to 300 structured stalls for Sound Transit riders, in conjunction with Washington State Ferries' Edmonds Crossing multimodal terminal project. CO
SOUND TRANSIT	4071	Parking Garage at Mukilteo Sounder Station	Transit & Ferry Related	2023	Constrained	$15,668,280		Joint Development of a garage at the Mukilteo Sounder station. ST to provide funding to construct up to 130 additional structured parking stalls for Sounder riders in a joint-use parking garage developed as part of Washington State Ferries' Mukilteo Land
SOUND TRANSIT	4082	New Station in North Sumner	Transit & Ferry Related	2040	Unprogrammed		$64,921,078	Construct a new Sounder station including station facilities, bus boarding area, and a surface parking lot with up to 400 stalls upon completion.
SOUND TRANSIT	4047	Tacoma-Lakewood Track & Signal	Transit & Ferry Related	2012	Completed	$187,796,122		Track and signal improvements needed to implement the Tacoma-to-Lakewood Commuter Rail project. May include a rail grade-separated overcrossing at Pacific Avenue and S 26th Street in downtown Tacoma listed in project 4110.
SOUND TRANSIT	2533	Sounder Lakewood to Dupont Extension	Transit & Ferry Related	2040	Unprogrammed		$130,696,380	Extension of service to DuPont, upgrade of track & signals between Lakewood and DuPont, and a new station at DuPont HAS ABSORBED 3314
SOUND TRANSIT	4081	Auburn Station improvements	Transit & Ferry Related	2023	Constrained	$33,385,977		Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 500 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.
SOUND TRANSIT	2644	Kent Station improvements	Transit & Ferry Related	2023	Constrained	$31,299,354		Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 450 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.
SOUND TRANSIT	2640	S. 200th Park and Ride	Transit & Ferry Related	2020	Constrained	Cost included in other projects		630 new stalls
SOUND TRANSIT	4084	Puyallup Station improvements	Transit & Ferry Related	2023	Constrained	$59,468,772		Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities,parking management and capacity expansion (up to 600 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.
SOUND TRANSIT	4085	South Tacoma Station improvements	Transit & Ferry Related	2023	Constrained	$39,645,848		Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 400 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.
SOUND TRANSIT	4086	Lakewood Station improvements	Transit & Ferry Related	2023	Constrained	$38,602,536		Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 600 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.
SOUND TRANSIT	4079	Surface Parking Expansion at Tacoma Dome Station	Transit & Ferry Related	2023	Constrained	$13,563,053		Construct a new surface parking lot with up to 300 stalls, for a total of 2,700 stalls upon completion.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
SOUND TRANSIT	4083	Sumner Station improvements	Transit & Ferry Related	2023	Constrained	$41,732,472		Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 400 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems.
SOUND TRANSIT	3311	Sounder station in Ballard	Transit & Ferry Related	2040	Unprogrammed		$34,950,945	Sounder commuter rail. Construct new station (boarding platforms and related access improvements) along north Sounder line at approximately NW 70th St in Ballard (Seattle).
SOUND TRANSIT	4073	New Sounder Station at Broad Street	Transit & Ferry Related	2040	Unprogrammed		$38,732,347	Construct new station at the north end of the downtown Seattle core in the vicinity of Broad Street
SOUND TRANSIT	5294	HCT Redmond to UW	Transit & Ferry Related	2040	Unprogrammed		$1,669,298,865	New HCT alignment (mode and exact alignment TBD) starting from Redmond TC and generally following the Link LRT Extension from Overlake to Redmond (MTP 2524) but then following SR 520 to vicinity of the UW LRT station.
SOUND TRANSIT	5359	HCT Northgate to Bothell	Transit & Ferry Related	2040	Unprogrammed		$1,669,298,865	HCT (mode TBD) from Northgate to Bothell via Roosevelt, NE 125th St., SR 522
SOUND TRANSIT	2529	HCT Extension from South Bellevue to Issaquah	Transit & Ferry Related	2040	Unprogrammed		$1,335,439,092	HCT Corridor. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027.
SOUND TRANSIT	2527	I-405 HCT Corridor from I-5 Interchange (Lynnwood) to Burien	Transit & Ferry Related	2040	Unprogrammed		$5,842,546,029	HCT Corridor. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027. HAS ABSORBED 2528, 2531, AND 2532. Intersects the Central Link line between the Airport and downtown Seattle but does
SOUND TRANSIT	5296	BNSF - Eastside	Transit & Ferry Related	2040	Unprogrammed		$1,335,334,761	Utilize the Eastside BNSF rail corridor from Snohomish - Woodinville to Renton/ Tukwila for Commuter Rail
SOUND TRANSIT	2502	Sounder Commuter Rail Auburn-Tacoma Track & Signal	Transit & Ferry Related	2008	Completed	$206,575,735		Track and signal improvements.
SOUND TRANSIT	4160	Kirkland Transit Center(3rd Street Downtown)	Transit & Ferry Related	2010	Constrained	$14,948,932		Provide a new transit center on 3rd Street between Central Way and Kirkland Avenue. The project will transform the existing bus facility into a regional transit hub with expanded bus capacity and routing options, improved waiting areas and passenger shel
SOUND TRANSIT	4110	Pacific Avenue at S.26th/South Tacoma Way Rail grade separation crossing	Roadway Related - Arterial	2010	Completed			Build a rail grade separation crossing on Pacific Avenue in Tacoma to eliminate construction of two new at-grade crossings at Pacific Avenue and South Tacoma Way and would substantially improve safety and capacity for future operating expansion of passenger train service along the rail corridor. Cost reflected in 4047.
SOUTH PRAIRIE	2814	Foothills Trail	Bicycle/ Pedestrian	2010	Constrained	$702,570		Shared use bike path
SUMNER	500	Traffic Ave/Puyallup Riv Bridge Replacement	Roadway Related - Arterial	1998	Completed		$6,272,950	Widen Traffic Ave in Sumner and replace bridge across Puyallup River.
SUMNER	2913	Sumner Trail	Bicycle/ Pedestrian	2012	Completed	$4,391,065		Construct multiuse trail on the east side of the Stuck River from the Stuck River Bridge on Stewart Road to 16th Street E in the City of Sumner. This project will include constructed a trail along the western edge of the golf course and constructing a pedestrian bridge over the Stuck River.Houston Road to 24th Street E. This trail will provide access to the proposed Interurban and Foothill Trail extensions to the north and to existing, developer-built trails on the west bank of the Stuck River to the south.
SUMNER	2914	Sumner Trail	Bicycle/ Pedestrian	2014	Constrained	$3,763,770		Construct multiuse trail on the east side of the Stuck River from the SR 410 overpass on State Street to the Tacoma Avenue Bridge. This trail will provide access to the proposed Interurban and Foothill Trail extensions to the north and to the Foothills and Puyallup Trails to the south.
SUMNER	2684	Sumner Trail	Bicycle/ Pedestrian	2014	Constrained	$5,018,360		Construct multiuse trail on the east side of the Stuck River from the Tacoma Avenue Bridge to 24th Street E. This trail will provide access to the proposed Interurban and Foothill Trail extensions to the north and to the Foothills and Puyallup Trails to the south.
SUMNER	4460	Stewart Road (8th Street) Bridge	Roadway Related - Arterial	2018	Constrained	$10,063,092		Replace existing bridge over the White River with a four lane bridge The Stewart Road corridor provides service to West Valley Highway, East Valley Highway and SR-167 from Auburn, Pacific, Bonney Lake, Pierce County and Sumner. Stewart Road sees significant truck traffic from the industrial and manufacturing centers located in north Sumner and south Pacific. The existing bridge structure consists of two 12-foot lanes, with no shoulders, and has been classified as "functionally obsolete". This project will replace the existing two lane bridge over the White River at Stewart Road. The bridge replacement will accommodate four lanes of traffic, two 12-foot center lanes, two 15-foot outer lanes to accommodate both motorized and bicycle traffic, a 6.5-foot sidewalk on the south side, and a 10.5-foot sidewalk on the north side of the roadway. The overall bridge width, with guardrail, will be approximately 74-feet. The overall bridge length will be approximately 260-feet.
Sumner	4466	West bound ramps Highway 410 and 166th Avenue E.	Roadway Related - State Route	2018	Constrained	$1,796,981		Reconstruct West bound on and off ramps to tie into 64th Street East.
SUMNER	499	Stuck River Bridge	Roadway Related - Arterial	2016	Unprogrammed		$12,567,563	Widen existing bridge to improve access to Sumner and SR-410 weave

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
TACOMA	4104	Hylebos Bridge, on E. 11th Street corridor between Taylor Way and Marine View Drive	Roadway Related - Arterial	2011	Completed		$17,054,725	Bridge Construction
TACOMA	4291	Historic Water Ditch Trail	Bicycle/ Pedestrian	2009	Completed	$1,517,727		Phase I--construct a Class 1 trail aligned on Tacoma's flume line right-of-way along Clement Ave. Total trail length all phases is approximately 6.5 miles
TACOMA	2847	Historic Water Ditch Trail	Bicycle/ Pedestrian	2013	Completed	$1,731,422		Phase II--construct a Class 1 trail aligned on Tacoma's flume line right-of-way along Clement Ave. The trail length is approximately 1.8 miles. Trail amenities include bike racks, signage, trash receptacles, benches, and lighting. An existing small parking lot at South 76th Street and Cedar Street will be bought up to standards and will include trailhead elements.
TACOMA	3550	Lincoln Ave Grade Separation	Roadway Related - Arterial	2011	Completed	$46,020,687		Grade Separation. This project will construct a three-lane overpass on Lincoln Avenue from Thorne Road to Marc Avenue for a total length of 3,000 feet. The completion of the Lincoln Avenue Overpass will allow for the unimpeded movement of vehicles and trains that move freight and goods in the Port of Tacoma. The overpass will allow rail-switching activity to take place without compromising over the road freight movements between Port Terminals and other businesses in the Puget Sound Region and beyond. The bridge will be a 3-lane structure at the time of implementation in 2009, but will be built to support five lanes; the additional lanes are expected to be added based on capacity needs by 2015. The total cost for all phases of this project (2006 estimate) is $42.5 M.
TACOMA	2827	Pipeline Trail	Bicycle/ Pedestrian	2016	Constrained	$3,352,627		Multimodal trail on Pipeline ROW from E. 40th to south City limits at S. 72nd St.
TACOMA	2688	Prairie Line Trail	Bicycle/ Pedestrian	2016	Constrained	$4,789,468		Active transportation path in the heart of downtown Tacoma along the historic Prairie Line trail corridor from 400' south of S. 25th, through University of Washington Tacoma campus and down to the Foss Waterway.
TACOMA	5514	Schuster Parkway Trail	Bicycle/ Pedestrian	2017	Constrained	$4,789,468		Multimodal Trail along Schuster Parkway linking the downtown Tacoma with Ruston Way and north end neighborhoods.
TACOMA	4293	Historic Water Ditch Trail Phase IV	Bicycle/ Pedestrian	2016	Constrained	$5,747,361		Phase IV--construct a nonmotorized facility along South Tacoma Way from Pine St. to M St. The project requires additional planning to determine if the accommodation is a separate trail or bike lanes.
TACOMA	4292	Historic Water Ditch Trail Phase III	Bicycle/ Pedestrian	2015	Constrained	$5,938,940		Phase III--construct a nonmotorized facility along South Tacoma Way. Connections to the planned Prairie Line Trail near South 'C' Street and the planned 'A' Street pedestrian tunnel at E. 26th Street.
TACOMA	4121	Pacific Ave. Safety and Mobility Improvements	Roadway Related - Arterial	2013	Constrained	$4,488,715		Increase SOUNDER passenger rail capacity without degrading existing/future arterial capacity by grade separating the two travel modes.
TACOMA	4432	Brewery District Roadway Improvement	Roadway Related - Arterial	2019	Constrained	$17,969,807		This project will implement the "Complete Streets" concept in the area of south downtown known as the brewery district. Improvements will include bike lanes, sidewalks, street bulb outs, transit improvements, signalization improvements, channelization, stormwater improvements, utilities and more to transform several arterial streets into a multimodal network that improves efficiency for all modes of transportation. The project will improve connections to the LINK Light Rail transit center and to the Tacoma Dome Station, (Regional Transit Center).
TACOMA	4431	MLK Mixed Use Center Complete Streets Improvement Project	Roadway Related - Arterial	2019	Constrained	$28,751,691		This project will implement the "Complete Streets" concept in the area anchored by our two major healthcare facilities. Improvements will include bike lanes, sidewalks, street bulb outs, transit improvements, signalization improvements, channelization, stormwater improvements, utilities and more to transform several arterial streets into a multimodal network that improves efficiency for all modes of transportation. The project will improve connections to the LINK Light Rail transit center and to the Tacoma Dome Station, (Regional Transit Center).
TACOMA	3648	Puyallup Bridge F16A & F16B Replacement	Roadway Related - Arterial	2015	Constrained	$38,315,741		Bridge Construction, from 3 to 4 lanes.
TACOMA	5507	Train To The Mountain Trail	Bicycle/ Pedestrian	2040	Unprogrammed		$78,248,384	Shared use path from Tacoma to Mt. Rainier
TACOMA	4105	Puyallup River Bridge Rehabilitation (F16C, F16D, F16E).	Roadway Related - Arterial	2021	Unprogrammed		$57,473,611	Bridge Construction. Widen from 1 to 2 lanes WB
TUKWILA	3431	SR 99/ Pacific Highway South (Tukwila)	Roadway Related - State Route	2012	Completed	$9,314,764		Reconstruct existing roadway which is two (2) through lanes in each direction, a center two-way left turn lane, left and right turn lanes at intersections, and bus pullouts. Other improvements will include curb and gutter, sidewalks, landscaping, drainage, curb ramps, signing, illumination, burying of overhead utilities, traffic signal modifications, and interconnect.
TUKWILA	1303	Tukwila Urban Center Transit Center	Transit & Ferry Related	2014	Constrained	$12,545,899		Construct Transit Center in the CBD
TUKWILA	3429	Interurban Trail/Green River Trail	Bicycle/ Pedestrian	2010	Completed	$851,968		Construct a bicycle and pedestrian trail between and Strander and Southcenter Blvds completing the Green River / Interurban trail between Alki and Flaming Geyser trail. Segment is expected to interface with future multimodal center.
TUKWILA	1294	BNSF Intermodal Railyard Access	Roadway Related - Arterial	2020	Constrained	$4,284,425		Design and construct a new access to BNSF intermodal railyard

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
TUKWILA	1299	E Marginal Way	Roadway Related - Arterial	2020	Unprogrammed		$2,452,723	Design and construct widening to 3 lanes including curbs, gutters, sidewalks, drainage, and paving
TUKWILA	1300	Tukwila International Blvd	Roadway Related - Arterial	2018	Unprogrammed		$3,763,770	Design and construct widening including paving, curbs, gutters, sidewalks, drainage
TUKWILA	3557	Tukwila Station Access with 156th St to 16th Ave S Link	Roadway Related - Arterial	2020	Unprogrammed		$31,615,666	The project will construct approximately 1500 feet of new roadway, curb, gutter and sidewalks, and rail bridges to pass under the BNSF and UP tracks; connecting S 156th St in Tukwila to 16th Ave in Renton. Projects 4051 and 4080 describe the accompanying rail station (for Sound Transit and Amtrak) and Park & Ride facilities. Express bus and light rail may also serve the site.
TULALIP TRIBES	5429	I-5 @ 116th Street NE Interchange	Roadway Related - State Route	2015	Constrained	$31,667,043		This project replaces and upgrades a bottlenecked two signal diamond interchange overcrossing with a higher capacity Single Point Urban Interchange with one signal. Key project elements include adding an additional thru lane in each direction on 116th ST NE, widening of all interchange ramps and turn lanes, HOV bypass lanes on the on ramps, ramp metering, ITS equipment, replacement of the existing 3-lane overpass (116th ST NE) with an 8-lane bridge, bike lanes and sidewalks across I 5, and local road improvements.
Washington State Ferries	5135	Colman Dock	Transit & Ferry Related	2040	Constrained	$243,638,929		WSF facility improvements
Washington State Ferries	808	Mukilteo Multimodal Terminal	Transit & Ferry Related	2015	Constrained	$9,660,342		Develop new multimodal terminal at current location for rail, bus, ferry, pedestrian, bicycle; initial work on access from terminal to Paine Field Blvd Extension. See 4071 for Park and Ride portion.
Washington State Ferries	2486	Mukilteo Terminal Relocation/Expansion	Transit & Ferry Related	2015	Constrained	$141,284,271		Terminal relocation/expansion
WOODINVILLE	2383	SR 202 Corridor Widening Improvement	Roadway Related - State Route	2010	Unprogrammed		$6,497,038	Widening, bike and ped facilities, ped bridge, landscaping, widened to 3 lanes
WOODINVILLE	4019	SR 202 Intersection Corridor Improvement (CCRP)	Roadway Related - State Route	2020	Unprogrammed		$40,065,068	Rechannelization and reconfiguration of SR 202, including new turn pockets, widening, new traffic signal, and on-ramps, New connection between SR 202 and 175th. New ramp.
WOODINVILLE	2377	BNRP: Trestle Replacement and Sammamish Bridge Replacement	Roadway Related - State Route	2011	Constrained	$13,200,000		Trestle Replacement: Widen existing roadway, including bridge sections, trestle removal, re-channelization, additional lanes, non-motorized improvements, signal and operational studies as needed to improve travel time and LOS. SBRP: Widen two-lane road and bridge section to provide additional lanes, curb-gutter, sidewalks and bike lanes for travel and queue storage.
WOODINVILLE	2815	Woodinville Valley Trail	Bicycle/ Pedestrian	2010	Constrained	$201,989		Shared use bike path (exact location needs to be verified)
WOODINVILLE	4018	Woodinville-Sno Rd Widening	Roadway Related - Arterial	2012	Unprogrammed		$3,248,519	Widen existing two lanes to provide an additional continuous left turn lane; also bike lanes
WOODINVILLE	4017	Woodinville-Sno Rd Widening	Roadway Related - Arterial	2015	Unprogrammed		$3,465,087	Widen existing two lanes to provide additional lanes, turn lanes, curb/gutter and bike lanes, street lighting and signal improvements, 2 lanes to 3 lanes
WSDOT	4412	US 2: Trestle Widening - Stage 1	Roadway Related - State Route	2020	Constrained	$157,808,957		Build a new westbound US-2 structure over Ebey Slough for the future configuration of 2 general purpose lanes and 1 HOV lane. Realign the westbound SR 204 to westbound US-2 on-ramp utilizing the new westbound structure, improving the weaving conditions fo
WSDOT	5323	US 2 "Trestle" ATM	Roadway Related - State Route	2010	Completed	$288,675		Restripe the east bound carriageway to allow hard shoulder running (3 lanes) during the PM peak and install other companion ATM devices.
WSDOT	5444	US 2: Monroe Bypass - phase 1	Roadway Related - State Route	2020	Constrained	$36,493,321		Construct a two lane SR 522 extension to the north and terminate at Chain Lake Road that connects to the local street system.
WSDOT	1620	US 2: Monroe Bypass phases 2 & 3	Roadway Related - State Route	2020	Unprogrammed		$144,000,000	Construct a four- lane, limited access bypass around Monroe on new alignment to the north of the city. This project could be constructed in two stages.
WSDOT	5324	US 2: Trestle Widening - Stage 2	Roadway Related - State Route	2040	Unprogrammed		$591,783,589	Widen the trestle to 3 lanes each direction (with HOV lane) with standard lane and shoulder widths and improve the US 2/I-5 interchange.
WSDOT	4175	US 2: SR 204 to Bickford	Roadway Related - State Route	2040	Constrained	$67,000,000		Widen to 4 lanes.
WSDOT	4176	US 2: Bickford to Monroe	Roadway Related - State Route	2040	Unprogrammed		$340,000,000	Widen to four lanes. The alignment may be on the existing highway or it may be on R/W purchased for a bypass in the 1960s. The final decision should be resolved in an EIS.
WSDOT	4177	US 2: Monroe to City of Sultan	Roadway Related - State Route	2040	Unprogrammed		$246,576,496	Widen the corridor to four lanes.
WSDOT	4178	US 2: within Sultan	Roadway Related - State Route	2040	Unprogrammed		$140,322,243	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.
WSDOT	1704	US 2: Sultan to Goldbar	Roadway Related - State Route	2040	Unprogrammed		$76,000,000	In between Sultan and Gold Bar would be a four lane section (two lanes in each direction) separated by a four foot median with rumble strips to improve safety.
WSDOT	5419	US 2: within Goldbar	Roadway Related - State Route	2040	Unprogrammed		$46,000,000	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.
WSDOT	5420	US 2: within Baring	Roadway Related - State Route	2040	Unprogrammed		$43,000,000	Widen to four lanes (safety related widening)
WSDOT	4185	SR 3 @ SR 16 Interchange (Gorst)	Roadway Related - State Route	2017	Constrained	$18,368,737		Eliminate lane drop on SR 16 to northbound SR 3 by extending the lane north of the railroad bridge and extending the northbound SR 3 on-ramp.
WSDOT	4182	SR 3 @ SR 304 I/C - Ramp Modification	Roadway Related - State Route	2015	Constrained	$10,038,544		Extend SB SR 3 two-lanes though SR 304 Interchanges and adjust SR 304 SB ramp to merge instead of add lane.
WSDOT	5422	US 3	Roadway Related - State Route	2040	Unprogrammed		$109,000,000	Widen from Imperial Way to SR 16 to four lanes

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
WSDOT	4184	SR 3: SR 16 to SR 304 - HOV Widening	Roadway Related - State Route	2040	Unprogrammed		$256,759,848	Widen from four to six-lane divided facility (creating one HOV lane in each direction) between the SR 3/SR 16 Interchange and the SR 3/SR 304 Interchange.
WSDOT	4183	SR 3 @ SR 304 I/C - Interchange Reconstruction	Roadway Related - State Route	2035	Unprogrammed		$48,000,000	Reconstruct Interchange.
WSDOT	1828	SR 3: SR 304 to Loxie Eagens Blvd - HOV Widening	Roadway Related - State Route	2040	Unprogrammed		$14,883,205	Widen to 6 lanes (creating one HOV lane in each direction) from SR 304 to Loxie Eagans Boulevard; and maintain the northbound auxiliary lane.
WSDOT	4181	SR 3: Pioneer Way to Kinman-Big Valley Rd	Roadway Related - State Route	2016	Unprogrammed		$13,311,442	Southbound truck/climbing lane between Pioneer Way and Kinman-Big Valley Road.
WSDOT	4180	SR 3: SR 305 to SR 104	Roadway Related - State Route	2040	Unprogrammed		$56,726,013	Widen to a 4-lane, median divided facility
WSDOT	1832	SR 3: Kinman-Big Valley Rd to SR 104	Roadway Related - State Route	2030	Constrained	$27,261,600		Add northbound (NB) truck/climbing holding lane
WSDOT	4430	I-5/JBLM Corridor Planning and NEPA documentation	Roadway Related - State Route	2015	Constrained	$5,338,680		Complete interchange justification reports and begin NEPA documentation for DuPont Steilacoom Road, 41st Division St. Berkley St., and Thorne Lane interchanges reconstruction and corridor widening.
WSDOT	1803	I-5: Mounts-Old Nisqually Road to 41st Division Drive, JBLM	Roadway Related - State Route	2025	Unprogrammed		$153,315,945	Add one lane each direction (GP or HOV/HOT) - Mounts-Old Nisqually Road to 41st Division Drive
WSDOT	4419	I-5/JBLM Dupont-Steilacoom - New Interchange	Roadway Related - State Route	2020	Constrained	$92,172,086		This project would replace the interchange with one that would have more capacity to move more traffic and allow additional lanes to be added to I-5.
WSDOT	4420	I-5/JBLM, 41st Division Dr. I/C	Roadway Related - State Route	2020	Constrained	$19,575,161		This project builds a new bridge that allows one ramp to pass over the other allowing traffic to flow smoother. This results in a reduction of congestion and an improvement of safety on I-5.
WSDOT	4421	I-5/JBLM, Berkeley Drive I/C	Roadway Related - State Route	2020	Constrained	$89,434,301		This project would replace the interchange with a more modern design that could accommodate the levels of traffic anticipated in the future as well as provide additional width to add new lanes on I-5.
WSDOT	4422	I-5/JBLM, Thorne Lane Interchange	Roadway Related - State Route	2020	Constrained	$172,989,666		This project would replace the interchange with a more modern design that could accommodate the levels of traffic anticipated in the future as well as provide additional width to add new lanes on I-5. The new interchange will accommodate more traffic by a
WSDOT	4194	41st Division Dr. to Thorne Lane	Roadway Related - State Route	2015	Constrained	$113,161,769		Construct SB and NB auxiliary lanes
WSDOT	4423	I-5: Thorne Lane to Gravelly Lake Dr. - Frontage Road	Roadway Related - State Route	2020	Constrained	$29,606,404		This project improves traffic flow on I-5 by completing a missing local connection.
WSDOT	4424	I-5/Thorne Lane to Gravelly Lake Drive - Auxiliary Lanes	Roadway Related - State Route	2025	Unprogrammed		$21,700,000	Construct SB and NB auxiliary lanes
WSDOT	1720	I-5: Thorne Lane to SR 512.	Roadway Related - State Route	2030	Unprogrammed		$133,157,884	Add HOV/HOT Lanes in both directions.
WSDOT	4190	I-5 @ SR 512 Interchange (Tier 1)	Roadway Related - State Route	2020	Constrained	$52,684,144		Tier 1 -Constructs short term improvements to address congestion at the SR 512 interchange; including auxiliary lanes between NB I-5 Bridgeport Way and EB SR 512, NB I-5 between SR 512 and 84th.
WSDOT	4425	I-5 @ SR 512 Interchange (Tier 2)	Roadway Related - State Route	2020	Unprogrammed		$501,927,201	"Tier 2 - In addition to the short term improvements described in Tier 1, Tier 2 rebuilds the interchange to provide free movements for all directions. Flyover ramps will be provided for the movements from I-5 NB to SR 512 EB, SR 512 EB to I-5 NB and I-5 NB to SR 512 WB. A loop ramp will be provided for the movement from SR 512 WB to I-5 SB."
WSDOT	4189	I-5: S. 96th to SR 16 - Widening (HOV/HOT)	Roadway Related - State Route	2025	Constrained	$284,729,612		Extends HOV lanes south in both directions between the SR 512 interchange and the SR 16 interchange. Reconstructs the 72nd Street and 84th Street interchanges to accommodate the widening and improve traffic movements on and off the interstate, replace the S 48th St. Bridge.
WSDOT	1644	I-5: SR 16 to Port of Tacoma Rd Interchange	Roadway Related - State Route	2017	Constrained	$767,344,825		Core HOV lanes, interchange improvements, ITS, enhanced transit. Actual restriping and opening of HOV lanes south of the Port of Tacoma Interchange is likely to occur during or after POT Bridge replacement work (2017) since existing POT Interchange does
WSDOT	4529	I-5 @ Port of Tacoma Interchange Improvement	Roadway Related - State Route	2025	Constrained	$28,676,259		Reconstruct the Port of Tacoma Road interchange (study underway to determine final configuration)
WSDOT	5343	I-5: Port of Tacoma Rd Interchange to Pierce/King County Line	Roadway Related - State Route	2012	Completed	$350,992,157		Core HOV lanes, interchange improvements, ITS, enhanced transit.
WSDOT	5424	I-5 HOV to HOT lane Conversion: SR 16 to Pierce/ King County Line	Roadway Related - State Route	2015	Constrained	$22,653,447		Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.
WSDOT	5425	I-5 HOV to HOT lane Conversion: Pierce/ King County Line to S. 260th	Roadway Related - State Route	2015	Constrained	$25,080,602		Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.
WSDOT	5426	I-5 HOV to HOT lane Conversion: S. 260th to I-405	Roadway Related - State Route	2015	Constrained	$155,337,920		Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.
WSDOT	5427	I-5 HOV to HOT lane Conversion: I-405 to US 2	Roadway Related - State Route	2015	Constrained	$252,424,120		Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
WSDOT	2567	I-5 @ SR 18/SR 161 (Triangle) - phase 1	Roadway Related - State Route	2012	Completed	$104,410,394		Phase 1 - The interchange will be modified to eliminate the current weave ramps on I-5 both southbound and northbound, and on SR 18 westbound and eastbound. The project will rebuild the I-5 / SR-18 interchange by replacing the northwest and southeast cloverleaf ramps with a westbound SR 18 to southbound I -5 "flyover" ramp and an eastbound SR 18 to northbound I-5 flyover" ramp. It will also build a new direct connection from westbound SR 18 to SR 161 in the vicinity of S 359th ST, realign the eastbound SR 18 to Southbound I-5 at-grade access ramp and associated elements.
WSDOT	5535	I-5 @ SR 18/SR 161 (Triangle) - phase 2	Roadway Related - State Route	2020	Constrained	$101,589,516		Phase 2 - This project completes the reconstruction of the I-5/SR 18/SR 161 interchange by constructing a southbound Collector-Distributor lane from SB I-5 to the intersection of 359TH ST and 356TH St along SR 161, Weyerhauser Way to westbound SR 18 flyover ramp, replace the SR 161 Bridge that crosses over I-5, and making other interchange modifications.
WSDOT	4091	I-5 @ 272nd Street Interchange	Roadway Related - State Route	2030	Constrained	$81,440,576		Reconstruct the S. 272nd Street I/C. Current concept is for a SPUI, This project includes a flyer stop.
WSDOT	1595	I-5 @ Airport/Industrial Way	Roadway Related - State Route	2025	Constrained	$77,277,744		HOV direct access connection to South Industrial Way/E3 bus way.
WSDOT	5508	I-5: Seneca to Mercer St - Additional lane	Roadway Related - State Route	2020	Constrained	$9,863,060		The project will provide an additional NB lane to relieve congestion in the Downtown Seattle area of I 5. Requires narrowing traveled lanes to 11 feet and widening a structure
WSDOT	4200	I-5 @ Mercer and SR 520 I/C's	Roadway Related - State Route	2040	Unprogrammed		$708,777,711	Reconstruct the Mercer Street and SR 520 Interchanges to eliminate the left side exit ramps.
WSDOT	5336	I-5: NB Express Lanes Northgate Vic - Merge Revision	Roadway Related - State Route	2020	Constrained	$19,726,120		Separate the northbound HOV and GP merge from the express lanes to the mainline by moving the GP merge south to the 92nd Street vicinity.
WSDOT	4198	I-5 @ Lake City Way	Roadway Related - State Route	2025	Constrained	$58,602,289		Extend right lane that drops to Lake City Way up to the N 85th St. exit and braid the N 70th on ramp into the mainline.
WSDOT	4199	I-5: SR 104 to NE 175th	Roadway Related - State Route	2025	Constrained	$15,455,549		Construct a southbound auxiliary lane on I-5 from SR 104 down to NE 175th Street.
WSDOT	1624	I-5: 220th St. SW to 44th Ave W	Roadway Related - State Route	2025	Constrained	$7,083,793		Construct a northbound auxiliary lane.
WSDOT	1625	I-5 @ 196th St (SR 524) Interchange Southbound Braided Ramp Project	Roadway Related - State Route	2012	Completed	$32,252,206		This project will construct a braided ramp configuration where the SR 525 to southbound I-5 ramp and the I-405 to southbound I-5 ramp will be grade separated over the southbound I-5 to 196th St. ramp. It is expected this concept will improve the I-5 mainline operations, eliminate the weave and address a high accident location.
WSDOT	4278	I-5 @ 196th St (SR 524) Interchange Northbound Braided Ramp Project	Roadway Related - State Route	2030	Constrained	$60,000,000		This project adds a braided ramp NB at the I-5/ 196th St I/C
WSDOT	1706	I-5 @ SR 96 / 128th St SW	Roadway Related - State Route	2035	Unprogrammed		$96,664,613	Reconstruct interchange. Current concept is for a SPUI
WSDOT	4006	I-5 @ 100th and Everett Mall: South Everett Interchange Improvements	Roadway Related - State Route	2030	Constrained	$44,935,982		Construct a new crossing under I-5 at 100th St and provide NB and SB HOV access south of SR 526/SR527/South Broadway interchange. This entails a new on-ramp from NB ever mall way to SB I-5 Undercrossing at 100th St. SE which terminates at E side of freeway. This involves an arterial under I-5 then surface on W side of I-5. Those arterial improvements extend on that side up to 7th. NB Everett mall way to SB I-5 (on collector distributor on W side of I-5) starts from 526 to SB I-5 - on ramp traffic will connect.
WSDOT	5430	I-5 @ SR 526 I/C	Roadway Related - State Route	2015	Unprogrammed		$3,236,207	Construct on ramp to southbound I-5. Either at SR 526 I/C or SR 99/ Everett Mall Way. Exact location TBD
WSDOT	1708	I-5: SR 2 to SR 528	Roadway Related - State Route	2040	Unprogrammed		$534,096,840	Construct HOV/HOT Lanes in each direction and reconstruct the SR 528 I/C
WSDOT	4204	I-5: SR 528 to SR 531	Roadway Related - State Route	2040	Unprogrammed		$116,133,115	Add one lane in each direction (from 3-4 lanes)
WSDOT	1945	I-5 @ 88th St. N Interchange	Roadway Related - State Route	2015	Constrained	$50,970,255		Reconstruct interchange to a SPUI configuration
WSDOT	1627	SR 9 Widening: 212th St. SE to 176th St. SE	Roadway Related - State Route	2015	Constrained	$65,589,348		Widen SR 9 to 4/5 lanes
WSDOT	4428	SR 9 Widening: SR 522 to 212th St SE	Roadway Related - State Route	2011	Completed	Cost included in 1627		Widen SR 9 to 4/5 lanes
WSDOT	4265	SR 9: SR 96 to Marsh Road	Roadway Related - State Route	2011	Completed	$34,334,166		This project will widen SR 9 to two lanes in each direction and add left and right turn lanes at SR 96 and Marsh Rd. Other improvements include upgrading the existing lighting and traffic signals and modifying the drainage system at each intersection.
WSDOT	4206	SR 9	Roadway Related - State Route	2030	Constrained	$60,164,665		Widen to four/ five lanes.
WSDOT	4207	SR 9	Roadway Related - State Route	2030	Constrained	$9,749,928		Widen to 4 lanes and intersection improvements at Marsh Road
WSDOT	5431	SR 9: Snohomish River Bridge	Roadway Related - State Route	2030	Constrained	$87,749,353		Replace bridge with new 4-lane bridge across river. Also, new 4-lane overflow bridge south of Snohomish River with ramp and interchange improvements.
WSDOT	5432	SR 9	Roadway Related - State Route	2030	Constrained	$51,617,266		Widen to 4 lanes and intersection improvements
WSDOT	5433	SR 9 / US2 Interchange	Roadway Related - State Route	2030	Constrained	$20,073,381		Reconstruct the SR 9/US 2 I/C
WSDOT	4208	SR 9	Roadway Related - State Route	2035	Constrained	$66,881,462		Widen to 4/5 lanes from US-2 to Lake Stevens Road
WSDOT	4413	SR 9 @ SR 204 Intersection Improvement	Roadway Related - State Route	2020	Constrained	$18,246,661		Widen SR 9 for both northbound and southbound to provide one additional through lane at the SR 9/SR 204 intersection. A grade separated option is also being evaluated.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
WSDOT	4209	SR 9	Roadway Related - State Route	2015	Constrained	$12,944,827		Add third NB and third SB through lanes
WSDOT	4267	SR 9: Lundeen Pkwy to SR 92	Roadway Related - State Route	2013	Completed	$38,960,585		This project adds new northbound and southbound SR-9 through lanes, improves or adds the left and right turn lanes on northbound and southbound SR-9 as needed, adds a left turn lane and extends the right turn lane on SR 92, and upgrades illumination and signal systems at Lundeen Parkway, Soper Hill Rd and SR 92 intersections. The project will treat and detain new impervious stormwater runoff.
WSDOT	5434	SR 9	Roadway Related - State Route	2040	Unprogrammed		$5,200,000	Intersection improvements at Division Street and 84th Street
WSDOT	4099	SR 16	Roadway Related - State Route	2010	Constrained	$136,032,674		Approved in April 24, 2003. Core HOV lanes, interchange improvements, TSM/TDM, ITS, enhanced transit.
WSDOT	1650	SR 16	Roadway Related - State Route	2010	Completed	$9,847,276		Approved in 24, 2003. Core HOV lanes, new interchange, TSM/TDM, ITS, enhanced transit. Cost unknown for expanding North Gig Harbor Park and Ride lot (Kimball), therefore not in estimate. SR 16/36th St to Olympic Dr NW - Add HOV Lanes is programmed for completion in 2010.
WSDOT	4426	SR 16 @ Wollochet Interchange	Roadway Related - State Route	2013	Constrained	$7,397,295		The current interchange in Gig Harbor is more than 40 years old and has marginal onramps that make it difficult for vehicles entering the freeway to merge into traffic creating potential conflicts. This project will add a new onramp and modernize the rest
WSDOT	1651	SR 16	Roadway Related - State Route	2020	Unprogrammed		$122,218,720	Construct Core HOV lanes, interchange improvements, frontage road, Intelligent Transportation Systems. This project has several Conditions approved by EB on September 29th, 2000: a) No additional freeway capacity expansion NW of SR-16/Wollochet Drive NW/Pioneer Way interchange until a complete grade-separated exchange is developed on SR-16 in the vicinity of the intersection with SE Burley-Olalla Road. This condition does not preclude development of interim measures to address safety and access controls at SE Burley/Olalla Road. b) Future HOV capacity expansion entire SR 16 corridor from I-5 to SR3 should include full implementation of surveillance control and driver information (SC&DI) system improvements to include conventional electronic flow monitoring and on-ramp metering for preferential HOV access.
WSDOT	4213	SR 16	Roadway Related - State Route	2017	Unprogrammed		$5,820,263	Construct EB and WB auxiliary lanes
WSDOT	1811	SR 16	Roadway Related - State Route	2030	Unprogrammed		$63,344,244	Widen from 4 lanes to 6 lanes creating HOV lanes, interchange improvements, TSM/TDM, ITS, enhanced transit
WSDOT	1833	SR 16	Roadway Related - State Route	2040	Unprogrammed		$87,532,738	Widen from 4 lanes to 6 lanes creating HOV lanes, I/C improvements, TDM, ITS, enhanced transit. Cost unknown for expansion of Park and Ride Lot at Mullenix, therefore not in estimate
WSDOT	1727	SR 16	Roadway Related - State Route	2040	Unprogrammed		$76,166,153	Widen from 4 lanes to 6 lanes creating HOV lanes, I/C improvements, TDM, ITS, enhanced transit. Cost not included for Park and Ride Lots at Armory and Landfill.
WSDOT	4214	SR 18	Roadway Related - State Route	2040	Unprogrammed		$34,929,381	Add an Auxiliary lane each direction on SR 18 from C Street to SR 164.
WSDOT	4216	SR 18	Roadway Related - State Route	2040	Constrained	$72,779,923		Widen to four lanes, interchange improvements
WSDOT	4217	SR 18	Roadway Related - State Route	2040	Unprogrammed		$87,000,765	Widen to four lanes, interchange improvements. The first phase (Tier 2 investment) is to make improvements to the existing truck climbing lane in the 'raging river' vicinity.
WSDOT	4414	I-90 @ SR 18	Roadway Related - State Route	2020	Constrained	$177,535,077		Construct a westbound I-90 to WB SR 18 flyover ramp and widen SR 18 to four lanes between Deep Creek to I-90.
WSDOT	4223	I-90 @ SR 18	Roadway Related - State Route	2040	Unprogrammed		$216,987,316	Construct freeway to freeway interchange at SR 18, widen to four lanes in each direction, maintain truck lanes, and reconstruct interchange ramps.
WSDOT	5435	I-90 HOV to HOT	Roadway Related - State Route	2015	Constrained	$33,980,170		Convert HOV lanes to HOT lanes
WSDOT	5436	I-90: Eastgate to W. Lake Sammamish Pkwy (Lakemont) - Added Aux. Lane	Roadway Related - State Route	2020	Constrained	$50,000,000		Construct an eastbound auxiliary lane or Hard Should Running between Eastgate and West Lake Sammamish Parkway (Lakemont)."
WSDOT	5437	I-90	Roadway Related - State Route	2040	Unprogrammed		$2,000,000	On West Lake Sammamish Parkway, convert single lane roundabout to a dual lane roundabout
WSDOT	5438	I-90	Roadway Related - State Route	2020	Constrained	$43,693,355		Construct a westbound auxiliary lane between West Lake Sammamish Parkway and Sunset Way.
WSDOT	5439	I-90	Roadway Related - State Route	2040	Unprogrammed		$90,000,000	Reconstruct the Front Street I/C
WSDOT	1812	SR 99	Roadway Related - State Route	2017	Unprogrammed		$4,516,151	Add a southbound thru lane on Hwy 99 from 54th to NB On Ramp to I-5. Improve intersection of HWY 99 and 54th Avenue.
WSDOT	4280	SR 99: S Holgate St to S King St - Viaduct Replacement	Roadway Related - State Route	2013	Constrained	$360,292,471		Remove and replace the seismically vulnerable viaduct by adding new SR 99 on and off ramps, constructing a new undercrossing at S. Atlantic St, constructing new bicycle/pedestrian paths, signing, illumination, utilities, and drainage.
WSDOT	4281	SR 99: S. King Street to Roy Street – Central Waterfront Viaduct Replacement	Roadway Related - State Route	2016	Constrained	$2,060,381,000		The proposed bored tunnel would be constructed under downtown Seattle between the vicinity of S. King Street and Roy Street to replace the seismically vulnerable Alaskan Way Viaduct along the central waterfront. The proposed bored tunnel would move SR 99
WSDOT	4282	SR 99/Viaduct Surface Restoration & Construction Transit Center	Roadway Related - State Route	2018	Constrained	$204,895,615		Restoration and improvements of Surface Street Alaskan Way following the demolition of the Alaskan Way Viaduct Structure. The project includes an allowance for construction mitigation to replace the loss of parking stalls from under the existing structur

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
WSDOT	1630	SR 99: 244TH ST. SW to 240th St. SW - BAT Lanes	Roadway Related - State Route	2010	Completed	$63,123,583		Add one lane each direction to connect with Business Access and Transit (BAT) lanes that cities have built or are planning to build on each side of the HWY 99 and SR 104 Interchange.
WSDOT	4415	SR 99/ Evergreen Way: 148tth St SW to Airport Rd	Roadway Related - State Route	2020	Constrained	$29,589,179		Construct BAT lanes on Evergreen Way / Highway 99 from 148th Street SW to airport Road.
WSDOT	1682	SR 104	Roadway Related - State Route	2040	Unprogrammed		$8,674,431	Add one lane each direction on SR 104 from 178th to SR 522 with intersection channelization improvements at 178th, 175th and SR 522.
WSDOT	1711	SR 104	Roadway Related - State Route	2040	Unprogrammed		$10,959,384	NFS - New connection from existing SR 104 alignment to proposed multimodal terminal location.
WSDOT	5344	SR 161	Roadway Related - State Route	2022	Constrained	$31,000,000		SR 161/36th to Vicinity 24th St E -Widen to 5 lanes (creating 5 lane roadway with center two-way left turn).
WSDOT	1658	SR 161	Roadway Related - State Route	2011	Constrained	$34,000,000		SR 161/24th St E to Jovita - Add Lanes is programmed for completion in 2011, but majority of work likely to be done by 2010.
WSDOT	497	SR 162: SR 410 - 96th St E	Roadway Related - State Route	2030	Constrained	$106,478,635		Widen to 4 lanes with restricted median. Make operational improvements at the SR 410/SR 167 Interchange.
WSDOT	1659	SR 167 Corridor Completion Phase 1	Roadway Related - State Route	2015	Constrained	$688,178,041		Phase I includes one lane in each direction from the existing SR167 terminus at the Meridian interchange in Puyallup to I-5. There will be two lanes in each direction from the I-5/SR 167 Extension to the SR 167 / 54th Avenu
WSDOT	1722	SR 167 Corridor Completion Phases 2 and 3.	Roadway Related - State Route	2040	Constrained	$344,089,021		Phase 2 will widen the SR 167 to 2 general purpose lanes in each direction from SR 509 (Port of Tacoma) to the Meridian Interchange (SR 161) in Puyallup. Phase 3 will add HOV lanes each direction between I-5 and the Meridian Interchange.
WSDOT	1652	SR 167 HOV lane completion	Roadway Related - State Route	2017	Constrained	$320,096,404		Extend HOV/HOT Lanes from current termini to SR 410 in Sumner.
WSDOT	4229	SR 167	Roadway Related - State Route	2025	Constrained	$134,204,893		Construct auxiliary lanes between interchanges.
WSDOT	5325	SR 167	Roadway Related - State Route	2030	Unprogrammed		$1,285,000,000	Add 1 GP lane each direction from 15th St. NW to S. 180th St.
WSDOT	4310	I-405 Corridor: SR 167 Interchange (SR 167 component)	Roadway Related - State Route	2030	Unprogrammed		$50,000,000	(e) Add one NB lane on SR 167 between S 180th (SW 43rd) and I-405 resulting in 4 lanes (1 HOV and 3 GP).
WSDOT	4369	I-405 Corridor: I-5 to SR 169 (SR 167 component)	Roadway Related - State Route	2040	Unprogrammed			(n) SR 167 - Add one lane NB and SB from SW 41st to I-405 resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP).
WSDOT	4302	I-405 Corridor: I-5 to SR 169 Widening Stage 1 (SR 167 component)	Roadway Related - State Route	2010	Completed	$4,730,579		(c) On SR 167, extend the SB HOV lane north to I-405 and add a SB auxiliary lane from I-405 to the off-connection at SW 41st St.
WSDOT	4231	SR 169	Roadway Related - State Route	2040	Unprogrammed		$11,099,278	Construct a southbound truck climbing lane.
WSDOT	4232	SR 169	Roadway Related - State Route	2040	Unprogrammed		$20,000,000	Replace the existing northbound truck climbing shoulder with a truck climbing lane and extend it to the north.
WSDOT	3644	SR 169 Widening SR 516 to 231st	Roadway Related - State Route	2040	Unprogrammed		$121,047,005	Widen to 4 lanes with turn lanes where warranted.
WSDOT	4233	SR 169	Roadway Related - State Route	2040	Unprogrammed		$10,000,000	Construct a southbound truck climbing lane.
WSDOT	5327	SR 169 Widening: I-405 to 152nd Ave. SE	Roadway Related - State Route	2040	Unprogrammed		$92,000,000	Widen SR 169 from 4 to 6 lanes between I-405 and 152nd Ave. SE
WSDOT	1712	SR 204	Roadway Related - State Route	2040	Unprogrammed		$5,247,000	Relocate Frontier Village access out of intersection with SR 9 and look at removing signal at 91st. Add storage for traffic from eastbound SR 204 to northbound SR 9.
WSDOT	3618	SR 302 Capacity Improvements--Elgin-Clifton Road to SR 16	Roadway Related - State Route	2017	Unprogrammed		$20,704,833	Widen SR 302 to 4 lanes from Elgin-Clifton Road to 144th St NW to tie in with planned new alignment from 144th St NW to SR 16.
WSDOT	5440	SR 302	Roadway Related - State Route	2020	Unprogrammed		$263,152,913	Construct a new corridor from the vicinity of 144th Street NW to a new interchange on SR 16 in the vicinity of SE Pine Road.
WSDOT	4095	SR 303	Roadway Related - State Route	2018	Unprogrammed		$162,512,504	Construct Business Access and Transit Lanes.
WSDOT	4237	SR 305: Bainbridge Ferry Terminal to Suquamish Way - Mobility	Roadway Related - State Route	2016	Constrained	$5,862,679		Intersection improvements with transit queue jump lanes.
WSDOT	4364	I-405 Corridor: I-5 to SR 181 Widening	Roadway Related - State Route	2030	Constrained	$114,000,000		(h) Add one lane NB and SB resulting in 5 lanes (1 HOV & 4 GP) between I-5 and SR 181
WSDOT	4360	I-405 Corridor: I-5 Interchange	Roadway Related - State Route	2030	Constrained	$114,000,000		(a) Reconstruct the following I-5/I-405 Interchange ramps: NB I-5 to NB I-405 (c) adds new GP direct connector flyover ramp from SB I-405 to SB I-5 (d) SB I-5 to NB I-405
WSDOT	4361	I-405 Corridor: SR 518 Interchange	Roadway Related - State Route	2030	Constrained	$114,000,000		(b) Reconstruct of the following Interchange ramps: EB SR 518 to NB I-5, (e) EB SR 518 to SB I-5
WSDOT	4363	I-405 Corridor: I-5 Improvements	Roadway Related - State Route	2030	Constrained	$57,000,000		(g) Reconstructs NB I-5 through the interchange.
WSDOT	4362	I-405 Corridor: I-5/ I-405 HOV direct connector ramps	Roadway Related - State Route	2040	Unprogrammed		$571,000,000	(f) adds HOV direct connector ramps between I-405 and I-5 in all directions.
WSDOT	4303	I-405 Corridor: SR 181 to SR 167 Widening	Roadway Related - State Route	2040	Unprogrammed		$86,000,000	(a) Rebuilds I-405 adding one auxiliary lane NB and SB from SR 181 to the SR 167 I/C resulting in 5 lanes (1 HOV, 3 GP & 1 Aux.) in each direction in this section. I-5 to SR 181 remains at 4 lanes (1 HOV & 3 GP) each direction. Includes the 4 ft. HOV buffer from SR 181 to SR 167.
WSDOT	4304	I-405 Corridor: Green River Crossing	Roadway Related - State Route	2040	Unprogrammed		$29,000,000	(b) Rebuilds the Green River crossing.
WSDOT	4305	I-405 Corridor: SR 181 I/C	Roadway Related - State Route	2040	Unprogrammed		$114,000,000	(c) Rebuilds the SR 181 Interchange.
WSDOT	4133	I-405 Corridor: SR 167 Direct HOV Ramps	Roadway Related - State Route	2015	Constrained	$320,549,444		SR 167 Interchange: Construct NB and SB HOV flyover ramps directly connecting SR 167 HOV/HOT lanes with I-405 HOV lanes north of the SR 167 Interchange. (a) Provides SB I-405 HOV/HOT to SB SR 167 HOV/HOT and (b) NB SR 167 HOV/HOT to NB I-405 HOV/HOT.

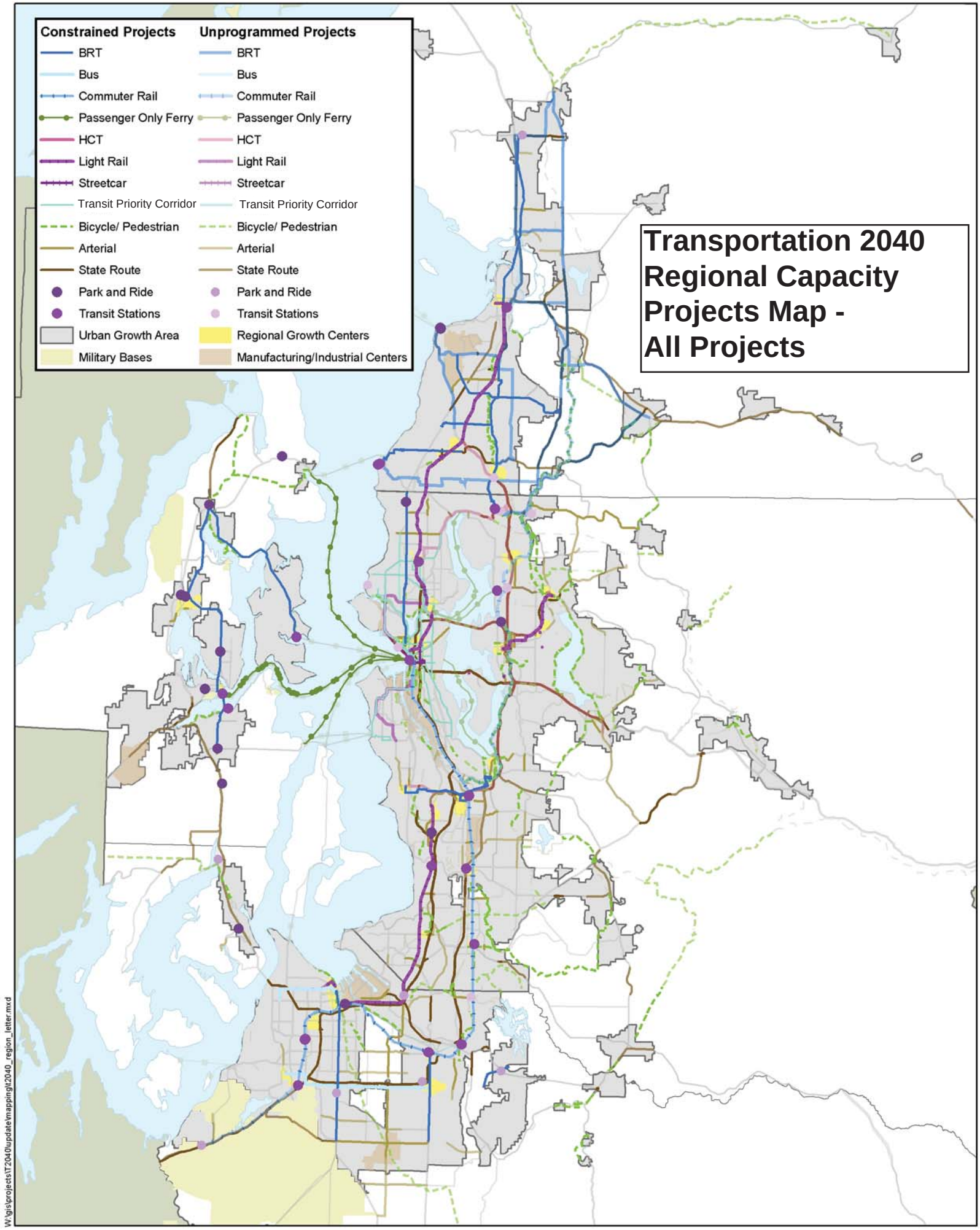
Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
WSDOT	4365	I-405 Corridor: SR 181 to SR 167	Roadway Related - State Route	2040	Unprogrammed		$229,000,000	(i) 6 lanes (1 HOV, 4 GP & 1 Aux.) between SR 181 and SR 167 in each direction.
WSDOT	4366	I-405 Corridor: I-5 to SR 169 (SR 181 direct access)	Roadway Related - State Route	2040	Unprogrammed		$114,000,000	(j) HOV direct access in SR 181 vicinity south of I-405.
WSDOT	4367	I-405 Corridor: I-5 to SR 169 (SR 167 I/C and HOV direct access)	Roadway Related - State Route	2040	Unprogrammed		$429,000,000	SR 167 Interchange: (k) Add GP direct connection ramp from SR 167 NB to I-405 SB. (m) Add NB and SB HOV flyover direct connector ramps connecting I-405 HOV lanes south of SR 167 I/C and SR 167 HOV/HOT lanes.
WSDOT	4368	I-405 Corridor: I-5 to SR 169 (Rainier Ave HOV direct access)	Roadway Related - State Route	2040	Unprogrammed		$29,000,000	(l) Add HOV direct access ramp in vicinity of Rainier Ave S.
WSDOT	4306	I-405 Corridor: SR 167 Interchange	Roadway Related - State Route	2040	Unprogrammed		$29,000,000	(a) Add one GP lane NB and SB through the SR 167 Interchange resulting in 1 HOV and 3 GP lanes in each direction.
WSDOT	4307	I-405 Corridor: SR 167 Interchange (Lind half-diamond component)	Roadway Related - State Route	2040	Unprogrammed		$57,000,000	(b) Construct half-diamond interchange at Lind Ave.
WSDOT	4308	I-405 Corridor: SR 167 Interchange (Lind to Talbot frontage roads)	Roadway Related - State Route	2040	Unprogrammed		$14,000,000	(c) Construct NB and SB frontage roads connecting half-diamond interchanges at Lind and Talbot (SR 515).
WSDOT	4309	I-405 Corridor: SR 167 Interchange	Roadway Related - State Route	2040	Unprogrammed		$86,000,000	(d) Construct GP ramp connecting I-405 SB to SR 167 SB.
WSDOT	4311	I-405 Corridor: I-5 to SR 169 - Stg. 2 (SR 167 to SR 169: Widening)	Roadway Related - State Route	2011	Constrained	$140,000,000		SR 167 to SR 169: (a) Widens I-405 from SR 167 to SR 169 by one lane NB and SB resulting in 4 lanes (1 HOV, 2 GP & 1 Aux.) in each direction. Minimizes investments in non-future compatible elements by using some non-standard lanes and shoulders.
WSDOT	4312	I-405 Corridor: SR 515/Talbot half diamond	Roadway Related - State Route	2011	Completed	Cost incorporated into 4311		(b) Constructs the SR 515 (Talbot Rd.) half diamond interchange which is a first phase of the redevelopment of the SR 167 Interchange. Provides SR 515 to NB I-405 and SB I-405 to SR 515 movements. Cost included in 4311.
WSDOT	4313	I-405 Corridor: I-5 to SR 169 - Stg. 2 (Benson Crossing)	Roadway Related - State Route	2011	Completed	Cost incorporated into 4311		(c) Reconstruct the Benson Rd. crossing. Cost included in 4311.
WSDOT	4314	I-405 Corridor: SR 167 to SR 169 Widening	Roadway Related - State Route	2040	Unprogrammed		$156,989,000	(a) Rebuilds I-405 to Master Plan resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction. Includes the 4 ft. HOV buffer.
WSDOT	4315	I-405 Corridor: SR 167 to SR 169 Widening	Roadway Related - State Route	2040	Unprogrammed		$71,000,000	(b) Rebuilds the SR 169 Interchange.
WSDOT	4316	I-405 Corridor: SR 167 to SR 169 Widening (Renton Hill access component)	Roadway Related - State Route	2040	Unprogrammed		$29,000,000	(c) Reconstructs access to Renton Hill.
WSDOT	4317	I-405 Corridor: SR 167 to SR 169 Widening (BNRR and Cedar Bridge crossings)	Roadway Related - State Route	2040	Unprogrammed		$100,000,000	(d) Reconstructs the bridge over the Cedar R and realigns and reconstructs the BNRR over the Cedar River.
WSDOT	4373	I-405 Corridor: SR 169 Direct Connection Ramp	Roadway Related - State Route	2040	Unprogrammed		$29,000,000	(a) Construct NB SR 169 to NB I-405 direct connection ramp.
WSDOT	4318	I-405 Corridor: SR 169 to I-90 (widening)	Roadway Related - State Route	2020	Constrained	Costs of this widening are split between the various interchange projects		(a) Add lanes NB and SB and rebuild the existing roadway from SR 169 to I-90, including the 4 ft. HOV buffer, resulting in 6 lanes (1 HOV & 4 GP & 1 Aux or 2 HOV & 3 GP & 1 Aux) in both directions. Costs of this widening are split between the various interchange projects (4320, 4321, 4322, 4323, 4324, 4325 and 4326).
WSDOT	4326	I-405 Corridor: SR 169 to I-90 (SR 169 Direct Connection Ramp)	Roadway Related - State Route	2020	Constrained	$77,000,000		(i) Construct SB I-405 to SB SR 169 direct connection ramp. Cost includes part of the 4318 widening through this segment.
WSDOT	4320	I-405 Corridor: SR 169 to I-90	Roadway Related - State Route	2020	Constrained	$200,000,000		(b) Modify or rebuild N 3rd St. I/C (to accommodate future direct ramp to SR 169); Cost includes part of the 4318 widening through this segment.
WSDOT	4327	I-405 Corridor: Sunset Blvd undercrossing	Roadway Related - State Route	2020	Constrained	Cost included in 4320		(j) Realign and reconstruct undercrossing at Sunset Blvd. Cost included in 4320.
WSDOT	4321	I-405 Corridor: SR 169 to I-90 (SR 900 I/C component)	Roadway Related - State Route	2020	Constrained	$167,000,000		(c) Modify or rebuild SR 900 I/C; Cost includes part of the 4318 widening through this segment.
WSDOT	4328	I-405 Corridor: SR 900 to NE 30th	Roadway Related - State Route	2020	Constrained	Cost included in 4321		(k) Construct NB auxiliary lane between SR 900 and NE 30th. Cost included in 4321
WSDOT	4322	I-405 Corridor: SR 169 to I-90 (NE 30th I/C component)	Roadway Related - State Route	2020	Constrained	$117,000,000		(d) Modify or rebuild NE 30th I/C. Cost includes part of the 4318 widening through this segment. Cost includes part of the 4318 widening through this segment.
WSDOT	4323	I-405 Corridor: SR 169 to I-90 (NE 44th I/C component)	Roadway Related - State Route	2020	Constrained	$200,000,000		(e) Modify or rebuild NE 44th I/C (to accommodate future HOV Direct Access); Cost includes part of the 4318 widening through this segment.
WSDOT	4324	I-405 Corridor: SR 169 to I-90 (112th St I/C component)	Roadway Related - State Route	2020	Constrained	$117,000,000		(f) Modify or rebuild 112th St I/C (to accommodate future flyer stop and park & ride expansion). Cost includes part of the 4318 widening through this segment.
WSDOT	4325	I-405 Corridor: SR 169 to I-90 (Coal Creek Pkwy Component)	Roadway Related - State Route	2025	Constrained	$117,000,000		(g) Modify or rebuild Coal Ck Pkwy I/C; add lanes NB and SB and rebuild the existing roadway half way to the 112th St interchanges in the south and all the way to I-90 in the north. Cost includes part of the 4318 widening through this segment.
WSDOT	4330	I-405 Corridor: I-90 I/C and braided ramps	Roadway Related - State Route	2030	Constrained	$186,000,000		(a) Add NB I-405 to EB I-90 and (b) EB I-90 to SB I-405 braided ramps between Coal Ck Pkwy. and I-90.
WSDOT	5441	I-405 Corridor: I-405/I-90 HOV/HOT connections	Roadway Related - State Route	2030	Constrained	$103,000,000		WB I-90 to NB I-405 Freeway to Freeway HOV/HOT Connection
WSDOT	4376	I-405/I-90 Interchange (HOV direct connector ramps)	Roadway Related - State Route	2040	Unprogrammed		$811,000,000	(a) Construct HOV direct connector ramps between I-405 and I-90 in all four quadrants of the interchange.
WSDOT	4377	I-405/I-90 Interchange (SB bridge widening)	Roadway Related - State Route	2040	Unprogrammed			I-90 Interchange: (b) Widen SB bridge by 2 lanes including 4 ft. HOV buffer resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP). Cost included in 4376.

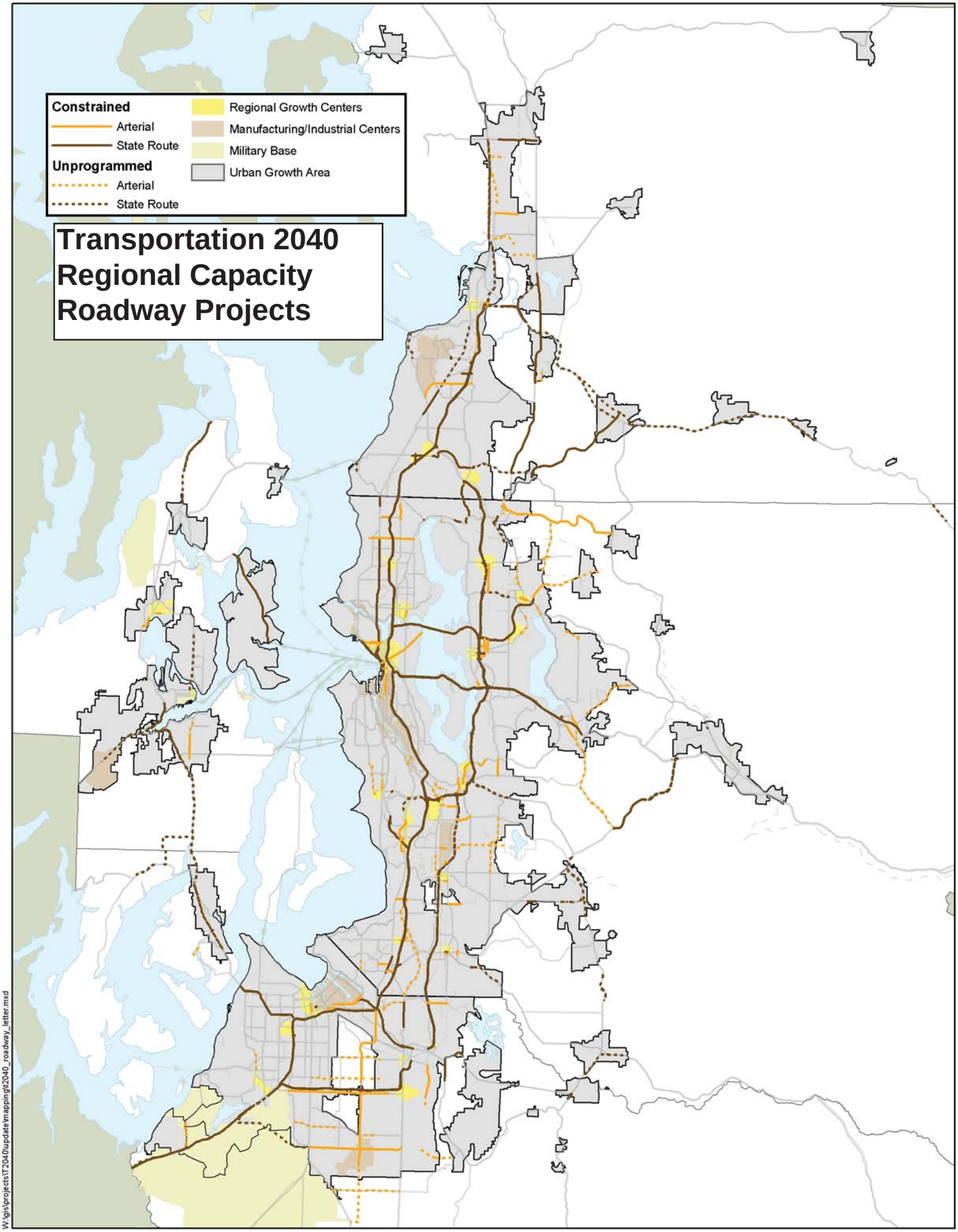
Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
WSDOT	4378	I-405/I-90 Interchange (new NB bridge)	Roadway Related - State Route	2040	Unprogrammed			I-90 Interchange: (c) Construct a new 5 lane NB bridge over I-90 including 4 ft. HOV buffer replacing the existing two bridges. Cost included in 4376.
WSDOT	4379	I-405/I-90 Interchange (I--90 approach)	Roadway Related - State Route	2040	Unprogrammed			I-90 Interchange: (d) Address I-90 connecting capacity to I-405 as necessary by adding one lane approaching ramp to I-405 to avoid congestion. Cost included in 4376.
WSDOT	4341	I-405 Corridor: NE 10th ramp	Roadway Related - State Route	2012	Completed	$757,442		(c) Includes constructing the NE 10th to EB SR 520 ramp.
WSDOT	4340	I-405 Corridor: NE 4th to SR 520 and NE 8th to SR 520 -NB Braided Ramps	Roadway Related - State Route	2012	Completed	$221,918,846		(a) Construct NB to SR 520 EB braided ramp to separate NB I-405 to EB SR 520 off-ramp from NE 8th to NB I-405 on-ramp and (b) Separating I-405 to EB SR 520 traffic from SR 520 EB off-ramp to 124th Ave NE traffic. (d) Adds one NB auxiliary lane from NE 4th to SR 520. (f) Convert WB SR 520 to SB I-405 ramp to auxiliary lane.
WSDOT	4343	I-405 Corridor: NE 12th improvements	Roadway Related - State Route	2012	Completed	$757,442		(e) Requires replacement of the NE 12th structure and ramp and collector distributor revisions on EB SR 520.
WSDOT	4336	I-405 Corridor: I-90 to SR 520 (widening)	Roadway Related - State Route	2030	Constrained	$50,000,000		(a) Add one lane NB and SB between I-90 and SR 520 resulting in 7 lanes NB (1 HOV, 5 GP & 1 Aux. or 2 HOV, 4 GP & 1 Aux.) and SB (1 HOV, 4 GP, 1 Aux & 1HOV outside) or (2 HOV, 3 GP, 1 Aux. & 1 HOV outside).
WSDOT	4338	I-405 Corridor: I-90 to SR 520 (SE 8th braided ramps)	Roadway Related - State Route	2030	Constrained	$194,000,000		(c) Construct NB and SB braided crossings for the on and off ramps on the north legs of the SE 8th St Interchange.
WSDOT	4337	I-405 Corridor: I-90 to SR 520 (Main St. Bridge component)	Roadway Related - State Route	2030	Constrained	$57,000,000		(b) Reconstruct the Main Street bridge. Cost included in 4336.
WSDOT	4345	I-405 Corridor: NE 10th I/C	Roadway Related - State Route	2030	Constrained	$57,000,000		(b) Includes the EB SR 520 off-ramp to NE 10th.
WSDOT	4344	I-405 Corridor: NE 8th to SR 520 - SB Braided Ramps	Roadway Related - State Route	2030	Constrained	$57,000,000		(a) Construct SB braided ramp to separate SB I-405 to NE 8th and EB SR 520 to NE 10th traffic from EB SR 520 to SB I-405 traffic.
WSDOT	4339	I-405 Corridor: I-90 to SR 520 (114th Ave NE ramps)	Roadway Related - State Route	2040	Unprogrammed			(d) Modify ramps to accommodate lane addition and reconstruct and close a portion of 114th Ave NE. Costs included in 4382.
WSDOT	4380	I-405 Corridor: NE 2nd St	Roadway Related - State Route	2040	Unprogrammed			(e) NE 2nd St.: Construct half-diamond interchange with ramps to and from the south. Costs included in 4382.
WSDOT	4381	I-405 Corridor: NE 8th St	Roadway Related - State Route	2040	Unprogrammed			(f) NE 8th St.: Revise NE 8th Interchange configuration. Costs included in 4382.
WSDOT	4383	I-405 Corridor: SR 520 Interchange	Roadway Related - State Route	2040	Constrained	$287,467,397		Rebuild the interchange to include direct HOV connectors in the SE quadrant. This requires shifting the NB I-405 and EB SR 520 mainline lanes to accommodate this rebuild.
WSDOT	4382	I-405 Corridor: SR 520 Interchange (HOV direct connection ramps)	Roadway Related - State Route	2040	Unprogrammed		$1,068,648,641	(g) Rebuild the interchange to include direct HOV connectors in the NW and SW quadrants.
WSDOT	4352	I-405 Corridor: SR 520 to I-5 Widening	Roadway Related - State Route	2011	Constrained	Cost included in 4354		(a) Add one lane SB from SR 520 to NE 85th St resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in this section. Cost included in 4354.
WSDOT	4353	I-405 Corridor: SR 520 to I-5 Widening (NB NE 70th to NE 85th)	Roadway Related - State Route	2011	Constrained	Cost included in 4354		(b) Add one lane NB between NE 70th and NE 85th Streets resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in this section. Cost included in 4354.
WSDOT	4355	I-405 Corridor: SR 520 to I-5 Widening (NE 132nd structures)	Roadway Related - State Route	2011	Constrained	Cost included in 4354		(d) Rebuild the structures over NE 132nd St. Cost included in 4354.
WSDOT	4148	I-405 Corridor: I-405 interchange at 132nd St. NE	Roadway Related - State Route	2015	Constrained	$24,000,000		Build half diamond interchange to and from north at the NE 132nd St.
WSDOT	4354	I-405 Corridor: SR 520 to I-5 Widening (NE 124th to SR 522)	Roadway Related - State Route	2011	Constrained	$317,000,000		(c) Add one lane NB and SB from NE 124th St. to SR 522 resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction. Includes Managed Lanes buffer. Managed Lanes: Should the decisions be made to implement Managed Lanes they could be incorporated
WSDOT	4346	I-405 Corridor: SR 520 to SR 522 (aux lanes)	Roadway Related - State Route	2040	Unprogrammed		$25,000,000	(a) Add NB and SB auxiliary lanes from SR 520 to NE 70th including Managed Lanes buffer.
WSDOT	4348	I-405 Corridor: SR 520 to SR 522 (NE 70th I/C)	Roadway Related - State Route	2040	Unprogrammed		$200,000,000	(c) Reconfigure and rebuild the NE 70th and NE 85th Interchanges including HOV bypasses. Rebuilding of NE 70th requires abandonment of the Houghton Park & Ride.
WSDOT	4349	I-405 Corridor: SR 520 to SR 522 (NE 85th I/C connections and direct access)	Roadway Related - State Route	2040	Unprogrammed		$20,000,000	(d) Construct HOV direct access at NE 85th (g) Improve NE 85th connection to I-405 from Kirkland Way to 148th Ave NE including transit and HOV queue bypass and upgrade arterial.
WSDOT	4351	I-405 Corridor: NE 85th - NE 124th	Roadway Related - State Route	2040	Unprogrammed		$31,000,000	(h) NE 85th to NE 116th: Add one lane NB and SB resulting in 6 lanes (1 HOV, 4 GP & 1 Aux. or 2 HOV, 3 GP & 1 Aux.) in each direction including Managed Lanes buffer. (i) NE 116th to NE 124th: Add one lane NB and SB resulting in 6 lanes (1 HOV, 4 GP & 1 Aux. or 2 HOV, 3 GP & 1 Aux.) in each direction including Managed Lanes buffer.
WSDOT	4390	I-405 Corridor: SR 520 to SR 522	Roadway Related - State Route	2020	Constrained	$13,000,000		(e) SR 522: Add SB climbing auxiliary lane through NE 160th Interchange to SR 522.
WSDOT	4391	I-405 Corridor: SR 520 to SR 522 (SR 522 I/C and HOV direct access)	Roadway Related - State Route	2020	Constrained	$467,000,000		(f) SR 522 Interchange Rebuild: Reconfigure and rebuild the SR 522 Interchange. The existing SR 522 WB to I-405 SB ramp will remain. Include HOV direct connection in center.
WSDOT	4392	I-405 Corridor: SR 520 to SR 522 (NB Aux lane NE 160th to NE 195th)	Roadway Related - State Route	2020	Constrained	$20,000,000		(g) Add NB auxiliary lane extending from NE 160th to NE 195th.
WSDOT	4396	I-405 Corridor: SR 522 to I-5 (widening between NE 195th St to SR 527)	Roadway Related - State Route	2030	Constrained	$191,662,624		(a) Add 2 lanes NB and SB, except 1 lane NB between NE 195th St. and SR 527 where NB lane previously built, resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction. Includes the 4 ft. managed lane buffer.
WSDOT	4387	I-405 Corridor: SR 520 to SR 522 (Widening - SR 520 to NE 124th St)	Roadway Related - State Route	2040	Unprogrammed		$123,443,724	(b) Add one lane NB and SB resulting in 6 lanes (1 HOV, 4 GP & 1 Aux. or 2 HOV, 3 GP & 1 Aux.) in each direction.

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
WSDOT	4388	I-405 Corridor: SR 520 to SR 522 (NE 124th I/C)	Roadway Related - State Route	2040	Unprogrammed		$247,970,288	(c) Reconfigure and rebuild the NE 124th St. Interchange.
WSDOT	4389	I-405 Corridor: SR 520 to SR 522 (NE 160th I/C)	Roadway Related - State Route	2040	Unprogrammed		$49,000,000	(d) Rebuild the NE 160th St. Interchange.
WSDOT	4397	I-405 Corridor: SR 522 to I-5 (SR 522 I/C braided ramps)	Roadway Related - State Route	2040	Unprogrammed		$91,000,000	(b) Remove ramp weaves north of the SR 522 Interchange by constructing NB and SB braided ramps.
WSDOT	4398	I-405 Corridor: SR 522 to I-5 (NE 195th I/C)	Roadway Related - State Route	2040	Unprogrammed		$46,000,000	(c) Rebuild the NE 195th St. Interchange.
WSDOT	4356	I-405 Corridor: SR 520 to I-5 Widening (NB NE 195th to SR 527)	Roadway Related - State Route	2010	Completed	$35,567,653		(e) Add one NB lane from between NE 195th St. and SR 527 resulting in 4 lanes (1 HOV & 3 GP) in this section and includes Managed Lanes buffer.
WSDOT	4399	I-405 Corridor: SR 522 to I-5 (240th St. SE direct access ramp)	Roadway Related - State Route	2040	Unprogrammed		$100,000,000	(d) Construct direct access ramp to 240th St. SE.
WSDOT	4400	I-405 Corridor: SR 522 to I-5 (Direct Access to Canyon Park P&R)	Roadway Related - State Route	2040	Unprogrammed		$46,000,000	(e) Construct direct access to the Canyon Park - Park & Ride.
WSDOT	4401	I-405 Corridor: SR 522 to I-5 (SR 527 I/C)	Roadway Related - State Route	2040	Unprogrammed		$131,000,000	(f) Reconfigure the SR 527 Interchange.
WSDOT	4402	I-405 Corridor: SR 522 to I-5 (I-5 north/ I-405 I/C and HOV direct access ramps)	Roadway Related - State Route	2040	Unprogrammed		$257,000,000	(g) Construct HOV direct connection ramps connecting I-405 managed lanes with I-5 HOV lanes north and south of the I-5 Interchange. (h) Reconfigure the NB I-405 to NB I-5 from 1 lane to a 2 lane on connection. (i) Addresses I-5 connecting capacity to I-4
WSDOT	1661	SR 410: 214th Ave E - 234th add lanes	Roadway Related - State Route	2011	Completed	$27,461,718		Widen from 2 lanes to 4 lanes, realign 234th Ave E to create a "split intersection" and add a signal --per Route Development Plan/Design. SR 410/214th Ave E to 234th - Add Lanes is programmed for completion in 2011, but it appears majority of CN will be done by 2010
WSDOT	4106	East D Street Slip Ramps at SR 509	Roadway Related - State Route	2030	Unprogrammed		$20,000,000	Construct a half diamond interchange at East D Street.
WSDOT	1613	SR 509 Extension (with I-5), Phase 1	Roadway Related - State Route	2019	Constrained	$598,714,896		SR 509 Connection and I-5 Freight Mobility Project Phase 1 includes one lane in each direction between S 188th Street and S 24th/26th Ave, and two lanes in each direction between S 24th/26th Ave and I-5 with both GP &HOV/express toll lane connections to I-5, a full diamond interchange at SR509/S 188th Street, a half diamond interchange at SR 509/S 24th Ave to provide access to the airport via S 24/26th Ave and an improved air cargo road from S 188th Street to the airport, and a direct access to I-5 from the Kent Valley via S 228th Street and reconstruction of the SR 516 interchange. On I-5, Phase 1 also includes adding SB auxiliary lane from the extension to S 272nd St and NB auxilary lane from the SR 516 Interchange to the extension, converting the existing I-5 HOV lanes to ETL and the upgrading inside shoulders as ETL during peak periods from the SR 509 Connection to Federal Way.
WSDOT	4429	SR 509 Extension (with I-5), Phase 2	Roadway Related - State Route	2040	Constrained	$120,431,157		SR 509 Connection and I-5 Freight Mobility Project Phase 2 includes widening the extension to two lanes each direction between S 188th Street and S 24th/26th Ave, construct partial interchange at 200th St. to link with the Airport South Access Road.
WSDOT	5442	SR 512	Roadway Related - State Route	2030	Constrained	$54,863,699		Covert shoulders for use as additional lane during peak periods in the peak direction of travel
WSDOT	4241	SR 512/SR 7 Interchange - Mobility	Roadway Related - State Route	2015	Constrained	$6,472,413		Construct a two lane eastbound off-ramp to SR 7.
WSDOT	4242	SR 512/Canyon Rd Interchange EB & WB - Mobility	Roadway Related - State Route	2015	Constrained	$7,312,209		Construct a two lane eastbound and westbound off-ramps to Canyon Road.
WSDOT	1821	SR 512/94th Ave WB Ramps to SR 161 - Widening	Roadway Related - State Route	2025	Constrained	$12,617,554		Widen the westbound off ramp to SR 161 to two lanes, widen the eastbound on ramp from SR 161 to two lanes, widen the SR 512/SR 161 under-crossing from two to six lanes and extend the westbound climbing lane through interchange to tie in with the westbound on-ramp from 94th Ave. SE to SR 512.
WSDOT	4243	SR 512	Roadway Related - State Route	2025	Constrained	$30,855,081		Construct eastbound and westbound auxiliary lanes from Meridian to Pioneer with two lane off-ramps at each Interchange.
WSDOT	4416	SR 518/Des Moines Memorial Drive Vicinity - I/C Improvements	Roadway Related - State Route	2020	Constrained	$65,835,924		Reconstruct the existing half diamond interchange at Des Moines Memorial Drive. Phase 1 includes adding a east bound off ramp from SR 518 to Des Moines Memorial Drive. Phase 2 includes adding a westbound off- ramp from SR 518 to northbound SR 509 that div
WSDOT	5390	SR 518	Roadway Related - State Route	2020	Unprogrammed		$90,132,000	Construct a new interchange at SR 99
WSDOT	4246	SR 518	Roadway Related - State Route	2020	Unprogrammed		$64,537,268	Relocate the I-5 northbound ramp to the right side and combine I-5 northbound, I-5 southbound and the 51st Ave. S ramps at the Tukwila I/C.
WSDOT	4245	SR 518	Roadway Related - State Route	2020	Unprogrammed		$73,000,000	Add a second eastbound lane from the I-5 southbound drop lane to the I-5 northbound add lane at the Tukwila I/C.

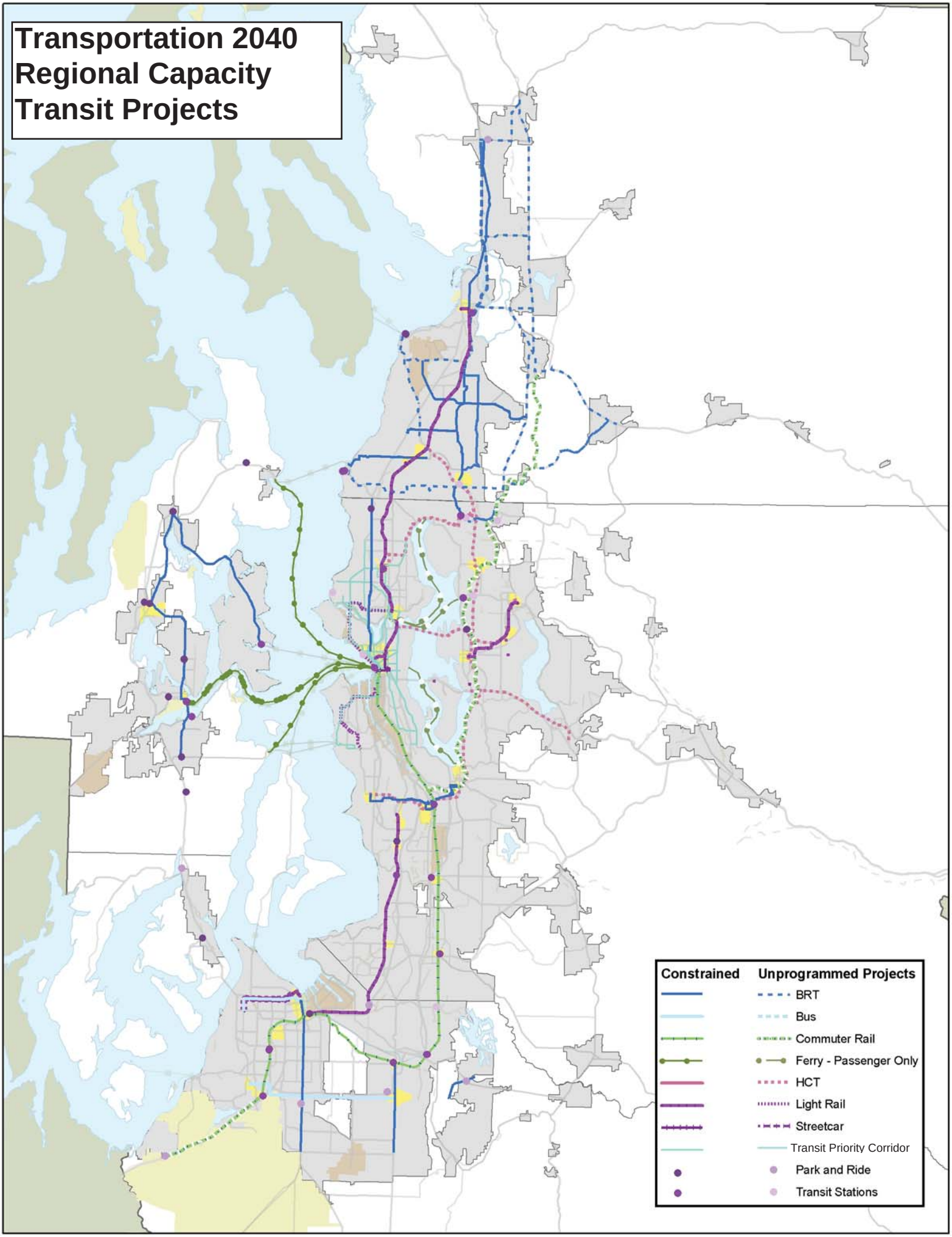
Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
WSDOT	1866	SR 519 Intermodal Access Project - Phase 2: South Atlantic Corridor	Roadway Related - State Route	2010	Completed	$75,180,256		I-90 Off-Ramp to South Atlantic Street. A new two-lane elevated ramp connection would be built from westbound I 90 to terminate at a signalized T-intersection at South Atlantic Street. The new South Atlantic Street connection would serve westbound freeway traffic from I 90 and I-5. The new ramp would be entirely elevated, passing over Fourth Avenue South and Third Avenue South and connecting to the South Atlantic Street overpass southeast of Safeco Field. Exiting northbound I-5 traffic would be routed to South Atlantic Street, while exiting southbound I-5 traffic would have the option of taking either the new off-ramp to South Atlantic Street or the existing I-90 off-ramp to Fourth Avenue South. South Royal Brougham Way Railroad Overpass. The South Royal Brougham Way at-grade railroad crossing would be closed and a new two-lane elevated structure would be constructed, connecting Occidental Avenue South to Third Avenue South. The new overpass would transport vehicular, pedestrian, and bicycle traffic over the BNSF Railway tracks and provide a new connection from South Royal Brougham Way into the second level of Qwest Field Event Center parking garage. The new ramp would accommodate local two-way traffic.
WSDOT	4250	SR 520	Roadway Related - State Route	2015	Constrained	$2,028,242,190		Construct new six lane connection between I-5 and Montlake Blvd. This includes reconstruction of the Portage Bay Bridge. Construct a westbound to southbound freeway-to-freeway Core HOV Connection at the I-5/SR520 interchange.
WSDOT	4251	SR 520: I-5 to Medina - Evergreen Point Floating Bridge and Landings	Roadway Related - State Route	2016	Constrained	$919,713,151		The Floating Bridge and Landings Project is one of four projects in the SR 520 Bridge Replacement and HOV Program. The proposed project would replace the SR 520 floating bridge and
WSDOT	4252	SR 520: Eastside Transit and HOV	Roadway Related - State Route	2014	Constrained	$477,564,425		Add HOV lanes eastbound between Evergreen Point Road and 108th Ave. Move existing HOV lanes and upgrade to full standard lanes to the inside and add a direct HOV access at 108th Avenue. Cost for this project includes the HOV restriping between I-405 (108th Ave) and SR 202 (MTP 4284).
WSDOT	4528	Bel-Red Regional Connectivity - SR 520 @ 124th I/C	Roadway Related - State Route	2011	Constrained	$270,709,921		Pending Interchange Justification effort currently underway. Upgrade the interchange to provide additional access to and from the east and construct an auxilary lane each direction between 124th and 148th Ave. NE.
WSDOT	4418	SR 520 @ 148th Ave NE I/C Vicinity - I/C Improvments	Roadway Related - State Route	2020	Constrained	$50,301,605		Provide 2nd eastbound grade separated off ramp access to the east of 148th Ave NE. Improve interchange ped and bike facilities along 148th Ave NE.
WSDOT	5443	SR 520 HOV to HOT	Roadway Related - State Route	2015	Constrained	$16,181,033		Convert HOV lanes to HOT lanes
WSDOT	4101	SR 520	Roadway Related - State Route	2010	Completed	$77,839,300		Widen SR 520 to 8 lanes including HOV Lanes and auxiliary lanes. Construct a new SR 520/SR 202 interchange.
WSDOT	4462	SR 520 Eastbound Auxiluary Lane: NE 148th Ave to NE 40th St.	Roadway Related - State Route	2022	Constrained	$11,494,722		Construct a auxilary lane eastbound between NE 148th Ave to NE 40th St.
WSDOT	2380	SR 522 @ 195th	Roadway Related - State Route	2040	Unprogrammed		$37,363,681	Construct second half of the existing half-diamond interchange making a full diamond interchange.
WSDOT	4257	SR 522 @ Paradise Lake Road Interchange	Roadway Related - State Route	2020	Constrained	$85,808,620		Construct a new grade separated diamond interchange.
WSDOT	1698	SR 522: Paradise Lk Rd to Snohomish River - Widening	Roadway Related - State Route	2020	Constrained	$56,219,441		Add two lanes converting a two lane highway to a four lane divided highway. Complete construction of the Fales/Echo Lake Interchange.
WSDOT	3621	SR 522 UW Bothell Campus South Access	Roadway Related - State Route	2007	Completed	$31,921,029		Construct a new interchange on SR 522 providing direct access to/from the UW-Bothell/Cascadia Community College joint campus in Bothell. Provide a new signalized intersection approx. one half mile west of the I-405 interchange where a new public street will be constructed from the campus to meet the existing "T" intersection of Woodinville Drive and Brackett's landing. A new bridge over this intersection will allow traffic exiting I-405 to merge onto WB SR 522 unimpeded by turns at the new intersection. The SB I-405 off-ramp to WB SR 522 will be widened to give motorists the option of entering the campus or using the new overpass to SB SR 522.
WSDOT	4159	SR 522 (Nickel)	Roadway Related - State Route	2020	Constrained	$121,357,750		This project will widen SR 522 from the existing two lanes to four lanes with median separation from the Cathcart Road vicinity (Snohomish River Bridge) to US 2. The proposed action evaluated in this EA includes a new bridge across the Snohomish River, a
WSDOT	1714	SR 524	Roadway Related - State Route	2025	Constrained	$89,804,735		Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.
WSDOT	4259	SR 524	Roadway Related - State Route	2040	Unprogrammed		$77,274,887	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.
WSDOT	4260	SR 524	Roadway Related - State Route	2040	Unprogrammed		$58,876,104	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.
WSDOT	1715	SR 525	Roadway Related - State Route	2027	Unprogrammed		$167,973,198	NFS - Connect to proposed ferry terminal location. Costs are develop a new three-lane roadway on new alignment that would access the relocated Mukilteo Ferry Terminal down an environmentally sensitive drainage known as Japanese Gulch
WSDOT	5543	SR 529 - Ebey Slough Bridge 529/25 Replacement	Roadway Related - State Route	2010	Completed	$43,435,479		This project will replace the existing Ebey Slough Bridge, 529/25, with a new fixed span structure and remove the existing bridge structure. The bridge will be widened from two to four lanes to match the four-lane roadway sections immediately before and after the bridge.
WSDOT	1639	SR 531	Roadway Related - State Route	2030	Constrained	$42,845,937		Four-lane widening with intersection improvements

Sponsor	MTP ID	Project Title	Project Type	Estimated Completion Date	Status	Cost Constrained (in constant $08)	Cost Unprogrammed (in constant $08)	Description
WSDOT	112	SR 704 - Cross Base Highway, I-5 to Spanaway Loop Rd	Roadway Related - State Route	2035	Unprogrammed		$407,147,721	Construct new four-lane, limited access facility between Fort Lewis and McCord Air Base. Includes reconstructed interchange at I-5. Includes Gravelly Thorne Connector: Construct one mile single lane SB roadway connecting Gravelly Lake Drive to Thorne Lane west of the Sound Transit/Burlington Northern Railroad tracks. Also includes bike/ ped separated path.
WSDOT	1617	SR 900	Roadway Related - State Route	2010	Completed	$41,386,412		Widen to 4 lanes w/ TWLTL.
WSDOT	4405	I-405 Corridor: SR 522 to I-5 (DT Woodinville Transit Center)	Transit & Ferry Related	2030	Unprogrammed		$33,143,362	(l) Downtown Woodinville Transit Center,
WSDOT	4404	I-405 Corridor: SR 522 to I-5 (UW Bothell Transit Station)	Transit & Ferry Related	2030	Unprogrammed		$33,143,362	(k) UW Bothell Transit Station,
WSDOT	4393	I-405 Corridor: SR 520 to SR 522 (Central Kirkland Transit Station)	Transit & Ferry Related	2030	Unprogrammed		$33,143,362	(h) Transit/HOV: Central Kirkland Transit Station.
WSDOT	4403	I-405 Corridor: SR 522 to I-5 (Canyon Park Transit Station)	Transit & Ferry Related	2030	Unprogrammed		$33,143,362	(j) Canyon Park Transit Station,
WSDOT	2882	I-90 Highpoint to Preston Trail	Bicycle/ Pedestrian	2012	Completed	$4,653,575		Shared use bike path
WSDOT	2907	SR 520 Trail	Bicycle/ Pedestrian	2020	Constrained	$577,111		Shared use bike path Pending outcome of Trans-Lake Corridor study
WSDOT	2906	SR 520 Trail	Bicycle/ Pedestrian	2020	Constrained	$790,392		Shared use bike path pending outcome of Trans-Lake Corridor study
WSDOT	2910	SR 520 Trail over 520 Bridge	Bicycle/ Pedestrian	2020	Constrained	$2,019,890		Shared use bike path Pending outcome of Trans-Lake Corridor study
WSDOT	3542	Cedar-Duwamish Trail Connection	Bicycle/ Pedestrian	2030	Constrained	$3,011,016		Add ped / bike facility
WSDOT	3544	I-405 Corridor: I-405@I-5 bike/ped facility via or around I-405@I-5 Interchange	Bicycle/ Pedestrian	2030	Constrained	$3,011,016		Add ped / bike facility
WSDOT	3539	SR 527 Ped/Bike I-405 Overcrossing	Bicycle/ Pedestrian	2030	Constrained	$4,265,606		Add ped / bike facility crossing I-405 from 220th St SE to 228th St SE
WSDOT	3543	I-405 Corridor: I-405 / SR 167 Trail Connection	Bicycle/ Pedestrian	2030	Constrained	$4,767,442		Add trail connection
WSDOT	3541	Cedar River Trail / Lake WA Blvd Connector	Bicycle/ Pedestrian	2030	Constrained	$5,143,819		Add ped / bike facilities
WSDOT	3536	NE Park Drive Ped/Bike	Bicycle/ Pedestrian	2030	Constrained	$5,394,737		Add sidewalk / paved shoulder crossing I-405 from SR 900 / Sunset Blvd to Lake Washington Blvd
WSDOT	3540	I-405 Corridor: Cedar River Trail S Extension	Bicycle/ Pedestrian	2030	Constrained	$5,414,198		Add ped / bike facility
WSDOT	4329	I-405 Corridor: SR 169 to I-90 (Lk Wa bike path realignment)	Bicycle/ Pedestrian	2020	Constrained	$12,545,899		(l) Realignment and reconstruction of Lk. Washington bike path.
WSDOT	3527	Tukwila Urban Access Improvement Project	Roadway Related - Arterial	2012	Constrained	$24,169,253		The project will widen Southcenter Parkway to the east from south of Strander Boulevard to the 1-5 northbound off-ramp to provide added storage length for the back-to-back dual left turn lanes between Strander Boulevard and Klickitat Drive. The southbound
WSDOT	3528	Interurban Ave Capacity Expansion	Roadway Related - Arterial	2030	Unprogrammed		$18,442,472	Expand capacity on North-South arterials

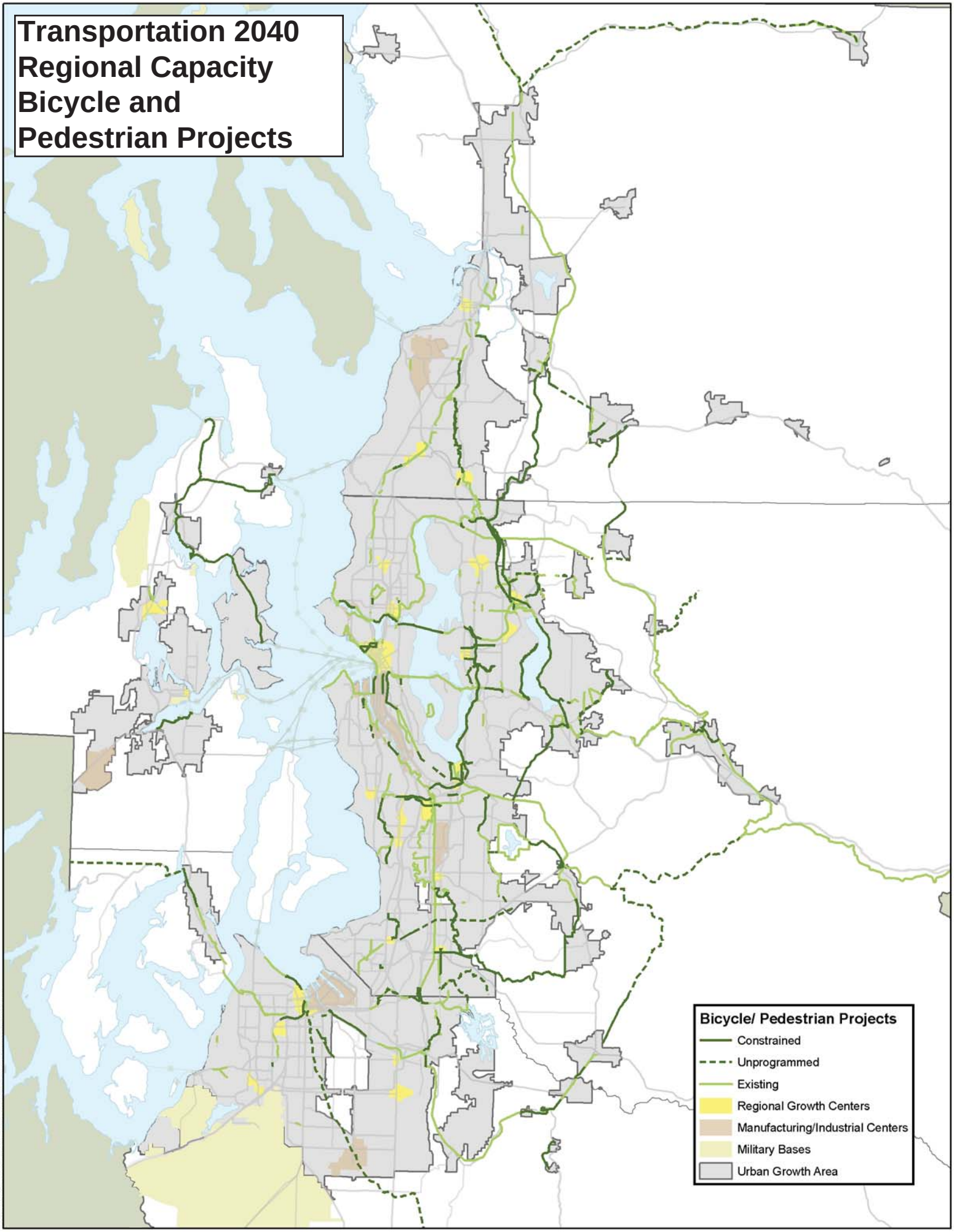

Transportation 2040
Regional Capacity
Projects Map -
All Projects
Constrained Projects
BRT
Bus
Commuter Rail
Passenger Only Ferry
HCT
Light Rail
Streetcar
Transit Priority Corridor
Bicycle/ Pedestrian
Arterial
State Route
Park and Ride
Transit Stations
Urban Growth Area
Military Bases
Unprogrammed Projects
BRT
Bus
Commuter Rail
Passenger Only Ferry
HCT
Light Rail
Streetcar
Transit Priority Corridor
Bicycle/ Pedestrian
Arterial
State Route
Park and Ride
Transit Stations
Regional Growth Centers
Manufacturing/Industrial Centers
W:\gis\projects\T2040\update\mapping\t2040_region_letter.mxd


Constrained
Arterial
State Route
Unprogrammed
Arterial
State Route
Regional Growth Centers
Manufacturing/Industrial Centers
Military Base
Urban Growth Area
Transportation 2040
Regional Capacity
Roadway Projects
W:\gis\projects\T2040\update\mapping\t2040_roadway_letter.mxd

Transportation 2040 Regional Capacity Transit Projects



Transportation 2040 Regional Capacity Bicycle and Pedestrian Projects



W:\gis\projects\T2040\update\mapping\t2040_nonmotor_letter.mxd

D R A F T
Attachment 8

March 5, 2014

Ms. Amy Ho
Puget Sound Regional Council
1011 Western Ave, Suite 500
Seattle WA 98104

Dear Ms. Ho:

Thank you for the opportunity to comment on the 2014 Update to the Transportation 2040 Plan document.

The Update contains and supports many of the principles that Kirkland is considering as we update the Transportation Element of the City of Kirkland's Comprehensive Plan. Goals for Kirkland's Transportation Master Plan include:

- Efficiently moving people through the City by a variety of modes;
- Linking transportation and land use, including a focus on our Urban Center of Totem Lake;
- Fiscal and environmental sustainability with an emphasis on maintaining existing facilities;
- Actively partnering with other agencies and the private sector; and
- Measuring progress toward these goals.

While it is satisfying to see that each of these goals is reflected in Transportation 2040, there are several clarifications that need to be made to the Update.

- In the maps associated with the Active Transportation Plan, (Appendix O, Attachment A page 12) Lake Washington Boulevard between Lake Street and the South Kirkland Park & Ride should be included on the regional bicycle network and Juanita Drive (Segment King 18) should be a Tier 1 route. Finally, that same map should be updated to reflect a recently completed project that added bike lanes on 100th Avenue between NE 124th and NE 132nd Streets.

- Other changes include making sure the maps and project lists in Appendix N are accurate and consistent; in particular, the Cross Kirkland Corridor – Project 4041 is not shown on page 4 of the Maps attachment. Project descriptions and mapping for 124th Avenue NE also need correction – a northern piece of the project (Project 2523) is in the constrained portion of the plan, and the southern section of the project is in the unconstrained part of the plan.

- It is assumed that the Sound Transit Project on the Eastside Rail Corridor (Project 5296) that includes commuter rail is only a placeholder, given that it is not shown for completion until 2040 and it is in the unprogrammed portion of the Plan, and given the fact that Sound Transit is currently studying alternatives to commuter rail modes on the same alignment.

- Kirkland's section of the Eastside Rail Corridor (ERC) is called the Cross Kirkland Corridor (project 4041 on the regional project list) and has transit in its description. The section of the Eastside Rail Corridor from Bellevue to Kirkland and the Cross Kirkland Corridor should be changed from commuter rail to "High Capacity Transit" as those two segments of the ERC link the Totem Lake Urban Center to the soon-to-be-constructed East Link Light Rail line in Bellevue. The High Capacity Transit designation is more consistent with Kirkland's vision and growth targets for the Totem Lake Urban Center as well as Sound Transit's evaluation of transit options for these two segments of the corridor.

Thank you once again for your work on the Update to Transportation 2040 and for your consideration of our comments.

Sincerely,

Kirkland City Council

By Amy Walen, Mayor