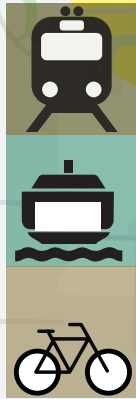


# Transportation 2040



toward a sustainable transportation system

## Appendix M: Metropolitan Transportation System Capacity Improvements List



September 22, 2011

Puget Sound Regional Council

## Transportation 2040 Appendix M

### Introduction

Transportation 2040 provides for the development of new plan investment amendment and investment prioritization processes as discussed in Chapter 7. In the interim PSRC will retain its existing processes for plan investment amendments, investment status changes, and Transportation Improvement Program (TIP) activity with only those modifications absolutely required by Chapter 7 and the adoption of VISION 2040. This Appendix provides detailed information on the subset of Transportation 2040 investments that add capacity to Metropolitan Transportation System (MTS) facilities. It also describes the interim processes for amending plan investments. Appendix D provides information on the MTS. Transportation 2040 Chapter 7 “Future Planning, Programming, and Implementation” contains more information on these activities.

### Investment Planning Status

Capacity investments on the MTS will be assigned a planning status based on which component of the plan they are in plus their Approval status. Ability to program and obligate funds in the regional Transportation Improvement Program (TIP) depends upon the investment status in the plan as shown in Figure M.1 and described in section “Investments Subject to PSRC Approval” below.

Figure M.1: Investments Status and TIP Programming

Plan Component	Approval Status	Description	TIP status
<b>Constrained</b>	<b>Approved</b>	PSRC Executive Board approved the project for implementation.	Can program and obligate funds for any purpose.
<b>Constrained</b>	<b>Conditionally Approved...</b>	Approved pending the satisfaction of certain conditions or approved ONLY for early ROW purchase.	Can program funds for any purpose but may not obligate CN and ROW funds unless the conditions set by PSRC Executive Board explicitly state otherwise.
<b>Constrained</b>	<b>Candidate</b>	Not yet approved; financial and other analysis remains to be done and Executive Board needs to act.	Can program funds for any purpose but may not obligate CN and ROW funds.
<b>Unprogrammed</b>		Investment not yet admitted to the Constrained portion of the plan.	Can only program and obligate study funds.

### Itemized Listing of Capacity Investments on the MTS

The investments detailed in this appendix are summarized by SMART corridor in Appendix B. Both appendices include Transportation 2040 investments considered to be regionally significant (those that expand capacity on Metropolitan Transportation System facilities). The plan includes other investments at both regional and local levels; see the plan body text for further information on these “programmatic” investments. Appendix M will be revised as the plan is amended and the most recently dated version on the PSRC website will supersede all previously published versions.

## Arrangement and format of the MTS Capacity Investment List

The list is arranged so that the reader can quickly find investments by type and by the affected facility. Other formats of this list or subsets thereof can be obtained from the Regional Council contacts shown at the end of this introduction. Investments in this list appear only once, grouped and sorted as follows:

- Roadway-Related (State Highways) sorted by state route number
- Roadway-Related (Arterials) sorted by sponsor
- Transit & Ferry Related sorted by service or facility type in this order: Light Rail, Commuter Rail, Rail Stations and/or Parking Facilities, High Capacity Transit-Mode to be Determined, Streetcar, Bus Rapid Transit including supporting roadway investments, transit centers and multimodal terminals, Park & Rides, and ferry investments including terminals and service expansions
- Bicycle/Pedestrian sorted by sponsor

### Important note regarding sponsorship

If the Washington State Department of Transportation (WSDOT) is not listed as the project sponsor for projects on state highways, it is assumed that local agencies will assume lead sponsor responsibility for obtaining funding from available local and federal sources. Projects listed as sponsored by WSDOT may have identified funding from a variety of sources, including local cosponsors. Sponsorship listed as “Agency Not Identified” indicates investments the planning process identified for which an implementing agency has not yet taken the lead.

### Key to project listing columns

<b>COLUMN</b>	<b>DESCRIPTION</b>
<b>Title</b>	Investment title, usually with the facility name first.
<b>ID</b>	Unique number for the investment in the PSRC database
<b>From (or at)</b>	Description of the starting location for a “linear” project such as a lane addition or the specific location of a “point” project such as an intersection improvement
<b>To</b>	Description of the ending location of a “linear” project
<b>On</b>	Name or description of the affected facility
<b>Description</b>	Description of the project outcomes
<b>Lead Sponsor</b>	Agency that will take the lead in implementation
<b>Est. Cost</b>	Estimated total cost of the project in year 2008 constant dollars. Investments with costs equal to zero have had their costs included in other related investments or estimated programmatically.
<b>Status</b>	The Planning Status of the project (see Figure M.1).
<b>Complete</b>	The year in which the sponsor expects the project to be completed.
<b>TIP Proj(s)</b>	ID’s of RTIP project or projects implementing this Transportation 2040 project.
<b>Corridor(s)</b>	SMART corridor or corridors in which the investment occurs. Investments may appear in more than one corridor.

The itemized list includes some but not all of the data retained by the Regional Council for each project. Additional data such as project co-sponsors are available from the Regional Council contacts listed below.

## Obtaining updated copies of Appendix M

Regional Council staff will continue to make routine, administrative corrections to the project list as well as apply changes resulting from plan amendments.

Current versions of the documents Transportation 2040 Appendix M – Projects, Guidance for Major Capacity Investments, Transportation 2040, and reports with alternate sorting of the T 2040 project list data are available either through the Regional Council's website (<http://www.psrc.org/projects/mtp/>) or by contacting the Regional Council's Information Center (206-464-7532, or [info@psrc.org](mailto:info@psrc.org)).

## Investment Admission to Transportation 2040

Transportation 2040 commits the region to revising the processes it uses to admit MTS capacity investments to the plan while also specifying an evaluation framework to use when considering admission. Until the revisions are complete, the Regional Council will combine prior practice with Transportation 2040 to process MTS capacity investment admission requests from proposing agencies as plan amendments. PSRC staff will process any request and make a recommendation via the Transportation Policy Board to the Executive Board for treatment as a Major or Minor amendment as specified in Chapter 7, with these requirements:

1. The proposed project/program occurs on a facility or facilities that is or will be part of the Metropolitan Transportation System.
2. The proposed project/program has been derived from one of the following types of comprehensive planning processes:
  - An approved local comprehensive plan developed under the state Growth Management Act (where a city or county is the project/program sponsor).
  - An approved public transit short- or long-range capital improvement program (where a transit agency/operator is the project/program sponsor).
  - WSDOT's approved State Transportation System Plan (where the state is the project/program sponsor).
  - An approved capital improvement plan or program of another agency not noted above (e.g., where a port or special purpose transportation agency is the project/program sponsor).
  - A regional planning process conducted as part of the region's unified planning work program that supports implementation of the region's policies for transportation, development and/or economic strategies where the Regional Council is the sponsor, or one or more local, regional or state agencies have conducted such public planning process and recommended consideration and inclusion of project results in the regional transportation plan.
3. The proposer formally requests the plan amendment in written communication to PSRC staff, specifies the status the investment should have (Unprogrammed, Constrained—Candidate, Constrained—Conditionally Approved, or Constrained—Approved), and provides information sufficient to confirm that all agencies directly affected by the proposed investment concur that it should be admitted to the regional plan (for example, locally-proposed investments on state-owned facilities would need to have WSDOT concurrence).
4. The proposing agency supplies to PSRC information that addresses the evaluation framework specified in Chapter 7. The Regional Council recognizes the challenges of this requirement during the interim period prior to adoption of final procedures and therefore commits to work with the proposing agency to ensure that a reasonable, fair, and consistent effort is made to supply sufficient information for a decision. The Chapter 7 framework is repeated here for convenience:

A common evaluation framework where possible [...] should explicitly assess key VISION 2040 policy areas including but not limited to:

- Support for the Regional Growth Strategy, including focusing growth in regionally designated centers inside the Urban Growth Area
- Reducing greenhouse gases
- Reducing vehicle miles traveled
- Freight mobility
- Sustainable funding
- Equity and environmental justice
- Reducing impacts on Puget Sound water quality
- Addressing Congestion and Mobility
- Promoting economic activity and employment growth
- Achieving a jobs-housing balance

## **Moving from Unprogrammed to Constrained**

Requests to move from Unprogrammed to Constrained or the reverse are similar to plan admission requests as specified in Chapter 7. Requests should be made to PSRC staff and must address requirements (3) and (4) of the investment admission process specified above.

## **Changing Status within Constrained**

Until the Transportation 2040 plan amendment process is revised as described in Chapter 7 section “Plan Amendment and Prioritization,” the Regional Council will continue to treat requests to change status within the Constrained plan largely as it did under Destination 2030. The process described below is taken from the “Guidance for Major Capacity Investments” as adopted under Destination 2030 with revisions made necessary by VISION 2040 and Transportation 2040.

## **Investments Subject to PSRC Approval**

As mentioned above, only projects that expand capacity on MTS facilities are itemized and given a specific approval status within the Constrained plan. Figure M.2 defines these types of projects, figure M.1 summarizes their eligibility for TIP programming. Any project that does not meet the definition of “Requiring Approval” is exempt from the PSRC approval process but must still follow all applicable state and/or federal environmental, programming, and public review processes.

The Regional Council will continue to follow federal project programming guidance for inclusion of eligible projects in the regional Transportation Improvement Program (TIP). Candidate projects are only eligible to access funds programmed in the regional TIP and State Transportation Improvement Program (STIP) for planning, environmental or preliminary engineering phases to help define important details about the nature of the final project. Candidate projects will be identified as such in the regional TIP and the STIP. While implementation phases of a project may be included in the TIP and STIP, such designated Candidate projects cannot advance implementation funding phases to federal obligation action until PSRC Approved status is obtained.

A Candidate project must satisfactorily address Approved project criteria before it can be designated Approved in Transportation 2040. Approved projects are fully eligible to access funds programmed in the regional TIP for project action/implementation phases such as right-of-way acquisition and construction (including final design). Reclassifying a project from Candidate to Approved occurs through the action of the Regional Council’s Executive Board as described below. Upon positive action by the Executive Board to change project status in Transportation 2040, project status in the regional TIP and the STIP will be changed to Approved.

Figure M.2: Investments Exempt vs. Requiring Approval

Exempt	Requiring Approval
<p><b>All Planning Studies</b></p> <p><b>ITS</b></p> <ul style="list-style-type: none"> <li>Projects under \$100 Million (all ITS projects should demonstrate consistency with adopted regional ITS architecture)</li> </ul> <p><b>Roadway</b></p> <ul style="list-style-type: none"> <li>Non-MTS facilities</li> <li>Rehabilitation and maintenance</li> <li>Single intersections</li> <li>Safety</li> <li>Operations (i.e., management of roadways, weigh stations, rest areas, studies, etc.)</li> <li>Shoulders</li> <li>Reconstruction of existing interchanges using the same alignment (additional lanes permitted)</li> <li>Left turn lanes not continuous between two intersecting arterials</li> </ul> <p><b>Non-motorized</b></p> <ul style="list-style-type: none"> <li>Non-motorized facilities adjacent to and within roadways (bike lanes, sidewalks, pedestrian over/under-crossings etc.)</li> </ul> <p><b>Transit</b></p> <ul style="list-style-type: none"> <li>Non-MTS facilities</li> <li>New bus routes</li> <li>New buses/increased service</li> <li>Bus flyer-stops</li> <li>Transit Maintenance and Operation bases</li> <li>Park &amp; ride lots with less than 250 stalls after construction of project</li> <li>Traditional Transportation Demand Management (TDM) programs (e.g., ridesharing/vanpooling, commute trip reduction/CTR program)</li> </ul> <p><b>Ferry</b></p> <ul style="list-style-type: none"> <li>Changes to existing ferry service</li> <li>New ferries on existing routes</li> </ul>	<p><b>ITS</b></p> <ul style="list-style-type: none"> <li>Projects over \$100 Million</li> </ul> <p><b>Roadway</b></p> <ul style="list-style-type: none"> <li>Capacity change on MTS (adding/removing lanes)</li> <li>Street realignment or relocation</li> <li>Continuous left turn lanes extending from arterial to arterial</li> <li>New or reconstruction of interchanges that add new fly over ramps, or add capacity through new turn movements previously not available</li> <li>Grade separations</li> </ul> <p><b>Non-motorized</b></p> <ul style="list-style-type: none"> <li>Bicycle/Pedestrian projects involving separated pathways</li> </ul> <p><b>Transit</b></p> <ul style="list-style-type: none"> <li>Park &amp; ride lots with more than 250 stalls after construction of project</li> <li>Transit Centers and Stations</li> <li>Dedicated transit R.O.W – alignments, tracks/infrastructure, &amp; stations</li> </ul> <p><b>Ferry</b></p> <ul style="list-style-type: none"> <li>New routes</li> <li>New/relocated ferry terminals</li> </ul>

## Requirements for Status Change Requests within the Constrained Plan

For projects to be designated as Approved, documentation shall be submitted to PSRC with the request to change project status, showing how the following applicable six criteria have been met for a given project:

### 1. Consistency with VISION 2040 Policies

Regional Council staff is responsible for assessing and recommending project consistency with adopted transportation policies. Given the diverse nature of many subjects covered by the region's adopted policies in VISION 2040 it is unlikely that all adopted policies will have direct relevance and applicability to all major capacity investments projects. Therefore, to assist project sponsors proposing to undertake planning for a major capacity project that would be subject to this guidance, Regional Council staff offers to consult with project sponsor(s) in the early stages of such process. The consultation would provide guidance on the nature and types of regional policies that would be most applicable to consider in guiding development and evaluation of alternatives by the project sponsor(s). The policies used for this evaluation are found in VISION 2040, available on the PSRC website.

### 2. Benefit–Cost Analysis (BCA)

Benefit-Cost Analysis (BCA) is an established framework for evaluating the economic merits of various types of investments and programs, including public works projects and regulatory policies. In accordance with state guidance, the Regional Council requires that all future corridor studies conducted in the region that are expected to have a final estimated cost of corridor improvements greater than \$100 million include a BCA as a part of their alternatives definition through the environmental process. (The intention is for the BCA component of this process to be consistent with recently revised RCW 47.06.130, 2002 legislative session.) Projects will have different requirements depending on their size. Projects with less than \$100 million in total costs are considered exempt from this BCA requirement. Medium-sized projects (between \$100 million and \$250 million) have relatively simplified criteria to be used in their BCA, and large projects (over \$250 million) will need to employ more complex criteria. An additional explanation and a table providing more details about these specific BCA requirements can be obtained from PSRC staff.

The BCA is intended to be useful input for the preferred alternative decision process, so it is important that it be performed prior to the resolution of established decision deadlines, such as within and before completion of the formal environmental process.

Candidate projects that are estimated to be over \$50 million should be evaluated on a case-by-case basis with the project sponsor to determine the likelihood of the project exceeding the \$100 million threshold. This evaluation will be used to determine if the BCA should be used in the environmental analysis or if the planning process may have already passed the critical point of decision. Projects having completed or nearly completed their formal environmental analysis or record of decision or have reached agreement on a preferred alternative prior to establishment of this guidance (targeted for June 2002) are not required to complete this BCA requirement for Approved status consideration.

Additional guidance will be developed over time as the Regional Council works with project sponsors to help identify and refine appropriate methodologies to aid project sponsors in the completion of Benefit Cost Analysis.

### 3. Environmental Documentation

The final resolution of how a project or program will be developed is achieved through formal state or federal planning and environmental review processes.

Final environmental documentation from a NEPA/SEPA process shall be submitted to the Puget Sound Regional Council. Documentation must be current. The final documentation must show that the sponsoring agency has documented completed appropriate public and environmental review

processes and has made a decision on the final nature, character, components or design of the given project or program.

For federally funded projects the following document(s) shall be submitted where appropriate:

1. Environmental Review Summary (ERS) with Categorical Exclusion (CE)
2. Environmental Classification Summary (ECS) with Documented Categorical Exclusion (CE)
3. Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI)
4. Final Environmental Impact Statement (FEIS); submitting the Record of Decision (ROD) is optional

For private, state or locally funded projects the following appropriate document(s) shall be submitted:

1. Environmental Review Summary (ERS) with Categorical Exclusion (CE)
2. Environmental Checklist with Determination of Non-Significance (DNS) or a Mitigated Determination of Non-Significance
3. Final Environmental Impact Statement (FEIS)

The preferred alternative must include a description of the alternative in the environmental documentation. If the final nature, character, components or design of the given project or program are not included with the final environmental documentation, then no determination to move a project to Approved status will be made.

#### **4. Planning Requirements**

Regional Council staff will review additional planning requirements that have been previously identified and agreed to by the Executive Board on a case-by-case basis. This could include such items as Memorandum of Agreements between agencies, zoning requirements, meeting conditions noted in a conditional approval, etc. This criterion would normally only apply to large regional projects.

#### **5. Financial Feasibility Review**

In reviewing financial plans for major capacity projects, the Regional Council will review how user fees were evaluated and considered as part of a financing strategy. Upon request from a project sponsor, the Regional Council will provide assistance in establishing a framework for evaluating user fees.

For the Candidate to Approved request, sponsors shall demonstrate that the proposed project has the applicable combination of secured funding and funding that is reasonably expected to be secured. There is limited regional financial capacity affecting what can be included in the regional transportation plan. A project financing plan should only contain/propose actions for revenues that can be reasonably projected to be developed or secured at a future date, based upon past trends or relatively well documented public support for such actions. The financing plans should also address how project funding may impact funding availability for other projects in the region. A definition of these terms follows:

##### ***Funding Types***

**Secured funding** is demonstrated when identified in an approved budget or appropriation or similar approved funding action. Secured funds include, but are not limited to, (1) the WSDOT current law budget, (2) the annual budget of a local city, town, county or public transit agency, (3) projects selected for state-level Transportation Improvement Board (TIB) funding under one of its funding programs (e.g., TPP, AIP, etc.), (4) funds supported by a limited improvement district, fee mitigation program, etc. Typically, the first year of a financially constrained six-year comprehensive transportation program (of a city, town or county) or a public transit agency six-year transit development plan is also approved into

agencies' annual budgets. A project proposed to use federal discretionary funds is not considered secured until identified in an approved federal appropriation.

**Funds are reasonably expected** to be available when: identified from sources historically available, and/or currently authorized but not appropriated, and/or otherwise explicitly identified for programming from agencies or organizations with project selection (award) authority. New funding sources and "innovative" funding is considered reasonably expected to be available if identified in sufficient detail and with a reasonable expectation/demonstration of public support. Funds reasonably expected to be available include, but are not limited to, funds (1) beyond a current approved budget or appropriation, but consistent with a projected extrapolation based on historic levels of such funds (2) identified in an approved authorization but not yet approved into an appropriation, (3) from new funding sources when identified in a specific financial plan and described in sufficient detail on the actions to be taken to obtain the new funding—including "innovative financing techniques" and the actions to implement those techniques. Funds identified in the second through sixth year of financially constrained six-year comprehensive transportation programs (for cities, towns or counties) or public transit agency six-year transit development plans are considered to be reasonably expected to be available.

If the Regional Council is unable to determine if the funding for a transportation plan, project or project phase, or program is the appropriate mix of secured and reasonably expected to be secured funding, the Regional Council may only consider the project speculative and would not consider it financially feasible to change it from Candidate to Approved status.

## 6. Air Quality

Projects are reviewed for significant changes to their scope as outlined in their original Candidate project submittal to Transportation 2040. If significant changes are found in the final recommended project, a new air quality conformity analysis may be required. The federal Clean Air Act Amendments of 1990 and the Washington State Clean Air Act require that regional transportation plans and TIPs be prepared in conformity with the State Implementation Plan for Air Quality. Currently, a new plan and TIP conformity analysis is completed on an annual basis each summer. On occasion, if amendments affect the regional air quality model, it may be necessary to complete a new air quality conformity analysis outside of this annual cycle. However, this analysis has recently become more complex and time-consuming so sponsors should plan accordingly when timing their requests for Approval for projects that have changed sufficiently to require new air quality conformity analysis.

## Granting of Approved Status

Requests for regional project designation (Candidate or Approved) received by the Regional Council require action by both the Transportation Policy Board and Executive Board. Projects that satisfactorily meet the six criteria above will be placed on the Transportation Policy Board's agenda recommending approval to the Executive Board.

If Regional Council staff reviewing a given project determine that they cannot recommend Approved status for such project, the project sponsor will be contacted and given the opportunity to appeal the staff recommendation by petitioning the Transportation Policy Board for Approval or Conditional Approval. If the Transportation Policy Board does not grant such approval, the project sponsor may petition the Executive Board whose decision shall be final.

Upon receiving Executive Board Approved status for a given project in accordance with these guidance procedures, sponsors shall receive written notification that such Approval has been given. This enables the project to be eligible to proceed with implementation actions.

If an Executive Board action confers “Conditional Approved” status on a given project/program, the identified conditions must be met within whatever timeframe is established by the Executive Board action in order for the project to advance to Approved status. If the project does not meet the deadlines for the identified conditions, it would be subject to policy review for consideration to either return the project to Candidate status or remove the project from the regional transportation plan. In certain cases (i.e., early right-of-way acquisition) Conditional Approval may be granted allowing the project to obligate specific implementation funds even if not yet fully approved. The condition(s) attached to the project will be documented and will specify what obligation is permitted.

### **Conditions for Re-examination of Approved Status**

The Regional Council will respect the many complex requirements and due public processes that local, regional and state agencies must go through to enable their project to achieve Approved project status in the adopted regional transportation plan. Therefore, the PSRC Executive Board shall only revisit or reconsider a project or program’s Approved status if the project/program conditions have conclusively changed such that the project sponsor is incapable of continuing project/program implementation in the general manner by which it was originally approved. Examples of this event include:

- Project-level final environmental documentation was overturned by a legal process or was reopened by the project sponsor to consider new or additional alternatives.
- Planning requirements or implementation responsibilities established in a corridor-level record of agreement on a large project that resulted from an environmental process are not being honored by one or more parties to such agreement, enabling other parties to such agreement to petition the Executive Board to revoke Approved status.
- If the financial plan for an Approved project contains funding reasonably expected to be available at the time Approved status was granted, and such funding is later assessed as unreasonable in a regional planning process using latest available financial data and trend information.

## Transportation 2040 Appendix M: Itemized Investment List

### Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \*

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Riverfront Walkway	1885	Lenora Street	Pacific Avenue	Riverfront Walkway	Complete Phase I of Riverfront Walkway non-motorized improvements and construct overcrossing of BNRR.	Everett	\$70,000	Approved	2011	31EVT-21 EVT-10	West Snohomish
Everett Bike Station	3365	Broadway Ave	10th St	Broadway Ave	Construct a bicycle commuter station	Everett Transit	\$400,000	Candidate	2007	MET-130B	West Snohomish
Mukilteo Lane Waterfront Access	4010	Park Ave	Mt. Baker Crossing	Mukilteo Lane	Construct Parking Lot (80-100 stalls) and Pedestrian Access Bridge connecting Mukilteo with Mukilteo Multi-modal Terminal	Mukilteo	\$7,000,000	Candidate	2020	WSF-59A	West Snohomish
North Creek Trail, Section 2, Stage 2 (Canyon Park Business Park)	4171	228th Street SE	220th Street SE	North Creek Trail ROW	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. The project will construct a pedestrian bridge (approximately 100 feet in length) over North Creek, construct and or reconstruct approximately 4,000 liner feet of new and existing 10-12 foot asphalt paved path.	Bothell	\$800,000	Approved	2011	BOTH-20D	West Snohomish
North Creek Trail, 220th Street SE to SR 524 (Woodlands Technology Campus)	4172	220th Street SE	SR 524	North Creek	The North Creek Trail north of 220th Street SE to SR-524 will be constructed by project developers over the next several years. The proposed project "Woodlands Technology Campus" will construct a 12 foot wide mixed use path on their property which runs from 220th Street SE north to 213th Street SE at SR-527. The piece of mixed use path from 213th Street SE north to SR-524 will be built when development occurs on these parcels.	Bothell	\$0	Approved	2011		West Snohomish
Interurban Trail	2812	228th St	SR 104 (Snohomish/King county line)	Interurban Trail	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.	Edmonds	\$2,000,000	Approved	2012	EDM-13	West Snohomish
Interurban Trail	2834	Northern terminus of existing trail at Beverly Blvd	41st St	Interurban Trail	Shared use bike path	Everett	\$2,000,000	Approved	2010	EVT-29	West Snohomish

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Riverfront/Interurban Connector	2680	Everett City limits	Interurban Trail at 84th St	Riverfront/Interurban Connector	Shared use bike path Not in local plans	Everett	\$2,000,000	Candidate	2010		West Snohomish
Riverfront/Interurban Connector	2679	Planned Riverfront Trail	Everett City Limits	Riverfront/Interurban Connector	Shared use bike path Not in local plans	Snohomish Co.	\$400,000	Candidate	2010		West Snohomish
Interurban Regional Trail - Missing Link	4634	212th St SW	52nd Ave W	PUD Right of Way	Completion of a multi-use trail that provides direct access to a designated urban centers and a high capacity transit	Lynnwood	\$800,000	Candidate	2011		West Snohomish
Interurban Trail--124th Street SW I-5 overcrossing	2805	128th St SE	I-5	Interurban Trail--124th St SW I-5 overcrossing	Shared use bicycle path. See <a href="http://www1.co.snohomish.wa.us/Departments/Public_Works/Services/Roads/Projects/RC1022.htm">http://www1.co.snohomish.wa.us/Departments/Public_Works/Services/Roads/Projects/RC1022.htm</a>	Snohomish Co.	\$200,000	Approved	2006	SNOCO-79	West Snohomish
North Creek Trail - Bothell to Mill Creek	4016	North Creek Park	Filbert Road	North Creek Trail	Pedestrian Trail	Snohomish Co.	\$6,000,000	Candidate	2012		West Snohomish
North Creek Trail Link	2263	North Creek Park	McCollum Pk	North Creek Trail Link	New Class I bike/ped trail. Construct missing links in the North Creek Trail from Bothell to Everett.	Snohomish Co.	\$5,000,000	Candidate	2020	BOTH-20 BOTH-20A MC-4	West Snohomish
SR 527 Ped/Bike I-405 Overcrossing	3539	220th St SE	228th St SE	SR 527	Add ped / bike facility crossing I-405 from 220th St SE to 228th St SE	WSDOT	\$4,000,000	Candidate	2030		West Snohomish
Interurban Trail & Trailhead Construction Project (Edgewood/ Pacific CL to 114th St E)	4285	Edgewood/ Pacific City Limits	114th St. E	Interurban Trail	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". 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.	Edgewood	\$12,000,000	Candidate	2014		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Interurban Trail & Trailhead Construction Project (114th St, E to 900ft S of Military Rd)	2890	114th St. E	900ft south of military road	Interurban Trail	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". The project limits for the trail will extend from 114th St. E to approximately 900ft south of Military Rd intersecting with an existing City utility access road which will provide access to pedestrians and bicyclists to Military Rd, the trail improvements is approximately 0.83 miles of a multi-use non-motorized path with shoulders, wetland and wildlife habitat enhancements, with viewing areas, interpretive display and seating.	Edgewood	\$1,000,000	Approved	2011	EDGE-2	West Pierce South King
Milton-Edgewood Interurban Trail	2892	Milton city limits at 70th Ave E	northeast to city limits at King Co limits	Milton-Edgewood Interurban Trail	Shared use bike path	Milton	\$1,000,000	Candidate	2010	MIL-11	West Pierce South King
Milton-Edgewood Interurban Trail	2894	70th Ave E	Milton City Limits	Milton-Edgewood Interurban Trail	Shared use bike path	Pierce County	\$500,000	Candidate	2020	MIL-11	West Pierce
Puyallup Riverfront Trail	2897	Fife/Tacoma city limits	Fife/Pierce Co limits	Puyallup Riverfront Trail	Shared use bike path	Fife	\$2,000,000	Candidate	2012	PUY-7	West Pierce
Puyallup Riverfront Trail	2899	western terminus of existing Puyallup Riverfront Trail	Puyallup city limits	Puyallup Riverfront Trail	Shared use bike path	Puyallup	\$1,000,000	Candidate	2010	PUY-6 PUY-7 PUY-8	West Pierce
Puyallup Riverfront Trail	2900	Eastern terminus of existing Puyallup Riverfront Trail	Sumner city limits at river	Puyallup Riverfront Trail	Shared use bike path	Puyallup	\$2,000,000	Candidate	2010	PUY-6 PUY-7 PUY-8	West Pierce
City Water Ditch Bike Trail	2806	Tacoma city limits	84th St S	City Water Ditch Bike Trail	Shared use bike path	Lakewood	\$200,000	Candidate	2010	TAC-40	West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Historic Water Ditch Trail	2847	Washington Street/S. 43rd to S. 47th Street, South 56th to South 60th Street, and South 72nd to South Tacoma Way, Trail to Sounder Rail Station in South Tacoma along S. 58th	S. 80th at South Tacoma Way	Tacoma's flume line right-of-way along Clement Ave	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	\$2,000,000	Approved	2013	TAC-40	West Pierce
Prairie Line Trail (Water Ditch Trail Extension)	2688	South Tacoma Way	Thea Foss Waterway	Prairie Line Rail ROW	Nonmotorized	Tacoma	\$2,000,000	Candidate	2015		West Pierce
Historic Water Ditch Trail	4292	S. C Street	S. M Street	along South Tacoma Way	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	\$4,000,000	Candidate	2015		West Pierce
Historic Water Ditch Trail	4293	S. Pine Street	S. M Street	along South Tacoma Way	Phase IV--construct a nonmotorized facility along South Tacoma Way. The project requires additional planning to determine if the accommodation is a separate trail or bike lanes.	Tacoma	\$9,000,000	Candidate	2016		West Pierce
Historic Water Ditch Trail	4291	South 47th Street to South 56th Street, South 60th Street to South 72nd Street		Tacoma's flume line right-of-way along Clement Ave	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	\$1,000,000	Candidate	2009		West Pierce
Cushman Trail (phase 2)	2851	Pierce Transit Park and Ride (Kimball Dr NW)	96th Street NW	Cushman Trail	Shared use path	Pierce County	\$5,000,000	Candidate	2015	PCO-69	West Pierce
Cushman Trail (phase 3)	5520	96th Street NW	Borgen Boulevard NW	new	Shared Use path	Gig Harbor	\$0	Candidate	2015		West Pierce
Cushman Trail (Phase 4)	5504	Borgen Blvd NW	Purdy	Cushman Trail	Shared use path	Pierce County	\$1,000,000	Candidate	2040		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 302 Trail	5505	Mason County	SR 16	SR 302 and/or Tacoma Utility ROW	Shared use path	Pierce County	\$6,000,000	Candidate	2040		West Pierce
East Puyallup Riverfront Trail	2844	Terminus of Existing Foothills Trail at 134th Ave E	Puyallup Riverfront Trail at easterly Puyallup city limits	Foothills Trail	Shared use path	Puyallup	\$1,000,000	Approved	2011	PCO-79	West Pierce East Pierce
Train To The Mountain Trail	5507	Downtown Tacoma	Elbe	Tacoma Rail ROW	Shared use path	Tacoma	\$80,000,000	Unprogrammed	2040		West Pierce East Pierce
Lister Gulch Bicycle-Pedestrian Improvements	3443	Tribal Administrative Center	Portland Ave area	Lister Gulch Bicycle-Pedestrian Improvements	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.	Puyallup Tribe	\$60,000	Candidate	2010	PUYT-1	West Pierce
Sumner Trail	2911	SR 162	Puyallup city limits	Sumner Pacific Trail	Construct multiuse trail from SR 162 to the Puyallup City limits at traffic Avenue. This section of trail will provide access to the City of Puyallup Trail System and the Foothills Trail.	Sumner	\$5,000,000	Candidate	2010		West Pierce East Pierce
Cross County Commuter Connector Trail	2827	Tacoma Dome Sounder Station	Foothills Trail in Orting	Existing Roadways and existing Tacoma Water Pipeline	Nonmotorized	Tacoma	\$17,000,000	Candidate	2015		West Pierce East Pierce
I-5 Trail Corridor	2816	I-5 Trail Corridor	I-5 Trail Corridor	I-5 Trail Corridor	Nonmotorized	Tacoma	\$800,000	Candidate	2015		West Pierce
Walk the Water Front	5514	McCarver	S 4th Street	Thea Foss Esplanade to Ruston Way	Nonmotorized	Tacoma	\$9,000,000	Candidate	2020		West Pierce
BPA Trail	4510	west city limits	east city limits	BPA Trail	New east-west trail connection from Federal Way urban center to Covington.	Auburn	\$2,000,000	Candidate	0		South King Southeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Cedar River Trail - Landsburg to Cedar Falls	4596	Existing terminus of Cedar River Trail at Landsburg Road SE.	Rattlesnake Lake at junction of Snoqualmie Valley Trail and John Wayne Trail.	Abandoned railway alignment.	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	\$14,000,000	Unprogrammed	2040		Southeast King
Foothills (Enumclaw Plateau) Trail - Central	4601	Chinook Avenue, Enumclaw.	304th Avenue SE; Nolte State Park.	Abandoned railway corridor.	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	\$6,000,000	Candidate	2020		Southeast King
Foothills (Enumclaw Plateau) Trail - North	4602	304th Avenue SE; Nolte State Park; Foothills Trail - Central (RTNR ID FH-4).	Cumberland-Kanaskat Road at the Green River; southern terminus of Landsburg-Kanaskat Trail (RTNR ID LK-1), Kanaskat.	Abandoned railway alignment, dedicated trail	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	\$5,000,000	Candidate	2022		Southeast King
Foothills (Enumclaw Plateau) Trail - South	4603	252nd Avenue SE, Enumclaw	Mud Mountain Road	Railway corridor	Develops 0.9-mile paved regional trail to continue Foothills Trail south of Enumclaw to White River.	King County/Metro	\$3,000,000	Candidate	2010		Southeast King
Foothills Trail	4037	Cumberland - Kanaskat Road (Kanaskat)	Pierce County boundary (Buckley)	Off-road	Acquisition, design, and construction of paved regional trail from Pierce County boundary to Kanaskat	King County/Metro	\$13,000,000	Candidate	2011		East Pierce Southeast King
Green River Trail - Phase 4	4035	Brannan Park (Auburn)	SR-18	Off-road	Acquisition, design, permitting, and construction of paved regional trail	King County/Metro	\$2,000,000	Candidate	2011		South King Southeast King
Green River Trail Phase 5 (Upper)	4606	SR18.	SE Green Valley Road near 227th Avenue SE at Flaming Geyser State Park.	Dedicated trail right-of-way along Green River and SE	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	\$9,000,000	Candidate	2025		Southeast King
Green-to-Cedar Rivers Trail	4607	Green-to Cedar River Trail at Kent-Kangley Road, Maple Valley.	SE Green Valley Road near 227th Avenue SE.	Dedicated trail right-of-way.	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	\$6,000,000	Candidate	2018		Southeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Lake Youngs to Cedar River Trail (Soft-Surface)	4611	Lake Youngs Trail near South Lake Youngs Road..	Junction of Cedar River Trail at Green-to-Cedar Rivers Trail, Maple Valley.	Pipeline corridor.	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	\$4,000,000	Candidate	2020		Southeast King
Landsburg-Kanaskat Trail	4612	Eastern terminus of Cedar River Trail at Landsburg Road SE	Cumberland-Kanaskat Road at the Green River; northern terminus of Foothills Trail (RTNR ID FH-5), Kanaskat.	Dedicated trail right-of-way, abandoned railway	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	\$10,000,000	Unprogrammed	2018		Southeast King
Soos Creek Trail	2273	cedar river Trail	SE 176th St	Soos Creek Trail	Construct Class 1 multi-use trail.	King County/Metro	\$4,000,000	Candidate	2010		Southeast King
Soos Creek Trail Phase 6 (Petro - CRT)	4619	Cedar River Trail near intersection of 140th Way SE at SR169	Petrovitsky Road	Parkland corridor, utility corridor	Continue development of paved Soos Creek regional trail from Petrovitsky Road to Cedar River Trail at SR 169.	King County/Metro	\$4,000,000	Candidate	2012		Southeast King
Soos Creek Trail Phase 8 (SR18-GRT)	4621	SR18.	Green River Trail Phase 4 (RTNR ID GR-4) near SR18 at SE Green Valley Road.	Dedicated trail right-of-way, railway right-of-way, road right	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	\$5,000,000	Candidate	2035		Southeast King
Soos Creek Trail Phase 7 (To SR18)	4620	Southern terminus of existing Soos Creek Trail near 148th Avenue SE at SE 266th	SR18.	Dedicated trail right-of-way.	Design and construct continuation of paved Soos Creek Trail from southern terminus of existing trail to SR18.	King County/Metro	\$1,000,000	Candidate	2030		Southeast King
Soos Creek Trail to Lake Youngs Trail	4622	Soos Creek Trail at SE 116th Street.	Lake Youngs Trail at SE 116th Street/148th Avenue SE.	SE 116th Street alignment, power corridor.	Design and construct on-road and off-road connector trail between Soos Creek and Lake Youngs Trails via SE 216th Street.	King County/Metro	\$300,000	Candidate	2020		Southeast King
I-405 Corridor: Cedar River Trail S Extension	3540	I-405	Burnett Ave	Cedar River Trail S	Add ped / bike facility	WSDOT	\$6,000,000	Candidate	2030		Southeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
A St Trail	2858	31st St SE	Transit station at 1st & B St.	A St Trail	Shared use bike path	Auburn	\$2,000,000	Candidate	2012		South King
C St Trail	2871	Interurban Trail at 15th St SW	Pacific city limits	C St Trail	Shared use bike path	Auburn	\$500,000	Candidate	2012		South King
Auburn Pacific Phase 2	4516	Ellingson Road SW	Pacific Park	Auburn Pacific Phase 2 (trail)	New east-west trail connection serving the residents of Auburn and Pacific and connecting through other existing trails to the Auburn urban center.	Auburn	\$100,000	Candidate	2009		South King
BNSF Pedestrian/Bicycle Undercrossing	4515	A Street SE	Skinner Road	-	Non-motorized connection extending from the White River Trail to the Interurban Trail and all urban centers located proximate to the Interurban Trail.	Auburn	\$4,000,000	Candidate	0		South King
Green River Trail	4511	S. 277th Street	SR 18	Green River Trail	New north-south non-motorized corridor that links to Auburn's urban center through future on-street bicycle lanes and sidewalks.	Auburn	\$2,000,000	Candidate	0		South King Southeast King
White River Trail	4513	Roegner Park	eastern termini of White River	White River Trail	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 Interurban Trail.	Auburn	\$6,000,000	Candidate	0		East Pierce South King
Williams Trail	4514	Kersey Way/White River Trail	Lake Tapps Parkway	Williams Trail	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	\$2,000,000	Candidate	0		East Pierce South King Southeast King
BPA Trail	3351	51st Ave S	32nd Av S	BPA Trail	Class 1 bike trail	Federal Way	\$2,000,000	Candidate	2020	17FW-15 FW-5 FW-6	South King
Federal Way Trail to Transit Center	3350	28th Ave S	S 288th St	Trail to Transit Center	Class 1 bike trail	Federal Way	\$2,000,000	Candidate	2020		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
S Park-and-Ride Trail	2863	S 348th St	S 352nd St	S Park-and-Ride Trail	Shared use bike path	Federal Way	\$500,000	Candidate	2020		South King
Steel Lake Trail	3352	28th Ave S	S 290th Pl	Steel Lake Trail	Class 1 Bike path	Federal Way	\$1,000,000	Candidate	2020		South King
Chief Sealth Trail Extension	2672	Southern terminus of planned Chief Sealth Trail	Renton City Limits	Chief Sealth Trail Extension	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	\$1,000,000	Candidate	2010		South King Eastside
Des Moines Creek Trail	4630	Near 13th Ave S at treatment plan	Western terminus of Des Moines Creek Trail.	Des Moines Creek Trail	Lake to Sound Trail corridor - complete paving of Des Moines Creek Trail as part of the Lake to Sound corridor	King County/Metro	\$2,000,000	Candidate	2012		South King
Green River 2.2 (S. 259th St)	4605	Green River Trail at Interurban Trail at S. 259th Street	Green River Trail Phase 2 (RTNR ID GR-1) at S. 259th Street	S. 259th Street	Design and construct new paved regional trail link along S. 259th Street between Interurban Trail and Green River Trail Phase 2.	King County/Metro	\$2,000,000	Candidate	2014		South King
Green River Trail Phase II Project	2880	Interurban Trail near S. 259th Street, Kent	Brannan Park in Auburn	Green River Trail	The Green River Trail Phase II project will construct a paved bicycle/ pedestrian trail, approximately 2460 feet in length and 10-12 feet wide with two-foot gravel shoulders, along the Green River in the City of Kent. The trail will extend from the intersection of S 259th Street and S 3rd Avenue, along the existing Green River levee, south to the existing paved trail. This project will provide a connection between the Green R Trail and the Interurban Trail System.	King County/Metro	\$600,000	Approved	2012	KGCO-80 KGCO-88	South King
Green River Trail - North	4032	North Terminus of Green River Trail at S. 102nd Street	Seattle City boundary	Off-road	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	\$2,000,000	Candidate	2009		South King
Green River Trail - Phase 3	4034	Green River Bridge (86th Avenue S. - Kent)	Brannan Park (Auburn)	Off-road	Design and construction of paved regional trail link between cities of Kent and Auburn.	King County/Metro	\$8,000,000	Candidate	2007		South King Southeast King
Green River Trail Bridge	4036	86th Avenue S. (Kent)	86th Avenue S. (Unincorporated King County)	Off-road	Construction of multi-purpose (non-vehicular) Bridge across Green River	King County/Metro	\$3,000,000	Candidate	2010		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Green River Trail - Phase 2	4033	S. 259th Street (Kent)	Near Central Avenue S. (Kent)	Off-road and on S. 259th St	Construction of paved regional trail	King County/Metro	\$900,000	Candidate	2008		South King
Green River Trail spur	2681	Existing Green River Trail	east to southern terminus of planned Interurban/Springbrook Trail near Valley Rd.	Green River Trail spur	Shared use bike path Not in local plans	Tukwila	\$200,000	Candidate	2010		South King
Springbrook/Interurban Connection (SW 27th St)	2856	Oakesdale Ave SW	SR 181	Springbrook/Interurban Connection (SW 27th St)	Shared use bike path	Renton	\$2,000,000	Candidate	2010		South King
6th Ave Bike Path	2857	Planned Mountain to Sound Path at Royal Brougham	Spokane St	6th Ave Bike Path	Shared use bike path	Seattle	\$1,000,000	Candidate	2010		South King Cross Lake
Alaskan Way	2859	Spokane St	Atlantic St	Alaskan Way	Shared use bike path	Seattle	\$1,000,000	Candidate	2010		South King Cross Lake
SR 18 Trail (Auburn to Snoqualmie Trail)	2860	Interurban Trail	Auburn eastern city limits	Auburn to Snoqualmie Trail	Shared use bike path	King County/Metro	\$3,000,000	Candidate	2010		South King Southeast King
Milton-Edgewood Interurban Trail	2891	Milton city limits near Hylebos Ave	Edgewood city limits	Milton-Edgewood Interurban Trail	Shared use bike path	King County/Metro	\$1,000,000	Candidate	2010		West Pierce South King
Mountain to Sound Trail	2895	western terminus of existing I-90 Trail at 12th Ave	E Marginal Way	Mountain to Sound Trail	Shared use bike path	Seattle	\$6,000,000	Candidate	2010	SEA-119	South King Cross Lake
Spokane St.	2905	6th Ave S	E Marginal Way	Spokane St.	Shared use bike path	Seattle	\$600,000	Approved	2010	SEA-91	South King Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Interurban Trail/Green River Trail	3429	Southcenter Blvd	Strander Blvd	Interurban Trail	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	\$900,000	Approved	2010	17TUK-19	South King
Cedar-Duwamish Trail Connection	3542	I-405	Interurban Ave S	Cedar-Duwamish Trail	Add ped / bike facility	WSDOT	\$3,000,000	Candidate	2030		South King
I-405 Corridor: I-405 / SR 167 Trail Connection	3543	Lind Ave SE	Talbot Rd S	I-405 / SR 167 Trail	Add trail connection	WSDOT	\$5,000,000	Candidate	2030		South King Southeast King
Chief Sealth Trail--Seattle--North Segment	3609	I-90 @ I-5	Beacon Ave. S. @ S. Dawson St.	Chief Sealth Trail/Seattle City Light ROW	Multi-use nonmotorized path.	Seattle	\$3,000,000	Candidate	2010		South King Cross Lake
Chief Sealth Trail--Seattle--Center Segment	3610	Beacon Ave. S. @ S. Dawson St.	51st Ave. S. @ S. Gazelle St.	Chief Sealth Trail/Seattle City Light ROW	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	\$10,000,000	Approved	2006	SEA-110	South King
Chief Sealth Trail--Seattle--South Segment	3611	51st Ave. S. @ S. Gazelle	S. Leo St. @ 59th Ave. S.	Chief Sealth Trail/Possibly Seattle City Light ROW	Multi-use nonmotorized path.	Seattle	\$3,000,000	Candidate	2010		South King
Two Rivers Trail	4030	Cedar River Trail (Renton)	Junction of Green River and Interurban Trails (Tukwila)	Off-road	Acquisition, design, permitting, and construction of paved regional trail link between the Cedar River Trail and the Green River and Interurban Trails	King County/Metro	\$1,000,000	Candidate	2010		South King Southeast King
Interurban Trail (south) Extension	4031	Terminus of Interurban Trail in Pacific at 3rd Ave SW (Pacific)	Pierce County Boundary (Edgewood)	Off-road facility	Construction of paved regional trail extension of the Interurban Trail	King County/Metro	\$900,000	Candidate	2010		West Pierce South King
Lake to Sound Trail Corridor	4627	Cedar River Trail at I-405	Western terminus of Des Moines Creek Trail.	SW 7th Street, Green R. Trail, Southcenter Blvd, S. 154th	Lake-to-Sound Trail: Shared use paths and on-street nonmotorized facilities linking Cedar River Trail and Lake Washington in Renton to regional trails and Puget Sound at Des Moines.	King County/Metro	\$0	Candidate	2012		South King Southeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Lake-to-Sound Trail connection - Green River Trail - Tukwila to SeaTac	4628	Green River Trail at South Center Blvd	S. 154th Street at 24th Ave S	Alignment along South Center Blvd and 154th Ave S	Create off-road and on-road trail connections between the Green River Trail in Tukwila to the Westside Trail in SeaTac	King County/Metro	\$2,000,000	Candidate	2012		South King
Westside Trail - SeaTac to Des Moines	4629	Cedar River Trail at I-405	Eastern terminus of Des Moines Creek Trail.	SW 7th Street, Green R. Trail, Southcenter Blvd, S. 154th	Westside Trail (SeaTac) to the Des Moines Creek Trail in Des Moines;	King County/Metro	\$2,000,000	Candidate	2012		South King
E-3 Busway Trail	5145	S Forest St	S Spokane St	E-3 Busway	Complete multi-use in E-3 busway right-of-way. Serves Duwamish	Seattle	\$2,000,000	Candidate	2020		South King Cross Lake
Military Road Trail Crossing	5182	Military Rd S	Airport Way South	UP RR	Bike/Ped Bridge	Seattle	\$3,000,000	Candidate	2040		South King
MLK Jr Way Trail	5183	S Massachusetts St	S McClellan St	MLK Jr Way	Construct new trail from S Holgate St to S McClellan St. Provides access to Mt Baker Station.	Seattle	\$5,000,000	Candidate	2040		South King Cross Lake
Puget Park Trail	5225	SW Dakota St	SW Dawson St	Puget Park	Pedestrian Pathway w/ Bicycles Permitted	Seattle	\$2,000,000	Candidate	2020		South King
Watercrest Park Trail	5274	SW Henderson St	Highland Parkway SW	Watercrest Park/4th Ave SW	Pedestrian Pathway w/ Bicycles Permitted	Seattle	\$2,000,000	Candidate	2020		South King
I-405 Corridor: I-405@I-5 bike/ped facility via or around I-405@I-5 Interchange	3544	I-5		I-405	Add ped / bike facility	WSDOT	\$3,000,000	Candidate	2030		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-90 High Point Trail	2883	Planned E Lake Sammamish Trail	Easterly End of 1st Ave NE	I-90 Trail	Shared use bike path	Issaquah	\$2,000,000	Conditionally Approved	2007	ISS-23	Northeast King
SR 900 Pedestrian/Non-Motorized Improvement	4112	I-90 Eastbound Ramps	12th Avenue NW/NW Sammamish Rd	SR 900	New non-motorized multi-use trail along SR 900	Issaquah	\$5,000,000	Candidate	2008		Northeast King
Cedar River to Sammamish Trail	4029	Cedar River Trail (Renton)	East Lake Sammamish Trail (Issaquah)	Off-road	Acquisition, design, and construction of paved off-road multi-purpose facility linking the Cedar River Trail with East Lake Sammamish Trail	King County/Metro	\$11,000,000	Candidate	2010		Northeast King Southeast King
East Lake Sammamish Trail - Issaquah Segment	4038	Gilman Blvd	Vicinity of SE 43rd Way	County Owned ROW	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	\$7,000,000	Approved	2012		Northeast King
East Lake Sammamish Trail - Sammamish Segment	4289	Vicinity of SE 43rd Way	187th Ave NE	County Owned ROW	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	\$50,000,000	Candidate	2013		Northeast King
East Plateau Trail - Klahanie to Soaring Eagle Park	4599	Existing East Plateau Trail at SE Duthie Hill Road at Issaquah-Beaver Lake Road.	Soaring Eagle Park n/o SE 9th Way.	Dedicated trail right-of-way, Duthie Hill Road, Trossachs	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	\$4,000,000	Candidate	2018		Northeast King
East Plateau Trails - Issaquah Highlands to Duthie Hill Park	4600	Existing Issaquah-Preston Trail e/o Sunset interchange.	SE Issaquah-Fall City Road at Duthie Hill Park.	Dedicated trail right-of-way.	Develop regional trail between Duthie Hill Park at Duthie Hill Road and Issaquah-Preston Trail near High Point.	King County/Metro	\$3,000,000	Candidate	2040		Northeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
East Lake Sammamish Trail - Redmond Segment	4290	187th Ave NE	Vicinity of SR 520	County Owned ROW	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.	King County/Metro	\$4,000,000	Candidate	2011		Northeast King
Issaquah-Preston Trail - High Point to Preston (WSDOT Lead)	4609	High Point Way interchange on I-90	Terminus of Preston-Snoqualmie Trail at High Point Way	Dedicated trail right-of-way, High Point Way	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	\$2,000,000	Candidate	2010		Northeast King
Issaquah-Snoqualmie Corridor - Preston-Snoqualmie Trail Extension	4027	Preston-Snoqualmie Trail terminus 1 mile east of Lake Alice Road	Junction of SR202 at Snoqualmie Parkway	Off-road	Construction of paved trail, including new bridge facilities; easternmost segment provides a link between urban areas and cross-state trail system.	King County/Metro	\$9,000,000	Candidate	2008		Northeast King
Laughing Jacobs Creek Trail Segment	4613	East Lake Sammamish Trail (RTNR ID ELS-2) at E. Lake Sammamish Parkway at SE 43rd Way.	Western terminus of East Plateau Trail near Providence Point Place SE.	Abandoned railway alignment.	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	\$1,000,000	Candidate	2015		Northeast King
Preston-Snoqualmie Trail	2678	Fill gap in trail .7 mi - 1.1 mi west of I-90 (just outside Snoqualmie city limits)		Preston-Snoqualmie Trail	Shared use bike path Not in local plans	King County/Metro	\$400,000	Candidate	2010		Northeast King
Snoqualmie Regional Connector	4616	Snoqualmie River Bridge (RTNR ID PS-2) at SR202.	Snoqualmie Valley Trail at Tokul Road.	Dedicated trail right-of-way.	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	\$1,000,000	Candidate	2016		Northeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Snoqualmie River Bridge at SR202, Snoqualmie	4617	Eastern terminus of Preston-Snoqualmie Trail at Snoqualmie Parkway/SR202 /Snoqualmie River.	North side of Snoqualmie River at SR202; terminus of Snoqualmie Regional Connector (RTNR ID PS-3).	SR202.	Design and construct regional trail/pedestrian bridge across Snoqualmie River at or near SR202 in Snoqualmie. (Partner with WSDOT)	King County/Metro	\$2,000,000	Candidate	2015		Northeast King
Snoqualmie Valley Trail - Snoqualmie Mill Segment	4028	Tokol Road	Reinig Road	Off-road	Acquisition, design, and construction of soft-surface regional trail link.	King County/Metro	\$3,000,000	Candidate	2008		Northeast King
Snoqualmie Valley Trail (North)	4042	Woodinville-Duvall Road	Snohomish County boundary	Off-road	Design and construction of regional trail	King County/Metro	\$8,000,000	Candidate	2012		Northeast King
Tolt Pipeline Trail (West)	4044	Sammamish River Trail (near W. Riverside Drive)	104th Avenue NE	Off-road	Design and construct an approach to Tolt Pipeline Trail	King County/Metro	\$2,000,000	Candidate	2010		Eastside
Tolt Pipeline Trail Bridge - Snoqualmie River	4624	Tolt Pipeline at Snoqualmie River.	Tolt Pipeline at Snoqualmie River.	Existing pipeline corridor.	Design and construct regional trail crossing of Snoqualmie River near alignment of NE 165th Street west of SR203.	King County/Metro	\$3,000,000	Candidate	2040		Northeast King
Tolt River Trail	4625	Snoqualmie Valley Trail at Tolt River.	Moss Lake, junction with Tolt Pipeline Trail (RTNR ID TP-4).	Dedicated trail right-of-way along Tolt River.	Develop paved regional trail along Tolt River from Snoqualmie Valley Trail in Carnation to Moss Lake.	King County/Metro	\$1,000,000	Unprogrammed	2032		Northeast King
Tolt Pipeline Trail (East Extension)	4045	NE Big Rock Road	NE North Fork Road	Off-road	Extend regional trail	King County/Metro	\$600,000	Unprogrammed	2012		Northeast King
228th Ave SE/Equestrian Trail	206	Inglewood Hill Rd	Issaquah Pine Lake Rd	228th Ave SE/Equestrian Trail	This project is to provide equestrian facility.	Sammamish	\$600,000	Candidate	2010		Northeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Meadowbrook Farm Trail Extension	2676	Planned Meadowbrook Trail western terminus	Planned I-90 Trail	Meadowbrook Farm Trail Extension	Shared use bike path Not in local plans	Snoqualime	\$800,000	Candidate	2010		Northeast King
I-90 Highpoint to Preston Trail	2882	Terminus of existing Highpoint Trail near Issaquah eastern city limits	Western terminus of existing Preston-Snoqualmie Trail	Highpoint Trail	Shared use bike path	WSDOT	\$4,000,000	Approved	2012	WDNW-413	Northeast King
Montlake Flyer Bike Station	3364	SR 520		Montlake Flyer Bike Station	Construct a bicycle commuter station	King County/Metro	\$500,000	Candidate	2010	MET-130C	North King Cross Lake
Burke-Gilman Trail Extension; 11th Ave NW to Chittenden Locks	2668	11th Ave NW	Chittenden Locks	Burke-Gilman Trail	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	\$12,000,000	Approved	2016	SEA-26 SEA-26D	North King
Columbia Trail	5136	Ship Canal Trail	University Bridge	NE Columbia Rd/NE Boat St	Pedestrian Pathway w/ Bicycles Permitted. Serves U-District.	Seattle	\$2,000,000	Candidate	2020		North King Cross Lake
Interurban Trail	2886	Shoreline/Seattle city limits	Fremont Ave & Linden St	Interurban Trail	Shared use bike path	Seattle	\$2,000,000	Approved	2010	SEA-92	North King
Lake to Bay Trail	5167	new		various	Construct Lake-to-Bay Trail from Mercer & Dexter to 5th & Thomas	Seattle	\$900,000	Candidate	2020		North King
Lake Union Ship Canal Trail	5168	6th Ave W	15th Ave W	West Nickerson Street	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	\$3,000,000	Candidate	2020		North King
Northlake Way Trail	5215	University Bridge	Stone Way N	N/NE Northlake Way	Pedestrian Pathway w/ Bicycles Permitted. Serves U-District.	Seattle	\$2,000,000	Candidate	2020		North King Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Ravenna Ave NE Corridor Trail Improvements	5229	55th Ave	Ravenna Boulevard	Ravenna Ave NE	Improve off-street multi-use trail parallel to Ravenna Ave NE	Seattle	\$400,000	Candidate	0		North King
Ship Canal Trail Extension	2902	Nickerson	15th W	Ship Canal Trail Extension	Shared use bike path	Seattle	\$9,000,000	Approved	2008	SEA-25	North King
West Lake Union Path Extension	2689	Valley Rd	Prospect	West Lake Union Path Extension	Shared use bike path Not in local plans	Seattle	\$200,000	Candidate	2010		North King Cross Lake
Woodland Park Trail	5281	N 50th St	W Green Lake Way N	Woodland Park Ave N	Pedestrian Pathway w/ Bicycles Permitted	Seattle	\$2,000,000	Candidate	2020		North King
SR 520 Trail over 520 Bridge	2910	Eastern Seattle city limits	Western Medina city limits	SR 520 Trail over 520 Bridge	Shared use bike path Pending outcome of Trans-Lake Corridor study	WSDOT	\$2,000,000	ROW Conditionally Approved	2020		North King Cross Lake
Sound to Olympics Trail	4518	WSF Bainbridge ferry terminal in Winslow	Agate Pass Bridge	Sound to Olympics Trail	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.	Agency not Identified	\$1,000,000	Candidate	0		Kitsap
Sound to Olympics Trail	4519	-		Sound to Olympics Trail	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.	Agency not Identified	\$0	Candidate	0		Kitsap
Sound to Olympics Trail	4520	-		Sound to Olympics Trail	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).	Agency not Identified	\$0	Candidate	0		Kitsap
Sound to Olympics Trail	5503	Agate Pass Bridge	Hood Canal Bridge	Sound to Olympics Trail	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)	Agency not Identified	\$0	Candidate	0		Kitsap

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Sound to Olympics	5292	Kingston	Port Gamble	Sound to Olympics Trail	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	Agency not Identified	\$2,000,000	Candidate	0		Kitsap
SR 305 Trail (Sound to Olympics)	2820	Winslow ferry terminal	High School Rd	SR 305 Trail	Shared use bike path	Agency not Identified	\$900,000	Candidate	2010	BAIN-8	Kitsap
Bay Street Pedestrian Path	2832	city limits	city limits	Shared use bike path	Shared use bike path	Port Orchard	\$2,000,000	Candidate	2010	PO-2	Kitsap
Bellevue Way Trail	2865	Parallel along Bellevue Way from SE 30th	SE 8th St	Bellevue Way Trail	Shared use bike path	Bellevue	\$1,000,000	Candidate	2029		Eastside Cross Lake
Downtown-Overlake Connection Trail	5497	100th Ave NE	140th Ave NE	north side of NE 12th Street	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	\$0	Candidate	0		Eastside Cross Lake
I-90 Trail/124th Ave SE Connector	2868	124th Ave SE & SE 38th Pl	I-90 Trail at Factoria Blvd.	I-90 Trail/124th Ave SE Connector	Add a 10-14 foot-wide off street path from the I-90 trail to SE 38th Street	Bellevue	\$1,000,000	Candidate	2017		Eastside Cross Lake
Lake Washington Blvd Trail	2888	Southern terminus of existing Lk WA Blvd Trail near Bagley Ln	Along BNSF Corridor to Bellevue/Newcastle limits	Lake Washington Blvd Trail	Shared use bike path	Bellevue	\$1,000,000	Candidate	2029		Eastside
Lake-to-Lake Trail	5498	Bellevue Way	116th Ave NE	Main St	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	\$0	Candidate	0		Eastside Cross Lake
Lake-to-Lake Trail	5500	114th Ave SE	Lake Hills Connector	on the south side of SE 8th Street	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	\$0	Candidate	0		Eastside Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Lake-to-Lake Trail	5499	Main St	140th Ave SE	north side of Lake Hills Connector	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	\$0	Candidate	0		Eastside Cross Lake
Mountain-to-Sound Greenway	5501	Factoria Blvd	Sunset Pedestrian Bridge	Mountain-to-Sound Greenway	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	\$0	Candidate	0		Eastside Cross Lake
SR 520 Trail	5495	Bellevue Way I/C	Bellevue Way	SR 520 Trail	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	\$0	Candidate	0		Eastside
SR 520 Trail	5496	Evergreen Point Bridge	124th Ave NE	SR 520 Trail	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.	Bellevue	\$0	Candidate	0		Eastside
SR 520 Trail	2907	Medina western city limits	Medina eastern city limits	SR 520 Trail	Shared use bike path Pending outcome of Trans-Lake Corridor study	WSDOT	\$600,000	Candidate	2020		Eastside Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
West Lake Sammamish Pkwy Path	5502	North City Limit	I-90	on the west side of West Lake Sammamish Pkwy	Ten-foot multi-use path on the west side of the parkway. Portions of the west sidepath will be separated from the vehicle travel lanes by two to five foot landscape planting. 4) Five mid-block crossings, and three intersection crossings.	Bellevue	\$0	Candidate	0		Eastside
North Creek Trail, Section 1 Stage 1	4169	I-405 ramp/ NE 195th Street	North Creek (waterway)	parallel to NE 195th	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. Proposed improvements will include construction of a 10-12 foot wide asphalt trail on the north side of NE 195th Street, planting strip, retaining wall, pedestrian/bicycle trail crossing at the I-405 northbound no ramp, signage and other safety related trail enhancements.	Bothell	\$800,000	Approved	2011	BOTH-20B	Eastside
North Creek Trail, Section 1, Stage 2 (Schnitzer)	4170	NE 195th (just north of)	North Creek Parkway North	along the North Creek levy (still on East side of waterway)	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. In addition the proposed improvements will include, but are not limited to, construction of eight foot wide asphalt couplet paths on the north/south levy top, a pedestrian signal at North Creek Parkway, a 100 foot long pedestrian bridge across North Creek, retaining walls, signage and other safety related trail enhancements.	Bothell	\$900,000	Approved	2011	BOTH-20C	Eastside
East Lake Sammamish Trail - North	4598	East Lake Sammamish Trail at SR 520.	Bear Creek Trail near SR 520.	Abandoned railway alignment, dedicated trail	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	\$1,000,000	Candidate	2014		Eastside
Eastside BNSF Trail (Segment A, Renton to N. Bellevue)	4040	BNSF track@just northwest of the SR520 and I-405 interchange in north Bellevue	North end of Coulon Park in Renton	BNSF Corridor	Acquisition, design, and construction of a paved and soft-surface regional trail	King County/Metro	\$4,000,000	Candidate	2020		Eastside Cross Lake
Eastside BNSF Trail (Segment B, N. Bellevue to Woodinville)	4041	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	BNSF track@just northwest of the SR520 and I-405 interchange in north Bellevue	BNSF Corridor	Acquisition, design, and construction of a paved and soft-surface regional trail	King County/Metro	\$4,000,000	Candidate	2020		Eastside Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Eastside BNSF Trail (Segment D from Redmond CL to Woodinville)	4011	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	NE 124th St. in Redmond	BNSF Corridor	Paved bike path to AASHTO standards connecting main BNSF Corridor Trail to segment within Redmond CL.	King County/Metro	\$2,000,000	Candidate	2015		Eastside
Eastside BNSF Trail (Segment D within Redmond aka Willows Rd Bike Path)	2919	NE 124th St	E Lake Sammamish Bike Trail @ SR 520	BNSF Corridor	Shared use bike path	King County/Metro	\$3,000,000	Candidate	2010		Eastside
Puget Power (PSE) Trail - East Segment	4614	Eastern terminus of existing trail at Ferrel-McWhirter Park near 196th Avenue NE.	Novelty Hill Road near Redmond Ridge Drive.	Power line corridor.	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	\$2,000,000	Candidate	2015		Eastside
W Sammamish River Trail (Soft-Surface)	4626	Sammamish River Trail at Leary Way NE.	102nd Avenue NE at E. Riverside Drive	River levee, abandoned railway right-of-way.	Develop soft-surface regional trail along west bank of Sammamish River from Redmond to 102nd Avenue NE in Bothell.	King County/Metro	\$9,000,000	Candidate	2030		Eastside
Bear and Evans Creek Trail	2862	South of Union Hill Rd at Avondale Way	Puget Sound Energy Trail and East Lake Sammamish Trail	Bear and Evans Creek Trail	Shared use bike path	Redmond	\$10,000,000	Approved	2015	RED-31	Eastside
Bear Creek Trail Connector, Redmond Town Center to Marymoor Park	5513	Bear Creek Trail	Sammamish River Trail	Bear Creek Trail	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	\$2,000,000	Candidate	2014		Eastside
Puget Sound Energy Trail Improvements	5518	Sammamish River Trail	Avondale Rd	Puget Sound Energy Trail	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.	Redmond	\$5,000,000	Candidate	2030		Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Puget Sound Energy Trail, Rose Hill Extension	4115	Willows Rd	132nd Ave NE/NE 142nd St	Puget Sound Energy Trail	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	\$6,000,000	Candidate	2011		Eastside
Cedar River Trail	2671	Terminus of existing Cedar River Trail	Rainier and 88th	Cedar River Trail	Shared use bike path Not in local plans	Renton	\$300,000	Candidate	2010		South King Eastside
Woodinville Valley Trail	2815	Tolt Pipeline Trail in vicinity of 145th	Tolt Pipeline Trail	Woodinville Valley Trail	Shared use bike path (exact location needs to be verified)	Woodinville	\$200,000	Candidate	2010		Eastside
Cedar River Trail / Lake WA Blvd Connector	3541	Cedar River Trail	Lake Washington Blvd Loop	Cedar River Trail / Lake WA Blvd Connector	Add ped / bike facilities	WSDOT	\$5,000,000	Candidate	2030		Eastside Southeast King
I-405 Corridor: SR 169 to I-90 (Lk Wa bike path realignment)	4329	SR 169	I-90	Lk. Washington bike path	(I) Realignment and reconstruction of Lk. Washington bike path.	WSDOT	\$13,000,000	Candidate	2020		Eastside Cross Lake
NE Park Drive Ped/Bike	3536	SR 900 / Sunset Blvd	Lake Washington Blvd	NE Park Drive	Add sidewalk / paved shoulder crossing I-405 from SR 900 / Sunset Blvd to Lake Washington Blvd	WSDOT	\$6,000,000	Candidate	2030		Eastside Southeast King
SR 520 Trail	2906	Montlake	east to Seattle city limits at water's edge	SR 520 Trail	Shared use bike path pending outcome of Trans-Lake Corridor study	WSDOT	\$800,000	Candidate	2020		North King Cross Lake
Eastside BNSF Trail (Segment C, Woodinville to Snohomish)	4161	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	City of Snohomish	BNSF Corridor	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.	King County/Metro	\$4,000,000	Candidate	2020		East Snohomish
SR 522 Trail	2826	City Limits	Proposed Centennial Trail	SR 522 Trail	Shared use bike path	Monroe	\$1,000,000	Candidate	2010		East Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
US Hwy 2 Trail Extension	2687	Planned Hwy 2 trail terminus at Monroe city limits	Planned Centennial Trail at SR 203	US Hwy 2 Trail Extension	Shared use bike path Not in local plans	Monroe	\$800,000	Candidate	2010		East Snohomish
Riverfront Trail, Western Section	3577	Hwy 9 on the Snohomish River	Avenue D	Riverfront alignment S. of First St.	Shared Use Bike Path along Snohomish River	Snohomish	\$1,000,000	Candidate	2005		East Snohomish
Snohomish Centennial Trail	2823	Bowen Street (existing Centennial Trail)	intersection of Maple and Pine Avenues	Former BNSF RR route	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	\$2,000,000	Approved	2011	SNH-5	East Snohomish
Centennial Trail	2842	City of Snohomish city limits	Existing Centennial Trail at Monroe city limits	Centennial Trail	Shared use bicycle path	Snohomish Co.	\$32,000,000	Candidate	2025		East Snohomish
Centennial Trail	2829	Terminus of existing trail	Monroe city limits (by SR 203)	Centennial Trail	Shared use bike path	Monroe	\$2,000,000	Candidate	2010		East Snohomish
Centennial Trail	2822	Monroe southern city limits	High Rock Rd	Centennial Trail	Shared use bicycle path	Snohomish Co.	\$32,000,000	Candidate	2025		East Snohomish
Centennial Trail	2850	Snohomish County line	Arlington City limits	Centennial Trail	Shared use bicycle path	Snohomish Co.	\$21,000,000	Candidate	2025		East Snohomish
White Horse Trail	2853	Western terminus of existing White Horse Trail. Connects to centennial trail.	Darrington	White Horse Trail	Shared use bike path	Snohomish Co.	\$20,000,000	Unprogrammed	2010		East Snohomish
Fennel Creek Trail – city segment	5522	Victor Falls Elementary School	Sumner-Buckley Highway (SR 410)	Fennel Creek corridor	Shared use path	Bonney Lake	\$6,000,000	Candidate	2040		East Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Foothills Trail	2809	Terminus of existing Foothills Trail at White River Park Rd	King County line	Foothills Trail	Shared use path	Buckley	\$500,000	Candidate	2010		East Pierce
Foothills (Enumclaw Plateau) Trail - White River Bridge	4604	Terminus of Foothills Trail (RTNR ID FH-1) at Mud Mountain Road	Terminus of Foothills Trail at City of Buckley	Railway corridor	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	\$6,000,000	Candidate	2013		East Pierce
Interurban Trail	2884	8th St E	southern terminus of existing Interurban Trail at 3rd Ave SW	Interurban Trail	Shared use bike path	Pacific	\$900,000	Candidate	2010	PAC-2	East Pierce South King
Lake Tapps Pkwy/8th St Bike Path	3359	Planned Interurban Trail	Eastern City Limits	Lake Tapps Pkwy/8th St	Shared use bike path	Pacific	\$500,000	Candidate	2010		East Pierce
Foothills Trail	2835	South Prairie city limits	Buckley city limits	Foothills Trail	Shared use path	Pierce County	\$9,000,000	Candidate	2010	PCO-54	East Pierce
Foothills Trail	2814	eastern city limits	western city limits	Foothills Trail	Shared use bike path	South Prairie	\$700,000	Candidate	2010	PCO-54	East Pierce
Foothills Trail	3439	Cascade Junction	Carbonado	Foothills Trail	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	\$13,000,000	Candidate	2014	PCO-77	East Pierce
Fennel Creek Trail - eastern extension	5515	Sumner-Buckley Highway (SR 410)	Flume Trail	Fennel Creek corridor	Shared use path	Pierce County	\$0	Candidate	2040		East Pierce
Fennel Creek Trail - western extension	5506	Foothills Trail	Victor Falls Elementary School	Fennel Creek corridor	Shared use path	Pierce County	\$0	Candidate	2040		West Pierce East Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Bicycle/Pedestrian Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Sumner Trail	2684	Tacoma Avenue Bridge	24th Street	Sumner Pacific Trail Extension	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	\$5,000,000	Candidate	2010		East Pierce
Sumner Trail	2913	The Stuck River Bridge on Stewart Road	16th Street E	Sumner Pacific Trail	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	\$5,000,000	Candidate	2010	SUM-6	East Pierce
Sumner Trail	2912	Southern city limits at Houston Ave	along west bank of river to 24th St Ct	Sumner Pacific Trail	Construct multiuse trail on the west bank of the Stuck River from Houston Road 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	\$6,000,000	Candidate	2010	SUM-6	West Pierce East Pierce
Sumner Trail	2914	SR 410 Overpass on State Street	Tacoma Avenue Bridge Terminus	Sumner Pacific Trail	Construct multiuse trail on the west 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	\$4,000,000	Candidate	2010		West Pierce East Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Phase II and Phase III Olhava P&R	4294	TBD		TBD	This is a placeholder project for the remaining 500-550 stalls for the Olhava Kitsap Co P&R's near Suquamish and Bainbridge Island. Update to this project expected during the May 2012 amendment.	Kitsap Transit	\$5,000,000	Candidate	2020		Kitsap
Core or Swift BRT - SR 524 (196th)	5331	Edmonds Ferry	SR 527	SR 524 (196th St and Filbert)	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	\$5,000,000	Candidate	2030		West Snohomish
Transit priority infrastructure for Core or Swift BRT - SR 524 (196th, Filbert) from ferry to SR 527	5461	Edmonds Ferry	SR 527	SR 524 (196th St and Filbert)	Transit priority infrastructure for Core or Swift BRT - SR 524 (196th, Filbert) from ferry to SR 527. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Candidate	2030		West Snohomish
Core or Swift BRT - Airport Rd to Cathcart Way (Everett)	5334	SR 526	SR 9	Airport Rd, 128th, 132nd, Cathcart way	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.	Agency not Identified	\$8,000,000	Candidate	2030		West Snohomish East Snohomish
Transit priority infrastructure for Core or Swift BRT - Airport Rd to Cathcart Way (Everett, Sno Co, Mill Creek)	5464	SR 526	SR 9	Airport Rd, 128th, 132nd, Cathcart way	Transit priority infrastructure for Core or Swift BRT - Airport Rd to Cathcart Way. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Candidate	2030		West Snohomish East Snohomish
Core or Swift BRT - 164th St	5335	SR 99	SR 527	164th	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.	Agency not Identified	\$3,000,000	Candidate	2030		West Snohomish
Transit priority infrastructure for Core or Swift BRT - 164th St	5465	SR 99	SR 527	164th	Transit priority infrastructure for Core or Swift BRT - 164th St. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Candidate	2030		West Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Core or BRT - Mukilteo Speedway	5333	Mukilteo Ferry	I-405	Mukilteo Speedway (SR 525)	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	\$6,000,000	Unprogrammed	2040		West Snohomish
Transit priority infrastructure for Core or BRT - Mukilteo Speedway	5463	Mukilteo Ferry	I-405	Mukilteo Speedway (SR 525)	Transit priority infrastructure for Core or BRT - Mukilteo Speedway. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		West Snohomish
Core or BRT - SR 526 from SR 525 to I-5	5312	SR 525	I-5	SR 526	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	\$4,000,000	Unprogrammed	2040		West Snohomish
Transit priority infrastructure for Core or BRT - SR 526 from SR 525 to I-5	5460	SR 525	I-5	SR 526	Transit priority infrastructure for Core or Swift BRT - SR 526 from SR 525 to I-5. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		West Snohomish
Core or Swift BRT - Smokey Point Corridor	5332	Everett Station	SR 531	Smokey Point corridor up N Broadway, SR 529, State Ave,	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	\$9,000,000	Candidate	2030		West Snohomish
Transit priority infrastructure for Core or Swift BRT - Smokey Point Corridor	5462	Everett Station	SR 531	Smokey Point corridor up N Broadway, SR 529, State Ave,	Transit priority infrastructure for Core or Swift BRT - Smokey Point Corridor. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Candidate	2030		West Snohomish
Core or Swift BRT - SR 527 Downtown Bothell to SR 526/I-5	5466	Downtown Bothell	SR 526/I-5	SR 527	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	\$0	Candidate	2030		West Snohomish Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Transit priority infrastructure for Core or Swift BRT - SR 527 Downtown Bothell to SR 526/I-5	5467	Downtown Bothell	SR 526/I-5	SR 527	Transit priority infrastructure for Core or Swift BRT - SR 527 Downtown Bothell to SR 526/I-5. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Candidate	2030		West Snohomish Eastside
Core or BRT - 228th St Edmonds Ferry, SR 104, 228th, 236th, 228th to SR 9	5476	Edmonds Ferry	SR 9	228th St	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	\$0	Unprogrammed	2040		West Snohomish East Snohomish North King
Transit priority infrastructure for Core or BRT - 228th St Edmonds Ferry, SR 104, 228th, 236th, 228th to SR 9	5477	Edmonds Ferry	SR 9	228th St	Transit priority infrastructure for Core or BRT - 228th St Edmonds Ferry, SR 104, 228th, 236th, 228th to SR 9. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		West Snohomish East Snohomish North King
Core or BRT - 35th Ave SE Bothell to Everett	5480	Downtown Bothell	Everett	35 Ave SE	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	\$0	Unprogrammed	2040		West Snohomish Eastside
Transit priority infrastructure for Core or BRT - 35th Ave SE Bothell to Everett	5481	Downtown Bothell	Everett	35 Ave SE	Transit priority infrastructure for Core or BRT - 35th Ave SE Bothell to Everett. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		West Snohomish Eastside
Core or BRT - I-5 Smokey Point to King County	5482	Smokey Point	King County	I-5	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	\$0	Unprogrammed	2040		West Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Transit priority infrastructure for Core or BRT - I-5 Smokey Point to King County	5483	Smokey Point	King County	I-5	Transit priority infrastructure for Core or BRT - I-5 Smokey Point to King County. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		West Snohomish
North Snohomish Co.	3654	172nd in Smokey Pt		Arlington/Smokey Point Area, Vicinity I-5	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, drivers/E restroom/utility building, pedestrian walkways, landscaping, safety & security features, and on-site surface water detention & treatment facilities. The exact location is to be determined.	Community Transit	\$6,510,000,000	Unprogrammed	2030	CT-42B	West Snohomish
Edmonds Terminal Relocation/Expansion Phase I	2483	[Not submitted]		Edmonds Terminal Relocation/Expansion Phase I	Bus/Rail connection, vehicle holding lanes, toll-booth, parking, ferry pier, slip and terminal relocation	Edmonds	\$100,000,000	Unprogrammed	2005		West Snohomish
Edmonds Terminal Relocation/Expansion Phase II	3415	[Not submitted]		Edmonds Terminal Relocation/Expansion Phase II	Phase II or relocation; people mover. See 4072 for the parking structure and Sounder Station.	Edmonds	\$87,000,000	Unprogrammed	2020		West Snohomish
Everett Station Parking Structure	4007	33rd Street	35th Street	Smith Street	Structured parking for up to 900 vehicles at Everett Station. Separate from Multimodal station with ST and Everett, this provides additional parking on E side of tracks in a separate structure.	Everett Transit	\$25,000,000	Candidate	2010		West Snohomish
Edmonds Station	4050	Edmonds Way / James Street @ BNSF RR		Sounder Commuter Rail	Commuter Rail Station including two platforms, shelters for weather protection, off-street bus area, short-term parking, and about 150 parking spaces	Sound Transit	\$15,000,000	Approved	2011		West Snohomish
New Permanent Sounder Station at Edmonds Crossing	4072	11400 Block Admiral Way @ BNSF RR		Edmonds Crossing	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. COST INCLUDES SOUND TRANSIT PORTION OF PROJECT ONLY.	Sound Transit	\$28,000,000	Candidate	2023		West Snohomish
Link LRT Extension from Lynnwood to Everett	2519	Everett	Lynnwood Transit Center (202nd St SW & 46th Ave W)	I-5 Corridor Link LRT	Light Rail extension. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027.	Sound Transit	\$2,380,000,000	Candidate	2040		West Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Parking Garage at Lynnwood Transit Center	4067	202nd St SW @ 46th Ave W		Lynnwood Transit Center	Construct parking structure with 500 stalls upon completion	Sound Transit	\$0	Candidate	2023		West Snohomish
Parking Garage at Mukilteo Sounder Station	4071	First St E of SR 525 (Mukilteo)		Mukilteo Sounder Station	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 Landing multimodal terminal project. See 808 for main terminal project.	Sound Transit	\$16,000,000	Candidate	2023		West Snohomish
I-405 Corridor: SR 522 to I-5 (Canyon Park Transit Station)	4403	Canyon Park Transit Station		Canyon Park Transit Station	(j) Canyon Park Transit Station,	WSDOT	\$34,000,000	Unprogrammed	2030		West Snohomish
Mukilteo Multimodal Terminal	808	Loveland Street	Cornelia Street	Mukilteo Multimodal Terminal	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.	WSDOT	\$10,000,000	Candidate	2015		West Snohomish Cross Sound
Mukilteo Terminal Relocation/Expansion	2486	Loveland	Cornelia St.	Mukilteo Terminal	Terminal relocation/expansion	WSDOT	\$150,000,000	Candidate	2015	WSF-59	West Snohomish Cross Sound
SR 16 Peninsula Park and Ride	2599	Peninsula	SR 16	SR 16 Peninsula Park and Ride P&R	New Park and Ride with up to 600 stalls west of SR 16 south of Wollochet Dr. on the Gig Harbor peninsula.	Pierce Transit	\$18,000,000	Approved	2022	PT-104	West Pierce
BRT - Meridian / SR 161	5489	176th St.	Downtown Puyallup	SR 161	Bus Rapid Transit on SR 161 from 176th Street to Downtown Puyallup	Pierce Transit	\$44,000,000	Candidate	2030		West Pierce
Meridian Avenue (Puyallup) Transit Corridor Supporting Investments	5490	new		new	Transit priority treatments on Meridian	Puyallup	\$0	Candidate	0		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
112th Avenue (Puyallup/Lakewood) Transit Corridor Transit Service	5491	new		new	Additional core service	Pierce Transit	\$0	Candidate	2020		West Pierce
112th Avenue (Puyallup/Lakewood) Transit Corridor Supporting Investments	5492	new		new	Transit priority treatments on 112th Avenue	Puyallup	\$0	Candidate	0		West Pierce
6th Avenue (Tacoma) Transit Corridor Transit Service	5487	new		new	Additional core service	Pierce Transit	\$0	Candidate	0		West Pierce
6th Avenue (Tacoma) Transit Corridor Supporting Investments	5488	new		new	Transit priority treatments on 6th Avenue	Tacoma	\$0	Candidate	0		West Pierce
BRT (Route 1) on SR 7 from Roy Y to Downtown Tacoma (PC Congested Corridor)	5320	Roy Y	Downtown Tacoma	SR 7/ Pacific/ Commerce	Bus Rapid Transit from on SR 7 from Roy Y to downtown Tacoma. This route was identified in the Transit Competitive Index	Pierce Transit	\$13,000,000	Candidate	2020		West Pierce
Pacific Avenue (SR 7) Transit Corridor Supporting Investments	5486	Ft Lewis	Tacoma Community College	new	Transit priority treatments on Pacific Avenue. May include BAT lanes.	Tacoma	\$0	Candidate	0		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Bonney Lake P & R	2592	Valley	SR 410	Bonney Lake P & R	350 new stalls	Pierce Transit	\$3,000,000	Unprogrammed	2030		East Pierce
Dupont P&R	2594	I-5@Steilacoom Rd.		Dupont P&R	250 new stalls	Pierce Transit	\$9,000,000	Unprogrammed	2030	RTA-33	West Pierce
Fife I-5 P&R	2606	I-5 Central		I-5 / Fife P&R	1000 new stalls	Pierce Transit	\$40,000,000	Unprogrammed	2030		West Pierce
Purdy Crescent Park and Ride Expansion	3582	Purdy Crescent P & R		Purdy Crescent P & R	375 new stalls.	Pierce Transit	\$15,000,000	Unprogrammed	2030		West Pierce
South Hill P & R	2596	Valley	SR 512 / SR 161	South Hill P & R	433 new stalls	Pierce Transit	\$8,000,000	Unprogrammed	2030		West Pierce
SR 512 / SR 7 (Parkland) P&R	2602	Vicinity SR 512@SR 7		Parkland P&R	550 new stalls	Pierce Transit	\$12,000,000	Unprogrammed	2030		West Pierce
Extension of Tacoma Link to Tacoma Community College with Tacoma Link Technology	4075	Mary Bridge Children's Hospital	Tacoma Community College	25th/Pacific/6th	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 (see project 5459), 6th/Sprague, the University of Puget Sound (on 6th), 6th/Stevens, 6th/Pearl, Tacoma Community College (S. 19th and Mildred in University Place). NOTE: This alignment is also subject to change, extension to Pacific Lutheran University (121st ST. S and Park Ave S in Parkland) is being considered. Undetermined which alignment will be chosen at this time but funded by ST2.	Sound Transit	\$780,000,000	Unprogrammed	2040		West Pierce
Link LRT Extension from Port of Tacoma to Tacoma Dome	2526	Port of Tacoma	Tacoma Dome	I-5 Corridor	HCT Corridor. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027.	Sound Transit	\$930,000,000	Candidate	2040		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Link LRT Extension from South Federal Way to Port of Tacoma	4089	South Federal Way	Port of Tacoma	I-5 Corridor	Alignment and stations. From S 348th St. to Port of Tacoma (station in vicinity between I-5 and 58th Ave).	Sound Transit	\$690,000,000	Candidate	2040		West Pierce South King
Parking Garage and Pedestrian Bridge at Puyallup Station	4084	131 W Main St (Puyallup)		Puyallup Sounder Station	Expand parking by building a multilevel parking structure and a surface parking lot (600 new stalls) for a total of up to 900 stalls upon completion.	Sound Transit	\$61,000,000	Candidate	2015		West Pierce
Parking Garage and Pedestrian Bridge at South Tacoma Station	4085	S 56th St & Washington St (Tacoma)		South Tacoma Station	Construct a new multilevel parking structure (400 new stalls) for a total of up to 600 stalls upon completion.	Sound Transit	\$40,000,000	Candidate	2023		West Pierce
Parking Garage at Lakewood Station (Alternative)	4086	Pacific Hwy SW near 47th Ave SW @ BNSF RR		Lakewood Station	Construct a new multilevel parking structure with up to 600 stalls adjacent to the planned Lakewood Sounder Station parking garage on property currently owned by Sound Transit, for a total of up to 1,200 stalls upon completion.	Sound Transit	\$39,000,000	Candidate	2023		West Pierce
Surface Parking Expansion at Tacoma Dome Station	4079	605 Puyallup Ave (Tacoma)		Tacoma Dome Station	Construct a new surface parking lot with up to 300 stalls, for a total of 2,700 stalls upon completion.	Sound Transit	\$14,000,000	Candidate	2023		West Pierce
Parking Garage and Pedestrian Bridge at Sumner Station	4083	810 Maple St (Sumner)		Sumner Sounder Station	Construct a new multilevel parking structure with up to 400 stalls and a pedestrian bridge, for a total of up to 700 stalls upon completion.	Sound Transit	\$43,000,000	Candidate	2015		East Pierce
Sounder Commuter Rail Auburn-Tacoma Track & Signal	2502	Auburn	Tacoma	Sounder Commuter Rail	Track and signal improvements.	Sound Transit	\$210,000,000	Approved	2008	RTA-29 RTA-4 RTA-9	West Pierce East Pierce South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Sounder Lakewood to Dupont Extension	2533	Lakewood	Dupont	Sounder Commuter Rail	Extension of service to DuPont, upgrade of track & signals between Lakewood and DuPont, and a new station at DuPont HAS ABSORBED 3314	Sound Transit	\$140,000,000	Unprogrammed	2040		West Pierce
Tacoma-Lakewood Track & Signal	4047	Tacoma	Lakewood	Sounder Commuter Rail	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	\$190,000,000	Approved	2012		West Pierce
Extension of Tacoma Link to Mary Bridge Hospital	5459	UWT Station	Mary Bridge Hospital (MLK Jr. Way and Division)	new	Link LRT from Tacoma (UWT station most likely) to Mary Bridge Hospital (MLK Jr. Way and Division in Tacoma).	Sound Transit	\$0	Candidate	2023		West Pierce
Atlantic / Central Base Expansion	3418	1270 Sixth Ave S		Atlantic / Central Base Expansion	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	\$61,000,000	Approved	2011	MET-118	South King Cross Lake
Burien Transit Oriented Development/ Park and Ride Expansion	3601	Burien P & R		Burien P & R	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	\$19,000,000	Approved	2011	MET-156	South King
Highline Community College Intermodal Transit Facility and Parking Garage	4128	South 240th Street@SR 99 South		SR 99	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	\$23,000,000	Candidate	2012		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Rapid Ride (BRT) - A line (K Co Metro) - Pacific Hwy S	4025	Federal Way Transit Center	Tukwila Light Rail Station	SR 99 (Pacific Hwy S)	Bus Rapid Transit between Federal Way and SeaTac, providing more frequent service, transit signal priority, 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	\$24,000,000	Approved	2010		South King
Rapid Ride BRT: West Seattle to Downtown (C line)	4023	West Seattle	Downtown Seattle	Fauntleroy and Alaska junction	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 via Fauntleroy and Alaska Junction. This is the Route 54 Rapid Ride or Bus Rapid Transit C line.	King County/Metro	\$27,000,000	Approved	2011		South King Cross Lake
RapidRide BRT: Burien to Renton (F line)	5526	Burien Transit Center	Renton Transit Center	S 156 St to 24th Ave S to S 154th St onto Southcenter Blvd	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	\$30,000,000	Approved	2013		South King
Transit priority infrastructure for RapidRide BRT: Burien to Renton (F line)	5524	Burien Transit Center	Renton Transit Center	S 156 and S 154 st. Andover Parkway to Strander to	Improve RapidRide corridor - 10 stations, real-time info signs, transit signal priority and fiber communications - realize approx 10-15% running time improvement	King County/Metro	\$33,000,000	Approved	2013		South King
1st Ave S UVTN	5087	Yesler St	S Spokane St	1st Ave S	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Candidate	2020		South King
California UVTN	5131	Admiral St	Fauntleroy	California Ave SW	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Candidate	2040		South King
Delridge UVTN	5137	Spokane St	S Roxbury St	Delridge Way S	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Candidate	2020		South King
E3 Transit Way Limited Stop UVTN	5146	S King St	S Spokane St	E-3 Busway	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Candidate	2020		South King
Rainier / Rainier Beach UVTN	5227	Jackson St	Henderson St	Rainier Ave S	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$8,000,000	Candidate	2020		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
15th Ave S UVTN	5082	Jackson	S Roxbury St	15th Ave S	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		South King
4th AV S / Michigan / 1st Ave S Br / SR 99 Limited Stop UVTN	5097	S Spokane St	South Park	4th Ave S	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		South King
Beacon / Myrtle / Othello UVTN	5115	12th and Jackson	East end of Othello	Beacon / Myrtle / Othello	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		South King
James or Yesler / 9th UVTN	5164	3rd Ave	9th Ave	James St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		South King
Jefferson / Cherry UVTN	5165	9th Ave	MLK Jr E	Cherry St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		South King
Morgan, 35th Ave SW, Roxbury UVTN	5190	Morgan Jct	S Roxbury St	Morgan	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		South King
Olive / John / Thomas UVTN	5218	Summit	23rd	E John St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		South King
Pine / Union UVTN	5224	Summit	MLK	Pine St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		South King
Yesler or Jackson UVTN	5282	1st	MLK	Jackson St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
North Rainier Transit Center	5211	McClellan	Yesler	MLK	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Seattle	\$900,000	Candidate	2020		South King
Colman Dock Hub	5135	Marion St		Alaskan Way S	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Seattle	\$250,000,000	Candidate	2020		South King
West Seattle Junction Transit Center	5277	Alaska	SW Alaska St	California Ave SW	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Seattle	\$900,000	Candidate	2020		South King
Expanded Sounder Service Levels	4087	Seattle	Lakewood	Sounder Commuter Rail	Expand Seattle-Tacoma-Lakewood Sounder service beyond the level provided in Sound Move, and implement track improvements along the Seattle/Tacoma Sounder line to support the service expansion. Up to 26 trains (13 round trips) in the south allowed by current agreements with the BNSF and up to four round trips in the north. The ST transit model for 2030 assumes p.m. peak headways of 18 minutes Seattle-Lakewood, 45 minutes Lakewood-Seattle, and 30 minutes Seattle-Everett. There is no reverse-peak direction service on the Everett line. There is no off-peak service except some special event service. Related Track and Signal Improvements between Lakewood and Seattle	Sound Transit	\$210,000,000	Candidate	2015		West Pierce East Pierce North King South King
Permanent Station at Tukwila	4080	Longacres Way @ BNSF RR (Tukwila)		Tukwila Sounder Station	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	\$36,000,000	Approved	2015		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Link LRT Extension from Federal Way Transit Center to South Federal Way	4088	Federal Way Transit Center	South Federal Way	I-5 Corridor	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	\$410,000,000	Candidate	2040		South King
Link LRT Extension from Highline Community College to Redondo/Star Lake Station	5391	Highline Community College	Redondo/Star Lake	SR 99 Corridor	Alignment and Stations: From S 272nd St to Kent-DesMoines Rd (Near Highline CC).	Sound Transit	\$470,000,000	Candidate	2023		South King
Link LRT Extension from Redondo/Star Lake Station to Federal Way Transit Center	5392	Redondo/Star Lake	Federal Way Transit Center	SR 99 Corridor	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 SR99 from P&R to be connected by ped bridge).	Sound Transit	\$450,000,000	Candidate	2040		South King
Redondo/Star Lake LRT station	5337	S. 272nd St @ SR-99 or I-5		Redondo/Star Lake LRT Station	Redondo/Star Lake LRT station: + 500 stalls	Sound Transit	\$0	Candidate	2023		South King
Link LRT Extension from SeaTac Airport to Highline Community College	2525	SeaTac Airport Station	Highline Community College	SR 99 Corridor	Alignment and Stations : Kent-DesMoines Rd (Near Highline CC) to S 200th St (Station). From 200th to SeaTac/ Airport Station	Sound Transit	\$790,000,000	Candidate	2020		South King
Parking Garage at Auburn Station	4081	23 A St (Auburn)		Auburn Sounder Station	Construct up to 600 parking stalls in a new structure for a net increase of up to 500 parking stalls, and up to 1,100 stalls upon completion.	Sound Transit	\$34,000,000	Candidate	2015		South King
Kent Station P&R	2644	SR 167		Kent Station P&R	450 new stalls (1,550 total after completion)	Sound Transit	\$32,000,000	Candidate	2023		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
S. 200th Park and Ride	2640	I-5 South		S. 200th Park and Ride	630 new stalls	Sound Transit	\$0	Candidate	2020		South King
Tukwila CBD Bus Transit Center	1303	CBD		Tukwila CBD Bus Transit Center	Construct Transit Center in the CBD	Tukwila	\$13,000,000	Unprogrammed	2017		South King
Issaquah Park and Ride Expansion	5393	I-90@Issaquah P & R		I-90@Issaquah P & R	1000 new stalls	King County/Metro	\$24,000,000	Unprogrammed	2030		Northeast King
I-405 Corridor: SR 522 to I-5 ( Lake Forest Park vicinity P&R expansion)	4407	at Bothell Way and SR 104 vicinity		at Bothell Way and SR 104 vicinity	Park & Ride: (n) Lake Forest Park at Bothell Way and SR 104 vicinity park & ride capacity expansion (+300 spaces),	Agency not Identified	\$20,000,000	Unprogrammed	2030		North King
On-Board Systems Integration (OBSI) Program	1003	[Not submitted]		DESIGN ON-BOARD LOGIC UNIT - BUSES	Replace and upgrade on-board infrastructure components for voice and data communications, automatic vehicle location, automatic passenger counting and signal priority. (Note: this does not include the radio itself but the management of it.) Add automated	King County/Metro	\$15,000,000	Approved	2009	MET-122	North King
Rapid Ride BRT: Ballard to Downtown (D line)	4022	Ballard	Downtown Seattle	via lower Queen Anne (exact alignment TBD)	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	\$36,000,000	Approved	2012		North King Cross Lake
Aurora Village Rapid Ride BRT (E line)	4026	Aurora Village	Downtown Seattle	SR 99 (Aurora Avenue)	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	\$45,000,000	Approved	2013		North King
BRT to Ballard (TCI) - U district along 45th to 24th Ave W	5316	UW Hub	Ballard (24th Ave W)	N. 45th/ Market	Bus Rapid Transit from UW along N. 45th/ Market to Ballard (24th Ave W). This route was identified in the Transit Competitive Index	Seattle	\$4,000,000	Unprogrammed	2020		North King Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
BRT to Ballard (TCI) - U district to Roosevelt to 80th to 85th at I-5 to NW 24th Ave	5317	UW Hub	Ballard (24th Ave W)	Roosevelt/ 85th	Bus Rapid Transit from UW along Roosevelt/ 85th to Ballard (24th Ave W). This route was identified in the Transit Competitive Index	Seattle	\$4,000,000	Unprogrammed	2020		North King Cross Lake
Shoreline Park and Ride TOD	3597	Shoreline P&R at 18821 Aurora Ave. N.		Shoreline P&R	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	\$22,000,000	Candidate	2013		North King
14th / 15th Ave UVTN	5073	Jackson St	Campus Parkway	14th Ave	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Candidate	2040		North King South King
15th AV NE UVTN	5075	Campus Parkway	65th Ave NE	15th Ave NE	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Candidate	2040		North King
1st Ave N / Cedar UVTN	5084	Denny and Queen Anne Ave	3rd and Cedar	1st Ave N	Make capital improvements to support 15 minute or better service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$500,000	Candidate	2040		North King
23rd / 24th Ave UVTN	5088	Pacific Ave	Rainier Ave S	23rd Ave E / 24th Ave E	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$5,000,000	Candidate	2020		North King South King
24th Av NW UVTN	5091	NW 65th St	NW 85th St	24th Ave NW	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Candidate	2040		North King
Market / N 46th St UVTN	5177	32nd Ave NW	Stone Way	Market St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$3,000,000	Candidate	2020		North King
Lake City Way UVTN	5166	Roosevelt LRT	145th St	Lake City Way	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Candidate	2020		North King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Dexter / Nickerson UVTN	5141	Denny and Dexter	Fremont Bridge and Nickerson	Dexter / Nickerson	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$2,000,000	Candidate	2020		North King
3rd Avenue UVTN	5095	Cedar St	Jackson St	3rd Ave	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$2,000,000	Candidate	2020		North King
Greenwood Ave N UVTN	5156	Fremont Bridge and Nickerson	NW 145th St (City Limits)	Greenwood Ave N	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$8,000,000	Candidate	0		North King
N 45th or N 50 St UVTN	5194	Stone Way	University Ave	N 45th St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$2,000,000	Candidate	2020		North King
Pacific St UVTN	5222	Montlake Station	U District	NE Pacific St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$1,000,000	Candidate	2020		North King
Wallingford / Meridian (NSCC) UVTN	5272	85th and Aurora	Northgate LRT	Meridian Ave N	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
NW 85th St UVTN	5216	24th Ave NW	Aurora	NW 85th St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		North King
Olive or Stewart or Virginia UVTN	5219	1st	I-5	new	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		North King
Olympic / 10th Ave W / Gilman Dr W UVTN	5220	Denny and Queen Anne Ave	15th Ave NW	Olympic / 10th Ave W / Gilman Dr W	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
Pike / Pine UVTN	5223	1st	Summit	Pike St / Pine St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		North King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Queen Anne Ave / McGraw / 3rd Ave W UVTN	5226	Denny	Nickerson	Queen Anne Ave	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
Holman / NE 105th St / Northgate Way UVTN	5160	Crown Hill	Northgate LRT	Holman / NE 105th St / Northgate Way	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
Leary, 20th Ave NW UVTN	5171	20th Ave and Market	14th Ave NW and Leary	new	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
Leary, NW 39th St UVTN	5172	14th Ave NW and Leary	Stone Way	new	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
Madison / Marion UVTN	5173	Western Ave	6th Ave	Madison St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
Montlake Ave UVTN	5185	Montlake Station	NE 45th St	Montlake Ave	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		North King
N 115th St, Meridian Av UVTN	5192	115th and Aurora	105th and Meridian	new	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
N/NE 40th or N/NE Pacific St. UVTN	5198	Stone Way	University Ave	N/NE 40th or N/NE Pacific S	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		North King
NE 45th St / Sand Point UVTN	5203	University Ave	Princeton / Sand Point (NE 50th St)	Ne 45th St / Sand Point Way	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
NE 65 St UVTN	5206	Roosevelt LRT	25th Ave NE	Ne 65th St	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
Nickerson / 15 Ave W UVTN	5210	15th Ave NW	Fremont Bridge	Nickerson	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
15th Ave NE / Pinehurst UVTN	5079	Northgate Way	145th St	15th Ave NE	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		North King
25th Ave NE UVTN	5094	Campus Parkway	NE 65th St	25th Ave NE	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
5th Ave N / Taylor / Ave N / Boston UVTN	5100	Denny and 5th Ave N	3rd Ave W and McGraw	5th Ave N / Taylor / Ave N / Boston	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		North King
5th Ave NE UVTN	5103	65th St NE	103rd St NE	5th Ave NE	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		North King
92nd St / 1st Ave NE UVTN	5108	92nd and Meridian	Northgate LRT	92nd St / 1st Ave NE	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King
Broadway UVTN	5126	Jackson St	Campus Parkway	Broadway / 10th Ave E	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King South King
Fairview UVTN	5152	Stewart	U District	Fairview Ave E	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2020		North King
Green Lake / 65th UVTN	5155	85th and Aurora	Roosevelt LRT	65th Ave N	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Seattle	\$600,000	Unprogrammed	2040		North King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Ballard Transit Center	5114	NW Market		15th Ave NW	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Seattle	\$900,000	Candidate	2020		North King
Central Streetcar Line	5133	Republican St	23rd	23rd Ave S	1st Ave N	Seattle	\$180,000,000	Candidate	2020		North King South King Cross Lake
First Hill / Capitol Hill Streetcar Line	5153	Int'l District Station	Capitol Hill Station (John St)	Jackson / Boren / Broadway	Provide three miles of streetcar service with connections to First Hill via LINK Light Rail stations at Chinatown / International District and Capitol Hill	Seattle	\$120,000,000	Candidate	2016		North King South King Cross Lake
Fremont - Ballard Streetcar	5154	Westlake Hub	Ballard Commons	Leary / Fremont / Westlake	Four-mile streetcar network extension, making connections between historic and emerging mixed-use neighborhood district in Ballard, Fremont and South Lake Union, as well as providing connecting service to downtown Seattle	Seattle	\$140,000,000	Unprogrammed	2040		North King Cross Lake
King St Multimodal Terminal	610	[Not submitted]		King St Multimodal Terminal	Intermodal; MIS Redevelop as inter/multimodal terminal	Seattle	\$28,000,000	Approved	2010	SEA-7 SEA-74	South King Cross Lake
Northgate Hub	5212	NE 103rd	Pinehurst	3rd Ave NE	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Seattle	\$900,000	Candidate	2030		North King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
University District Hub/ Husky Stadium	5266	University Way	17th	45th Ave NE or on Pacific and Montlake	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Seattle	\$900,000	Candidate	2030		North King
Westlake Multimodal Transportation Hub	5279	Pine St		2nd, 3rd, 4th Ave	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Seattle	\$900,000	Candidate	2020		North King
Ballard Commuter Rail Station	3311	NW 70th Block @ BNSF RR		Sounder Commuter Rail	Commuter Rail Station. PROJECT COMPLETION POST-2027.	Sound Transit	\$64,000,000	Unprogrammed	2040		North King
Jackson Park LRT station	5338	I-5 @ N 145th St		Jackson Park LRT Station	Jackson Park LRT station: + 500 stalls	Sound Transit	\$0	Candidate	2023		North King
Shoreline LRT station	5339	I-5 @ N 185th St.		Shoreline LRT Station	Shoreline LRT station: + 500 stalls	Sound Transit	\$0	Candidate	2023		North King
HCT Northgate to Bothell	5359	Northgate	Bothell	Roosevelt, NE 125th St., SR 522	HCT (mode TBD) from Northgate to Bothell via Roosevelt, NE 125th St., SR 522	Sound Transit	\$1,700,000,000	Unprogrammed	2040		North King Eastside
UW / Eastlake	5271	E Galer St	NE 50th St	Eastlake / University Way	Three and one-half mile extension of the South Lake Union line will serve the Eastlake neighborhood, connect the centers of life science research at UW and South Lake Union, and bring streetcar economic benefits to "The Ave"	Seattle	\$170,000,000	Unprogrammed	2040		North King Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Link LRT Extension from Northgate to Lynnwood Transit Center	2520	Lynnwood Transit Center (202nd St SW & 46th Ave W)	Northgate	Link LRT Extension	Alignment and Stations. Northgate to 145th (Jackson Park Station), 145th to 185th (Shoreline Station), 185th to 236th (Montlake Terrace Station), 236th to Lynnwood TC.	Sound Transit	\$1,470,000,000	Candidate	2023		West Snohomish North King
Link LRT Extension from Seattle to Downtown Bellevue	2521	Seattle	Downtown Bellevue	Link Light Rail	Seattle to Bellevue Light Rail segment, Alignment and Stations. Stations under consideration include: I-90 @ Rainier Avenue (Rainier/I-90), Mercer Island P&R (Mercer Island), South Bellevue P&R (South Bellevue), Main St @ SE 8th St. (SE 8th)	Sound Transit	\$2,060,000,000	Candidate	2020		North King Eastside Cross Lake
LRT Ballard, Seattle, W Seattle	5295	Ballard	West Seattle	LRT new alignment (TBD)	Light Rail from Ballard to Seattle CBD then to West Seattle (exact alignment TBD but potentially along previously studied monorail alignment)	Sound Transit	\$1,870,000,000	Unprogrammed	2040		North King South King
LRT UW to Ballard	5345	UW	Ballard	New LRT alignment	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	\$510,000,000	Unprogrammed	2040		North King
New Sounder Station at Broad Street	4073	Vicinity Broad Street@BNSF tracks		Broad Street	Construct new station at the north end of the downtown Seattle core in the vicinity of Broad Street	Sound Transit	\$40,000,000	Unprogrammed	2040		North King
North Link: LRT Extension from University of Washington Station to Northgate	2492	Northgate	University of Washington Station	Link LRT Extension	Light Rail. Alignment; NE 45th Station, Roosevelt Station, Northgate Station	Sound Transit	\$1,530,000,000	Approved	2020	RTA-3A	North King
University Link	2493	Westlake Station	University of Washington Station (stadium)	Link Light Rail	Alignment; Capitol Hill Station, University of Washington Station; includes some PE/ROW for UW Station - Northgate	Sound Transit	\$2,020,000,000	Approved	2016	RTA-3A RTA-3B	North King Cross Lake
Annapolis Ferry Terminal	3436	Marine Drive and Olney Rd		Annapolis Ferry Terminal	Purchase and improve existing passenger-only dock. Extend the dock 50 feet, provide ADA accessibility and build a larger float to accommodate both Bremerton ferries and smaller, fast POFs to Seattle.	Kitsap Transit	\$1,000,000	Candidate	2015	KT-22	Kitsap Cross Sound

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Bainbridge Island Multimodal Center	3308	Olympic Dr		Bainbridge Island Multimodal Center	Replace old ferry terminal to new multimodal terminal at Winslow.	Kitsap Transit	\$1,000,000	Candidate	2015		Kitsap Cross Sound
Bremerton POFF Terminal Expansion	2480	[Not submitted]		Bremerton POFF Terminal Expansion	Terminal expansion	Kitsap Transit	\$4,000,000	Candidate	2010		Kitsap
Southworth POFF Terminal Expansion	2478	[Not submitted]		Southworth POFF Terminal Expansion	Terminal expansion	Kitsap Transit	\$7,000,000	Candidate	2015	KT-20	Kitsap Cross Sound
Kingston POFF Terminal Construction	2485	[Not submitted]		Kingston POFF Terminal Construction	Terminal construction	Kitsap Transit	\$6,000,000	Candidate	2015	KT-21	Kitsap Cross Sound
BRT on SR 303 Bremerton Ferry Dock to Poulsbo (SR 305)	5318	Sedgwick	SR 305 (Poulsbo)	SR 303 and Viking	Bus Rapid Transit on SR 303 from Bremerton to SR 160 (Sedgwick). This route was identified in the Transit Competitive Index	Kitsap Transit	\$11,000,000	Candidate	2020		Kitsap
BRT on SR 305 (matching congested corridor) to Bainbridge Ferry Dock	5319	SR 3 (Poulsbo)	Bainbridge Ferry Dock	SR 305	Bus Rapid Transit on SR 305 from SR 3 to Bainbridge Ferry Dock. This route was identified in the Transit Competitive Index	Kitsap Transit	\$10,000,000	Candidate	2020		Kitsap
SR 305 Transit Corridor Supporting Investments	5494	Poulsbo	Bainbridge Ferry	SR 305	Transit priority treatments on SR 305	Agency not Identified	\$0	Candidate	2020		Kitsap

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 303 Transit Corridor Supporting Investments	5493	Silverdale	Bremerton	SR 303	Transit priority treatments on SR 303	Agency not Identified	\$0	Candidate	2020		Kitsap
East Bremerton Bus Transit Center	3310	[Not submitted]		East Bremerton Bus Transit Center	Relocated and improved intermodal transit center	Kitsap Transit	\$5,000,000	Candidate	2010		Kitsap
Silverdale P&R	2576	Central Kitsap	SR 3	Newberry Hill Road	200 new stalls	Kitsap Transit	\$4,000,000	Candidate	2015		Kitsap
SR 3 / SR 16 P&R	2577	Central Kitsap	SR 3 / SR 16	SR 3 / SR 16 P&R	250 new stalls (intercept lot)	Kitsap Transit	\$2,000,000	Candidate	2015		Kitsap
SR 3 / SR 303 P&R (N Silverdale)	2585	Central Kitsap	SR 3 / SR 303	SR 3 / SR 303 P&R	300 new stalls (upper Silverdale)	Kitsap Transit	\$3,000,000	Candidate	2030		Kitsap
SR 104 Kingston Park and Ride Expansion	3602	SR 104@Kingston		Kingston P & R	100 additional stalls (350 total)	Kitsap Transit	\$1,000,000	Candidate	2030		Kitsap
SR 104 Port Gamble Park and Ride Expansion	3603	SR 104@Port Gamble		Port Gamble P & R	250 Stalls total	Kitsap Transit	\$1,000,000	Unprogrammed	2030		Kitsap
SR 16 P&R (Mullenix)	2582	South Kitsap	SR 16	SR 16 P&R (Mullenix)	250 new stalls (Vanpool lot... no busses)	Kitsap Transit	\$3,000,000	Candidate	2009		Kitsap

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 16/SR 160 Port Orchard Park and Ride Expansion	3604	SR 16/SR 160@Port Orchard		Port Orchard P & R	250 Stalls total	Kitsap Transit	\$1,000,000	Candidate	2030		Kitsap
SR 303 (North of Bremerton) P&R (Riddell)	2575	Central Kitsap	SR 303	SR 303 (North of Bremerton) P&R	300 new stalls (Riddell and SR 303)	Kitsap Transit	\$3,000,000	Candidate	2015		Kitsap
SR 304 (Bremerton) P&R (Gateway)	2574	Central Kitsap	SR 304	SR 304 (Bremerton) P&R	400 new stalls (At 6th and Montgomery)	Kitsap Transit	\$20,000,000	Candidate	2015		Kitsap
Phase I Poulsbo SR 3/ SR 305 Hub (Olhava II) P&R	2589	SR 3/ SR 305	SR 305 / SR 307 / SR 3	Viking Ave	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	\$2,000,000	Approved	2012	KT-27	Kitsap
I-405 Corridor: SR 169 to I-90 (112th I/C P&R Exp, In-Line Station)	4331	I-405 @ 112th I/C		I-405 @ 112th I/C	(c) Construct 112th I/C Park & Ride expansion and In-Line Station.	Agency not Identified	\$39,000,000	Candidate	2030		Eastside
Eastgate Park and Ride Expansion	3584	Eastgate P & R		Eastgate P & R	250 new stalls.	King County/Metro	\$900,000	Unprogrammed	2030		Eastside Cross Lake
Kennydale P&R	2665	I-405		Kennydale P&R	400 new stalls	King County/Metro	\$19,000,000	Unprogrammed	2030		Eastside
New P&R Lot-Renton East Highlands	2342	SR 900	Duvall (138th Ave SE)	New P&R Lot-Renton East Highlands	Construct new lot.	Renton	\$4,000,000	Unprogrammed	2020		Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Parking Garage at South Kirkland Park-and-Ride	4059	NE 38th St @ 108th Ave NE		South Kirkland Park-and-Ride	Construct parking garage for a 850 stalls upon completion.	King County/Metro	\$54,000,000	Candidate	2027		Eastside Cross Lake
South Bellevue Park and Ride Expansion	3594	I-90@South Bellevue P & R		South Bellevue P & R	900 additional stalls, 1400 total stalls.	Sound Transit	\$0	Candidate	2020		Eastside Cross Lake
Transit Center and Parking Garage (Bothell)	4056	SR 527@NE 185th St.		Vicinity of SR 527/Bothell Way NE and NE 185th Street	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	\$40,000,000	Candidate	2040		Eastside
Kirkland Transit Center(3rd Street Downtown)	4160	3rd Street between Central Way and Kirkland Avenue		Transit Center	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 shelters, and enhanced pedestrian crossings. Signal, intersection, and traffic circulation improvements will increase bus speed and schedule reliability. Bicycle amenities, landscaping and public art are also elements of the project.	Sound Transit	\$16,000,000	Candidate	2010		Eastside
Bel-Red LRT station	5340	~ NE 16th St. @ 132nd Ave. NE		Bel-Red LRT Station	Bel-Red LRT station: + 300 stalls	Sound Transit	\$0	Candidate	2020		Eastside
Rapid Ride BRT: Redmond TC to Bellevue TC (B line)	4024	Redmond Transit Center	Bellevue Transit Center	NE 90th, 148th Ave NE, NE 40th, 156th Ave NE, NE 8th	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 then (along 156th Ave NE and NE 8th ST) to the Bellevue Transit Center.	King County/Metro	\$25,000,000	Approved	2011		Eastside Cross Lake
BNSF - Eastside	5296	Snohomish	Tukwila	Eastside BNSF alignment	Utilize the Eastside BNSF rail corridor from Snohomish - Woodinville to Renton/ Tukwila for Commuter Rail	Sound Transit	\$1,360,000,000	Unprogrammed	2040		East Snohomish South King Eastside Southeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
HCT Extension from South Bellevue to Issaquah	2529	S Bellevue	Issaquah	I-90 Corridor	HCT Corridor. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027.	Sound Transit	\$1,360,000,000	Unprogrammed	2040		Eastside Northeast King Cross Lake
HCT Redmond to UW	5294	Redmond	UW	LRT new alignment (SR 520 corridor, N 45th St)	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	\$1,700,000,000	Unprogrammed	2040		North King Eastside Cross Lake
I-405 HCT Corridor from I-5 Interchange (Lynnwood) to Burien	2527	I-5 / I-405 Interchange (Alderwood)	Burien Transit Center	I-405 / SR 518 Corridor	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 not serve the airport directly.	Sound Transit	\$5,950,000,000	Unprogrammed	2040		West Snohomish South King Eastside
Link LRT Downtown Bellevue to Overlake Transit Center	2523	Downtown Bellevue	Overlake Transit Center	HCT Extension	Light Rail Alignment and Stations. Stations under consideration include: Bellevue TC (Bellevue TC), NE 12th St. @ I-405 (Overlake Hospital), 124th Ave. NE @ ~ NE 16th St. (Bel-Red West), 130th Ave. NE @ ~ NE 16th St. (Bel-Red East), 152nd Ave. NE @ NE 24th St. (NE 24th), Overlake TC (Overlake TC)	Sound Transit	\$840,000,000	Candidate	2021		Eastside Cross Lake
Link LRT Extension from Overlake Transit Center to Redmond	2524	Overlake Transit Center	Redmond	Link LRT Extension	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	\$870,000,000	Candidate	2030		Eastside
Overlake LRT station	5341	Overlake TC		Overlake TC	Overlake LRT station + 320 stalls	Sound Transit	\$0	Candidate	2020		Eastside
I-405 Corridor: SR 520 to SR 522 (Central Kirkland Transit Station)	4393	Central Kirkland Transit Station		Central Kirkland Transit Station	(h) Transit/HOV: Central Kirkland Transit Station.	WSDOT	\$34,000,000	Unprogrammed	2030		Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: SR 522 to I-5 (DT Woodinville Transit Center)	4405	Downtown Woodinville Transit Center		Downtown Woodinville Transit Center	(l) Downtown Woodinville Transit Center,	WSDOT	\$34,000,000	Unprogrammed	2030		Eastside
I-405 Corridor: SR 522 to I-5 (UW Bothell Transit Station)	4404	UW Bothell Transit Station		UW Bothell Transit Station	(k) UW Bothell Transit Station,	WSDOT	\$34,000,000	Unprogrammed	2030		Eastside
Core or BRT - US 2 Everett to Monroe (via Ave D and 2nd St in Snohomish)	5472	Everett	Monroe	US 2	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	\$0	Unprogrammed	2040		West Snohomish East Snohomish
Transit priority infrastructure for Core or BRT - US 2 Everett to Monroe (via Ave D and 2nd St in Snohomish)	5473	Everett	Monroe	US 2	Transit priority infrastructure for Core or BRT - US 2 Everett to Monroe (via Ave D and 2nd St in Snohomish). To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		West Snohomish East Snohomish
Transit priority infrastructure for Core or BRT - SR 9 Bothell to Arlington	5475	Downtown Bothell	Arlington	SR 9	Transit priority infrastructure for Core or BRT - SR 9 Bothell to Arlington. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		East Snohomish Eastside
Core or BRT - SR 9 Bothell to Arlington	5474	Downtown Bothell	Arlington	SR 9	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	\$0	Unprogrammed	2040		East Snohomish Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Transit priority infrastructure for Core or BRT - SR 531 I-5 to downtown Arlington	5469	I-5	Downtown Arlington	SR 531	Transit priority infrastructure for Core or BRT - SR 531 I-5 to downtown Arlington. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		West Snohomish East Snohomish
Core or BRT - SR 531 I-5 to downtown Arlington	5468	I-5	Downtown Arlington	SR 531	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	\$0	Unprogrammed	2040		West Snohomish East Snohomish
Transit priority infrastructure for Core or BRT - SR 528 I-5 to SR-9	5471	I-5	SR 9	SR 528	Transit priority infrastructure for Core or BRT - SR 528 I-5 to SR-9. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		West Snohomish East Snohomish
Core or BRT - SR 528 I-5 to SR-9	5470	I-5	SR 9	SR 528	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	\$0	Unprogrammed	2040		West Snohomish East Snohomish
Transit priority infrastructure for Core or BRT - 20th St US 2 to SR 9	5479	US 2	SR 9	20th St	Transit priority infrastructure for Core or BRT - 20th St US 2 to SR 9. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		East Snohomish
Core or BRT - 20th St US 2 to SR 9	5478	US 2	SR 9	20th St	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	\$0	Unprogrammed	2040		East Snohomish
Transit priority infrastructure for Core or BRT - SR 522 Monroe to Bothell	5485	Monroe	Bothell	SR 522	Transit priority infrastructure for Core or BRT - SR 522 Monroe to Bothell. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Agency not Identified	\$0	Unprogrammed	2040		East Snohomish Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Core or BRT - SR 522 Monroe to Bothell	5484	Monroe	Bothell	SR 522	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	\$0	Unprogrammed	2040		East Snohomish Eastside
New Station in North Sumner	4082	SW of East Valley Hwy / 8th St E @ BNSF RR (Sumner)		North Sumner Sounder Station	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	\$67,000,000	Unprogrammed	2040		East Pierce
Passenger Only Ferry: Bremerton-Downtown	5365	Bremerton	Downtown Seattle	POF route	Passenger Only Ferry - new route: Bremerton-Downtown Seattle	Agency not Identified	\$14,000,000	Candidate	2020		Cross Sound
Passenger Only Ferry: Kingston-Downtown	5366	Kingston	Downtown Seattle	POF route	Passenger Only Ferry - new route: Kingston-Downtown Seattle	Agency not Identified	\$8,000,000	Candidate	2020		Cross Sound
Passenger Only Ferry: Southworth-Downtown	5367	Southworth	Downtown Seattle	POF route	Passenger Only Ferry - new route: Southworth-Downtown Seattle	Agency not Identified	\$14,000,000	Candidate	2020		Cross Sound
Passenger Only Ferry: Bainbridge-Des Moines	5369	Bainbridge	Des Moines	POF route	Passenger Only Ferry - new route: Bainbridge-Des Moines	Agency not Identified	\$14,000,000	Unprogrammed	2020		Cross Sound
Passenger Only Ferry: Shilshole-Downtown	5373	Shilshole	Downtown Seattle	POF route	Passenger Only Ferry - new route: Shilshole-Downtown Seattle	Agency not Identified	\$0	Unprogrammed	2020		Cross Sound
Passenger Only Ferry: Port Orchard-Downtown	5370	Port Orchard	Downtown Seattle	POF route	Passenger Only Ferry - new route: Port Orchard-Downtown Seattle	Agency not Identified	\$12,000,000	Unprogrammed	2020		Cross Sound

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Transit & Ferry Related Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Passenger Only Ferry: Des Moines-Downtown	5372	Des Moines	Downtown Seattle	POF route	Passenger Only Ferry - new route: Des Moines-Downtown Seattle	Agency not Identified	\$8,000,000	Unprogrammed	2020		Cross Sound
Passenger Only Ferry: Port Townsend-Downtown	5376	Port Townsend	Downtown Seattle	POF route	Passenger Only Ferry - new route: Port Townsend-Downtown Seattle	Agency not Identified	\$13,000,000	Unprogrammed	2020		Cross Sound
Passenger Only Ferry: Vancouver B.C.-Downtown	5377	Vancouver B.C.	Downtown Seattle	POF route	Passenger Only Ferry - new route: Vancouver B.C.-Downtown Seattle	Agency not Identified	\$8,000,000	Unprogrammed	2020		Cross Sound
Passenger Only Ferry: Kirkland-UW	5368	Kirkland	UW	POF route	Passenger Only Ferry - new route: Kirkland-UW	King County Ferry District	\$3,000,000	Unprogrammed	2020		Cross Lake
Passenger Only Ferry: Renton-Leschi	5374	Renton	Leschi	POF route	Passenger Only Ferry - new route: Renton-Leschi	King County Ferry District	\$400,000	Unprogrammed	2040		Cross Lake
Passenger Only Ferry: Kenmore-UW	5375	Kenmore	UW	POF route	Passenger Only Ferry - new route: Kenmore-UW	King County Ferry District	\$200,000	Unprogrammed	2020		Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
US 2 "Trestle" ATM	5323	I-5	SR 204	US 2	Restripe the east bound carriageway to allow hard shoulder running (3 lanes) during the PM peak and install other companion ATM devices.	WSDOT	\$300,000	Candidate	2010		West Snohomish East Snohomish
US 2: Monroe Bypass - phase 1	5444	North of the SR 522 I/C	North of the SR 522 I/C	SR 522 Extension	Construct a two lane SR 522 extension to the north and terminate at a round-about that connects to the local street system.	WSDOT	\$45,000,000	Candidate	2020		East Snohomish
US 2: Trestle Widening	5324	I-5	SR 204	US 2	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	\$750,000,000	Candidate	2040		West Snohomish East Snohomish
US 2: SR 204 to Bickford	4175	SR 204	Bickford Ave.	US 2	Widen to 4 lanes.	WSDOT	\$67,000,000	Candidate	2040		East Snohomish
US 2: SR 204 to Monroe	4176	Bickford Ave.	City of Monroe (SR 522)	US 2	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	\$340,000,000	Candidate	2040		East Snohomish
US 2: Monroe Bypass phases 2 & 3	1620	(west of) SR 522	Monroe east City limits	US 2 (on new alignment)	Construct a four two - lane, limited access bypass around Monroe on new alignment to the north of the city. This project could be constructed in two stages.	WSDOT	\$140,000,000	Candidate	2020		East Snohomish
US 2: Monroe Bypass phases 2 & 3	4177	Monroe east city limits	Sultan west city limits	US 2	Widen the corridor to four lanes.	WSDOT	\$75,000,000	Unprogrammed	2040		East Snohomish
US 2: within Sultan	4178	City of Sultan west city limits	City of Sultan east city limits	US 2	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	\$130,000,000	Unprogrammed	2040		East Snohomish
US 2: Sultan to Goldbar	1704	City of Sultan east city limits	Goldbar West City Limits	US 2	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	\$76,000,000	Unprogrammed	2040		East Snohomish
US 2: within Goldbar	5419	Gold Bar WCL	Gold Bar ECL	US 2	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	\$46,000,000	Unprogrammed	2040		East Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
US 2: within Baring	5420	Enter Baring	Leave Baring	US 2	Widen to four lanes (safety related widening)	WSDOT	\$43,000,000	Unprogrammed	2040		East Snohomish Northeast King
US 3: Mason CL to Imperial Way	5421	Kitsap/Mason Co. Line	Imperial Way	SR 3	Widen from Mason/ Kitsap County Line to Imperial Way to four lanes.	WSDOT	\$82,000,000	Unprogrammed	2040		Kitsap
US 3	5422	Imperial Way	Gorst (SR 16)	SR 3	Widen from Imperial Way to SR 16 to four lanes	WSDOT	\$130,000,000	Candidate	2040		Kitsap
SR 3: Christopherson Intersection	5423	Gorst (SR 16)	Gorst (SR 16)	SR 3	Improve SR 3/Christopherson Road intersection - new through lanes and new turn lanes.	WSDOT	\$27,000,000	Candidate	2015		Kitsap
SR 3 @ SR 16 Interchange (Gorst)	4185	SR 3/ SR 16 Vicinity (Gorst)	SR 3/ SR 16 Vicinity (Gorst)	SR 3	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	\$17,000,000	Candidate	2015		Kitsap
SR 3 @ SR 16 Interchange (Gorst)	4186	SR 3/ SR 16 Vicinity (Gorst)	SR 3/ SR 16 Vicinity (Gorst)	SR 3	Reconstruct the SR 3/SR 16 Interchange.	WSDOT	\$190,000,000	Candidate	2035		Kitsap
SR 3: SR 16 to SR 304	4184	SR 16	SR 304	SR 3	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	\$240,000,000	Candidate	2040		Kitsap
SR 3/ SR 304 I/C	4182	SR 3/SR 304 Interchange Vicinity	SR 3/SR 304 Interchange Vicinity	SR 3	Widen SB SR 3 under bridge, ramp meter WB SR 304 onto SR 3 and extend on ramp to SB SR 3	WSDOT	\$10,000,000	Candidate	2015		Kitsap
SR 3 @ SR 304 I/C	4183	SR 3/SR 304 Interchange Vicinity	SR 3/SR 304 Interchange Vicinity	SR 3	Reconstruct the SR 3/SR 304 Interchange.	WSDOT	\$48,000,000	Candidate	2035		Kitsap
SR 3: SR 304 to Loxie Eagens Blvd	1828	SR 3/SR 304 Interchange Vicinity	Loxie Eagens Blvd.	SR 3	Widen from 4 lanes to 6 lanes creating HOV lanes, ITS, interchange improvements, enhanced transit. Cost not included for new Park and Ride Lots West Bremerton.	WSDOT	\$27,000,000	Candidate	2040		Kitsap

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 3: SR 305 to Bond Rd	4180	SR 305	Bond Road	SR 3	Widen to a 4-lane, median divided facility	WSDOT	\$54,000,000	Candidate	2040		Kitsap
SR 3: Pioneer Way to Kinman-Big Valley Rd	4181	Pioneer Way	Kinman-Big Valley Road	SR 3	Southbound truck/climbing lane between Pioneer Way and Kinman-Big Valley Road.	WSDOT	\$67,000,000	Candidate	2040		Kitsap
SR 3: Kinman-Big Valley Rd to SR 104	1832	Kinman/Big Valley Road	SR 104	SR 3	Add a truck climbing lane/ Hood Canal Bridge holding lane NB between Big Valley and the SR 3/SR 104 intersection.	WSDOT	\$27,000,000	Candidate	2040		Kitsap
I-5: Fort Lewis to Thorne Lane	4194	Fort Lewis Rd. I/C	Thorne Lane I/C	I-5	Construct SB and NB auxiliary lanes	WSDOT	\$40,000,000	Candidate	2015		West Pierce
I-5: Thorne Lane to Gravelly Lake Dr.	1720	Thorne Lane I/C	Gravelly Lake Dr.	I-5	Add HOV/HOT Lanes in both directions, reconstruct I/C at Gravelly Lake Drive	WSDOT	\$50,000,000	Unprogrammed	2040		West Pierce
I-5: Gravelly Lake Dr. to BN RR U-Xing	4193	Gravelly Lake Dr.	BN RR U-Xing	I-5	Add SB and NB HOV/HOT lanes, reconstruct I/C at Bridgeport Way	WSDOT	\$55,000,000	Unprogrammed	2040		West Pierce
I-5: BN RR U-Xing to S 96th St.	4188	BN RR U-Xing	S 96th St.	I-5	Construct SB & NB HOV/HOT lanes and a new freeway to freeway I/C at SR 512	WSDOT	\$220,000,000	Unprogrammed	2040		West Pierce
I-5 @ SR 512 I/C	4190	SR 512 I/C	E Steele St.	I-5	NB I-5 to EB SR 512 - Widen off ramp and add an auxiliary lane on SR 512 to E Steele St.	WSDOT	\$25,000,000	Candidate	2015		West Pierce
I-5 @ SR 512 I/C	4191	SR 512 I/C	E Steele St.	I-5	WB SR 512 to NB I-5 on ramp - Widen on ramp and add an auxiliary lane on SR 512 from E Steele St	WSDOT	\$19,000,000	Candidate	2015		West Pierce
I-5 @ SR 512 I/C	4192	SR 512 I/C		I-5	SR 512 SB Ramp - Construct WB to SB two-lane flyover ramp	WSDOT	\$78,000,000	Candidate	2025		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-5: S. 96th to SR 16	4189	S 96th St.	SR 16	I-5	Construct Core HOV lanes, reconstruct interchanges, modify the S 38th St interchange, provide SB ramp access to Tacoma Mall, replace the S 48th St. Bridge and add Intelligent Transportation Systems (ITS) facilities.	WSDOT	\$190,000,000	Approved	2025	WDO-269	West Pierce
I-5: SR 16 to Port of Tacoma Rd Interchange	1644	SR 16	Port of Tacoma Rd Interchange	I-5	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 not have enough existing span width to accommodate HOV lane widening underneath bridge.	WSDOT	\$800,000,000	Approved	2017	WDO-135 WDO-137 WDO-146 WDO-179	West Pierce
I-5 @ Port of Tacoma Interchange Improvement	4529	Port of Tacoma Road	Port of Tacoma Road	I-5	Reconstruct the Port of Tacoma Road interchange (study underway to determine final configuration)	WSDOT	\$31,000,000	Candidate	2025		West Pierce
I-5: Port of Tacoma Rd Interchange to Pierce/King County Line	5343	Port of Tacoma Rd Interchange	Pierce/King County Line	I-5	Core HOV lanes, interchange improvements, ITS, enhanced transit.	WSDOT	\$360,000,000	Approved	2012	WDO-135	West Pierce
I-5 HOV to HOT lane Conversion: SR 16 to Pierce/King County Line	5424	SR 16	Pierce/King County Line	I-5	Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.	WSDOT	\$21,000,000	Candidate	2015		West Pierce
I-5 HOV to HOT lane Conversion: Pierce/ King County Line to S. 260th	5425	Pierce/King County Line	S. 260th St	I-5	Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.	WSDOT	\$23,000,000	Candidate	2015		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-5 @ SR 18/SR 161 (Triangle) - phase 1	2567	I-5 @ SR 18/SR 161 I/C		I-5 @ SR 18/SR 161 I/C	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	\$89,000,000	Approved	2012	WDNW-692	
I-5 @ SR 18/SR 161 (Triangle) - phase 2	5535	I-5 @ SR 18/SR 161 I/C		I-5 @ SR 18/SR 161 I/C	Phase 2 - This project completes the reconstruction of the I-5/SR 18 interchange by constructing a southbound I-5 to eastbound SR 18 flyover ramp and making other interchange modifications.	WSDOT	\$74,000,000	ROW Conditionally Approved	2030		South King
I-5 @ 272nd Street Interchange	4091	I-5 @ 272nd Street Interchange		I-5 @ 272nd Street Interchange	Reconstruct the S. 272nd Street I/C. Current concept is for a SPUI, This project includes a flyer stop.	WSDOT	\$88,000,000	Candidate	2030		South King
I-5 HOV to HOT lane Conversion: S. 260th to I-405	5426	S. 260th St	I-405	I-5	Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.	WSDOT	\$140,000,000	Candidate	2015		South King
I-5 HOV to HOT lane Conversion: I-405 to US 2	5427	I-405	US 2	I-5	Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.	WSDOT	\$230,000,000	Candidate	2015		West Snohomish North King South King
I-5 @ Airport/Industrial Way	1595	0.5 miles south of West Seattle Freeway	Metro's E3 Busway	I-5	HOV direct access connection to South Industrial Way/E3 bus way.	WSDOT	\$80,000,000	Candidate	2025		South King Cross Lake
I-5: Seneca to Olive	5508	Seneca	Olive	I-5	Add a northbound GP lane to I-5 between Seneca and Olive. Requires narrowing traveled lanes to 11 feet or widening a structure (which may require the closure of the University Street on-ramp). More study is needed.	WSDOT	\$34,000,000	Unprogrammed	2030		North King Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-5: Olive to SR 520 (peak transit lane)	4655	Olive Way	SR 520	I-5	Convert right shoulder as peak hour transit lane (Olive Way to SR 520)	WSDOT	\$68,000,000	Candidate	2025		North King Cross Lake
I-5 @ Mercer and SR 520 I/C's	4200	E Denny Way	NE 45th St.	I-5	Reconstruct the Mercer Street and SR 520 Interchanges to eliminate the left side exit ramps.	WSDOT	\$730,000,000	Unprogrammed	2040		North King Cross Lake
I-5 Express lane reconfiguration	5336	I-5 @ Northgate Way	I-5 @ 92nd St. vicinity	I-5 Express lanes	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. (cost estimate: \$21M - \$42M)	WSDOT	\$22,000,000	Candidate	2040		North King
I-5 @ Lake City Way	4198	Lake City Way I/C		I-5	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	\$60,000,000	Candidate	2025		North King
I-5: SR 104 to NE 175th	4199	SR 104 I/C	NE 175th St.	I-5	Construct a southbound auxiliary lane on I-5 from SR 104 down to NE 175th Street.	WSDOT	\$16,000,000	Candidate	2025		North King
I-5: 220th St. SW to 44th Ave W	1624	220th St SW	44th Ave W	I-5	Construct a northbound auxiliary lane.	WSDOT	\$7,000,000	Candidate	2025		West Snohomish
I-5/44th Avenue Interchange Improvements	4631	196th St SW	220th St SW	I-5 @ 44th Ave W	Completion of existing half diamond interchange by adding access to the north. Project includes two braided ramps.	Lynnwood	\$130,000,000	Candidate	2020		West Snohomish
I-5 @ 196th St (SR 524) Interchange Southbound Braided Ramp Project	1625	I-5 @ 196th St		I-5 @ 196th St	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	\$38,000,000	Approved	2035	LYN-24A WDNW-754	West Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-5 @ 196th St (SR 524) Interchange Northbound Braided Ramp Project	4278	I-5 @ 196th St		I-5 @ 196th St	This project adds a braided ramp NB at the I-5/ 196th St I/C	WSDOT	\$60,000,000	Candidate	2030	WDNW-754	West Snohomish
I-5 @ SR 96 / 128th St SW	1706	SR 96/128th St. SW I/C		I-5	Reconstruct interchange. Current concept is for a SPUI	WSDOT	\$110,000,000	Candidate	2035		West Snohomish
I-5 @ 100th and Everett Mall: South Everett Interchange Improvements	4006	SR 527/South Broadway I/C	SB I-5; 7th Avenue SE	I-5; 100th Street SE	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	\$49,000,000	Candidate	2030		West Snohomish
I-5 @ SR 526 I/C	5430	SR 526 I/C	SR 526 I/C	I-5	Construct on ramp to southbound I-5. Either at SR 526 I/C or SR 99/ Everett Mall Way. Exact location TBD	WSDOT	\$3,000,000	Unprogrammed	2015		West Snohomish
I-5 @ 41st Street Interchange Access Improvements	547	Colby	3rd Ave	41st Street	41st St Interchange improvement, improvement of arterial approaches and connections	Everett	\$59,000,000	Candidate	2009	EVT-42A	West Snohomish
I-5: SR 2 to SR 528	1708	SR 2	SR 528	I-5	Construct HOV/HOT Lanes in each direction and reconstruct the SR 528 I/C	WSDOT	\$550,000,000	Unprogrammed	2040		West Snohomish
I-5: SR 528 to SR 531	4204	SR 528	SR 531	I-5	Add one lane in each direction (from 3-4 lanes)	WSDOT	\$120,000,000	Unprogrammed	2040		West Snohomish
I-5 @ 88th St. N Interchange	1945	I-5 @ 88th Street NE I/C	-	I-5 @ 88th Street NE I/C	Reconstruct interchange to a SPUI configuration	WSDOT	\$46,000,000	Candidate	2015		West Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-5 @ 116th Street NE Interchange	5429	I-5 @ 116th Street NE I/C		I-5 @ 116th Street NE I/C	Reconstruct interchange to a SPUI configuration	WSDOT	\$50,000,000	Candidate	2015		West Snohomish
SR 9 Widening: SR 522 to 176th St SE	1627	SR 522	176th St SE	SR 9	[Rebuild SR 522 I/C] Widen to 5 lanes.	WSDOT	\$110,000,000	Approved	2015	WD1-77A WDNW-230	East Snohomish
SR 9	4206	176th St SE	SR 96	SR 9	Widen to four/ five lanes.	WSDOT	\$43,000,000	Candidate	2030		East Snohomish
SR 9: SR 96 to Marsh Road	4265	SR 96	Marsh Road	SR 9	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	\$33,000,000	Candidate	2011	WDNW-780	East Snohomish
SR 9	4207	Marsh Rd.	Snohomish River Bridge	SR 9	Widen to 4 lanes and intersection improvements at Marsh Road	WSDOT	\$10,000,000	Candidate	2030		East Snohomish
SR 9: Snohomish River Bridge	5431	Snohomish River Bridge	Snohomish River Bridge	SR 9	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	\$94,000,000	Candidate	2030		East Snohomish
SR 9	5432	Snohomish River Bridge	US 2	SR 9	Widen to 4 lanes and intersection improvements	WSDOT	\$55,000,000	Candidate	2030		East Snohomish
SR 9 / US2 Interchange	5433	SR 9 @ US 2		SR 9 @ US 2	Reconstruct the SR 9/US 2 I/C	WSDOT	\$22,000,000	Candidate	2030		East Snohomish
SR 9	4208	US 2	Market Place	SR 9	Widen to 4/5 lanes from US-2 to Lake Stevens Road	WSDOT	\$73,000,000	Candidate	2035		East Snohomish
SR 9	4209	Market Place	Lundeen Parkway	SR 9	Add third NB and third SB through lanes	WSDOT	\$12,000,000	Candidate	2015		East Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 9: Lundeen Pkwy to SR 92	4267	Lundeen Parkway	SR 92	SR 9	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	\$37,000,000	Approved	2013	WDNW-780B	East Snohomish
SR 9	5434	SR 92	SR 530	SR 9	Intersection improvements at Division Street and 84th Street	WSDOT	\$5,000,000	Unprogrammed	2040		East Snohomish
SR 16	4099	I-5	Tacoma Narrows Bridge	SR 16	Approved in April 24, 2003. Core HOV lanes, interchange improvements, TSM/TDM, ITS, enhanced transit.	WSDOT	\$140,000,000	Approved	2010	WDO-138 WDO-207	West Pierce
SR 16	1650	Tacoma Narrows Bridge (36th St E)	Olympic Drive	SR 16	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	\$10,000,000	Approved	2010	WDO-180	West Pierce
SR 16	1651	Olympic Drive	SR 302 Vicinity	SR 16	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	\$130,000,000	Unprogrammed	2040		West Pierce
SR 16	4213	Burnham Drive I/C	SR 302 Bridges	SR 16	Construct EB and WB auxiliary lanes	WSDOT	\$5,000,000	Unprogrammed	2040		West Pierce
SR 16	1811	SR 302 Vicinity	Pierce/Kitsap County Line	SR 16	Widen from 4 lanes to 6 lanes creating HOV lanes, interchange improvements, TSM/TDM, ITS, enhanced transit	WSDOT	\$66,000,000	Unprogrammed	2030		West Pierce
SR 16	1833	Pierce/Kitsap County Line	SR 160 (Sedgwick Rd) Vicinity	SR 16	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	\$91,000,000	Unprogrammed	2040	WDO-234	Kitsap

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 16	1727	SR 160 (Sedgwick Rd) Vicinity	SR 166	SR 16	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	\$79,000,000	Unprogrammed	2040		Kitsap
SR 16	1668	SR 166	SR 3	SR 16	Convert two of this 6 lane cross section to HOV.	WSDOT	\$5,000,000	Unprogrammed	2040		Kitsap
SR 18	4214	C Street	SR 164 I/C	SR 18	Add an Auxiliary lane each direction on SR 18 from C Street to SR 164.	WSDOT	\$36,000,000	Unprogrammed	2040		South King
SR 18	4216	Issaquah-Hobart Road	Tigergate	SR 18	Widen to four lanes, interchange improvements	WSDOT	\$75,000,000	Approved	2040		Southeast King
SR 18	4217	Tigergate	I-90	SR 18	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	\$90,000,000	Approved	2040		Southeast King
I-90 HOV to HOT	5435	I-5	SR 900	I-90	Convert HOV lanes to HOT lanes	WSDOT	\$31,000,000	Candidate	2015		South King Eastside Southeast King Cross Lake
I-90 Two-Way Transit & HOV Operations (Stage 3)	3658	Rainier Ave/I-5 in Seattle	80th Avenue SE (Mercer Island)	I-90, 80th Avenue SE (Mercer Island)	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; Eastbound and westbound HOV lane from Rainier Ave to 80th Ave SE; Shared-use pathway screening installation on the I-90 floating bridge; and dowel bar retrofit eastbound and westbound from Rainier Ave to Bellevue Way. This stage may be divided into segments as funding becomes available.	Sound Transit	\$50,000,000	Candidate	2015	RTA-18	South King Cross Lake
I-90 Two-Way Transit & HOV Operations (Stage 2)	4276	80th Avenue SE (Mercer Island)	Bellevue Way / I-405	I-90, I-405, Bellevue Way, Rainier Ave/I-5 in Seattle	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	\$39,000,000	Approved	2012	RTA-18	Eastside Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-90	5436	Eastgate	West Lake Sammamish Parkway	I-90	Construct an eastbound auxiliary lane between Eastgate and West Lake Sammamish Parkway.	WSDOT	\$50,000,000	Candidate	2040		Eastside Northeast King
I-90	5437	West Lake Sammamish Parkway	West Lake Sammamish Parkway	I-90	On WLSP, convert single lane roundabout to a dual lane roundabout	WSDOT	\$2,000,000	Candidate	2040		Northeast King
I-90	5438	Eastgate	SR 900	I-90	Add one westbound GP lane from Eastgate to SR 900	WSDOT	\$22,000,000	Candidate	2040		Northeast King
I-90 HOV Direct Access Ramp	4543	I-90 @ SR 900		I-90 @ SR 900	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	Issaquah	\$76,000,000	Unprogrammed	2018		Northeast King
I-90	5439	Front St. I/C	Front St. I/C	I-90	Reconstruct the Front Street I/C	WSDOT	\$90,000,000	Candidate	2040		Northeast King
I-90	4223	I-90 @ SR 18		I-90 @ SR 18	Construct freeway to freeway interchange at SR 18, widen to four lanes in each direction, maintain truck lanes, and reconstruct interchange ramps.	WSDOT	\$400,000,000	Candidate	2040		Southeast King
SR 99	1812	I-5	Pacific Highway East/54th Ave	SR 99	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	\$3,000,000	Unprogrammed	2040		West Pierce
SR 99	2061	S 356th St	S 340th St	SR 99	HOV	Federal Way	\$16,000,000	Candidate	2020		South King
SR 99 Phase IV	1200	S 312TH ST	SR 509 (S 297th vicinity)	SR 99	CONSTRUCT HOV LANES	Federal Way	\$20,000,000	Approved	2010	FW-11	South King
SR 99/S Holgate St to S King St - Viaduct Replacement	4280	S Holgate St.	S King St	SR 99	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	\$420,000,000	Approved	2013	WDUC-32	North King South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 99: S. King Street to Roy Street – Central Waterfront Viaduct Replacement	4281	S King St	Roy St	SR 99	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 to a below-ground alignment under downtown Seattle and would bypass the existing Battery Street Tunnel. The project includes removal of the existing viaduct structure and decommissioning of Battery Street Tunnel.	WSDOT	\$2,060,000,000	Approved	2016	WDUC-33	North King South King
SR 99/Viaduct Surface Restoration & Construction Transit Center	4282	S King Street	Roy Street	SR 99	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 structure.	WSDOT	\$190,000,000	ROW Conditionally Approved	2018		North King South King
SR 99	4092	Battery Street Tunnel	N 105th St.	SR 99	Add business, access and transit lanes throughout this segment of the corridor. Project 1743 handles next segment to the north within Seattle CL.	Seattle	\$91,000,000	Candidate	2025		North King
SR 99	1743	N 105th St	N 145th St (Seattle - NCL)	SR 99	Add business, access and transit lanes throughout this segment of the corridor.	Seattle	\$48,000,000	Candidate	2020	SEA-127	North King
SR 99-- Shoreline--North Segment	4277	N 165th St.	N 185th St.	SR 99 (Aurora Ave N)	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. Partners include: WSDOT, King County Metro, and TIB.	Shoreline	\$40,000,000	Approved	2011	SL-1B	North King
Aurora Avenue North Multi-Modal Corridor Project (N 185th St to N 192nd St)	3569	N 185th St	N 192nd St	SR 99	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	\$13,000,000	Approved	2011	SL-1B	North King
Aurora Avenue North Multi-Modal Corridor Project (N 192nd St to N 205th St)	4283	N 192nd St	N 205th St/ 244th St SW	SR 99	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	\$38,000,000	ROW Conditionally Approved	2013		North King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 99 interchanges: Capacity improvements	4537	-		SR 99 Interchanges	Capacity Improvements, adding lanes heavy movements such as left turn and right turns - Improve the intersection capacity, reduce delay, go from split phasing traffic signal operation to normal 8-phase traffic signal operation	Edmonds	\$3,000,000	Unprogrammed	2015		West Snohomish
SR 99/ Evergreen Way	1879	115th Street	Airport Road	SR 99/ Evergreen Way	Widen Evergreen Way from 5 to 7 lanes, with curb, gutters and sidewalks and drainage improvements.	Everett	\$700,000	Candidate	2012		West Snohomish
SR 99/ Evergreen Way Transit HOV Treatments	621	148th Street SW	46th Street	Evergreen Way Transit HOV Treatments	Construct BAT lanes on Evergreen Way / Highway 99 from 148th Street SW to 46th Street.	Everett	\$1,000,000	Unprogrammed	2015		West Snohomish
SR 104	1682	SR 522	178th	SR 104	Add one lane each direction on SR 104 from 178th to SR 522 with intersection channelization improvements at 178th, 175th and SR 522.	WSDOT	\$9,000,000	Unprogrammed	2040		North King
SR 104	1711	Pine St. I/S	Proposed ferry terminal	SR 104	NFS - New connection from existing SR 104 alignment to proposed multimodal terminal location.	WSDOT	\$11,000,000	Unprogrammed	2040		West Snohomish
SR 104	1728	Kingston Ferry	Miller Bay	SR 104	Construct a new park and ride/remote ferry holding lot for passenger ferry traffic and seasonal peaks in automobile ferry traffic. Placeholder Strategy	WSDOT	\$14,000,000	Candidate	2040		Kitsap
SR 160 (Sedwick) HOV lanes	5525	Southworth Ferry	Wilson Creek Rd SE	SR 160 (SE Sedwick Rd)	Widen to add HOV lanes EB and WB	Kitsap Transit	\$0	Candidate	2015		Kitsap
SR 161	5344	36th St. E	24th St. E	SR 161	SR 161/36th to Vicinity 24th St E -Widen to 5 lanes (creating 5 lane roadway with center two-way left turn).	WSDOT	\$31,000,000	Approved	2022		West Pierce
SR 161	1658	24th St. E	Jovita Blvd.	SR 161	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	\$34,000,000	Approved	2011	WDNW-241 WDO-204	West Pierce
SR 162	497	SR 410	96th St. E	SR 162	Add a southbound lane from the SR 410 eastbound on/off ramps to 96th Street East.	WSDOT	\$75,000,000	Candidate	2030		East Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 164	4287	Dogwood	Auburn City Limits	SR 164	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	\$15,000,000	Unprogrammed	2040		Southeast King
Auburn Way South (SR 164) Corridor Widening & Non-Motorized Improvements	1744	Fir St SE	Hemlock St SE	SR 164	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 expand capacity by constructing a new 5 lane section of roadway. There will be 2 through GP lanes in each direction, left run pockets at intersections a U-turn/Wedge and transit pullouts at Hemlock ST SE. There will also be 10-foot wide sidewalks, illumination, and storm drainage improvements. The project will construct 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.	WSDOT	\$3,000,000	Candidate	2014		Southeast King
SR 167 Extension Phase 1	1659	SR 509	I-5	SR 167	Stage 1: Construction of a new four lane freeway from SR 509 at the Port of Tacoma to Interstate 5. This project includes a new major interchange with I-5.	WSDOT	\$700,000,000	ROW Conditionally Approved	2015	PTAC-1 PTAC-1A	West Pierce
SR 167 Extension Phase 2.	1722	I-5	Puyallup/ Sumner vicinity (SR 161)	SR 167	Stage 2: Construction of a new four lane freeway from Interstate 5 in Fife to existing SR 167 in the vicinity of Puyallup and Sumner. Project includes new interchanges at Valley Road and at SR 161.	WSDOT	\$1,070,000,000	ROW Conditionally Approved	2020	PTAC-1	West Pierce
SR 167 HOV lane completion	1652	SR 410 (Sumner)	15th St. SW/ NW	SR 167	Extend HOV/HOT Lanes from current termini to SR 410 in Sumner.	WSDOT	\$170,000,000	Approved	2015		West Pierce South King
SR 167	4229	S 277th St.	SR 516	SR 167	Construct auxiliary lanes between interchanges.	WSDOT	\$140,000,000	Candidate	2025		South King
SR 167	5325	15th St. NW	S 180th (SW 43rd)	SR 167	Add 1 GP lane each direction from 15th St. NW to S. 180th St.	WSDOT	\$1,290,000,000	Unprogrammed	2030		South King
I-405 Corridor: SR 167 Interchange (SR 167 component)	4310	S 180th (SW 43rd)	I-405	SR 167	(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	\$50,000,000	Unprogrammed	2030		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: I-5 to SR 169 (SR 167 component)	4369	SW 41st St	I-405	SR 167	(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	\$0	Unprogrammed	2040		South King
SR 169	4231	SE 383rd St.	Green River	SR 169	Construct a southbound truck climbing lane.	WSDOT	\$11,000,000	Unprogrammed	2040		Southeast King
SR 169	4232	Green River	Crest of Hill (ARMP 6.32)	SR 169	Replace the existing northbound truck climbing shoulder with a truck climbing lane and extend it to the north.	WSDOT	\$20,000,000	Unprogrammed	2040		Southeast King
SR 169	5445	SE 270th St	SE 290th St	SR 169	SR 169 Widening to 4 lanes, center turn lanes or left turn pockets and Bike Lanes (SE 270th to SE 290th)	Maple Valley	\$5,000,000	Unprogrammed	2010		Southeast King
SR 169 Widening SR 516 to 231st	3644	SR 516	SE 231st St.	SR 169	Widen to 4 lanes with turn lanes where warranted.	WSDOT	\$120,000,000	Unprogrammed	2040		Southeast King
SR 169	4233	Near Cedar River (ARM 16.02 to 17.02)		SR 169	Construct a southbound truck climbing lane.	WSDOT	\$10,000,000	Unprogrammed	2040		Southeast King
SR 169 Widening: I-405 to 152nd Ave. SE	5327	I-405	152nd Ave. SE	SR 169	Widen SR 169 from 4 to 6 lanes between I-405 and 152nd Ave. SE	WSDOT	\$92,000,000	Unprogrammed	2040		Southeast King
SR 202 Corridor Widening Improvement	2383	NE 145th	SR 202 (NE 175th)	SR 202	Widening, bike and ped facilities, ped bridge, landscaping, widened to 3 lanes	Woodinville	\$7,000,000	Unprogrammed	2010	WNV-10	Eastside
SR 202 Intersection Corridor Improvement (CCRP)	4019	NE 175th	NE 182nd	SR 202	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	\$41,000,000	Unprogrammed	2020		Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
BNRP: Trestle Replacement and Sammamish Bridge Replacement	2377	NE 175th	SR 522	SR 202	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	\$13,000,000	Candidate	2011		Eastside
SR 204	1712	US 2	SR 9	SR 204	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	\$5,000,000	Unprogrammed	2040		East Snohomish
SR 302 Capacity Improvements--Elgin-Clifton Road to SR 16	3618	Elgin Clifton Rd.	SR 16	SR 302	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	\$21,000,000	Unprogrammed	2040		Kitsap West Pierce
SR 302	5440	144th Street	SR 16	SR 302	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	\$130,000,000	Unprogrammed	2040		West Pierce
SR 303	4095	11th Street (Bremerton)	Fairgrounds Road	SR 303	Construct Business Access and Transit Lanes.	WSDOT	\$140,000,000	Unprogrammed	2040		Kitsap
SR 305	4237	Bainbridge Ferry Terminal	Suquamish Way	SR 305	Intersection improvements with transit queue jump lanes.	WSDOT	\$3,000,000	Candidate	2040		Kitsap
I-405 Corridor: I-5 to SR 181 Widening	4364	I-5	SR 181	I-405	(h) Add one lane NB and SB resulting in 5 lanes (1 HOV & 4 GP) between I-5 and SR 181	WSDOT	\$110,000,000	Candidate	2030		South King
I-405 Corridor: I-5 Interchange	4360	I-405 @ I-5 I/C		I-405 @ I-5 I/C	(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	\$110,000,000	Candidate	2030		South King
I-405 Corridor: SR 518 Interchange	4361	I-405 @ SR 518 I/C		I-405 @ SR 518 I/C	(b) Reconstruct of the following Interchange ramps: EB SR 518 to NB I-5, (e) EB SR 518 to SB I-5	WSDOT	\$110,000,000	Candidate	2030		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: I-5 Improvements	4363	I-5 through I-405 I/C		I-5	(g) Reconstructs NB I-5 through the interchange.	WSDOT	\$57,000,000	Candidate	2030		South King
I-405 Corridor: I-5/ I-405 HOV direct connector ramps	4362	I-405 @ I-5 I/C		I-405 @ I-5 I/C	(f) adds HOV direct connector ramps between I-405 and I-5 in all directions.	WSDOT	\$570,000,000	Unprogrammed	2040		South King
I-405 Corridor: SR 181 to SR 167 Widening	4303	SR 181	SR 167	I-405	(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	\$86,000,000	Candidate	2040		South King
I-405 Corridor: Green River Crossing	4304	I-405 @ Green River Crossing		I-405 @ Green River Crossing	(b) Rebuilds the Green River crossing.	WSDOT	\$29,000,000	Candidate	2040		South King
I-405 Corridor: SR 181 I/C	4305	I-405 @ SR 181		I-405 @ SR 181	(c) Rebuilds the SR 181 Interchange.	WSDOT	\$110,000,000	Candidate	2040		South King
I-405 Corridor: SR 167 Direct HOV Ramps	4133	SR 167	SR 167	I-405	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.	WSDOT	\$350,000,000	Candidate	2015		South King
I-405 Corridor: SR 181 to SR 167	4365	SR 181	SR 167	I-405	(i) 6 lanes (1 HOV, 4 GP & 1 Aux.) between SR 181 and SR 167 in each direction.	WSDOT	\$230,000,000	Unprogrammed	2040		South King
I-405 Corridor: I-5 to SR 169 (SR 181 direct access)	4366	I-405 @ SR 181 I/C		I-405 @ SR 181 I/C	(j) HOV direct access in SR 181 vicinity south of I-405.	WSDOT	\$110,000,000	Unprogrammed	2040		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: I-5 to SR 169 (SR 167 I/C and HOV direct access)	4367	I-405 @ SR 167 I/C		I-405 @ SR 167 I/C	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	\$430,000,000	Unprogrammed	2040		South King
I-405 Corridor: I-5 to SR 169 (Rainier Ave HOV direct access)	4368	I-405 @ Rainier Ave I/C		I-405 @ Rainier Ave I/C	(l) Add HOV direct access ramp in vicinity of Rainier Ave S.	WSDOT	\$29,000,000	Unprogrammed	2040		South King
I-405 Corridor: SR 167 Interchange	4306	I-405 @ SR 167 I/C		I-405 @ SR 167 I/C	(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	\$29,000,000	Candidate	2040		South King
I-405 Corridor: SR 167 Interchange (Lind half-diamond component)	4307	I-405 @ Lind Ave		I-405 @ Lind Ave	(b) Construct half-diamond interchange at Lind Ave.	WSDOT	\$57,000,000	Candidate	2040		South King
I-405 Corridor: SR 167 Interchange (Lind to Talbot frontage roads)	4308	Lind	Talbot (SR 515)	Frontage roads parallel to I-405	(c) Construct NB and SB frontage roads connecting half-diamond interchanges at Lind and Talbot (SR 515).	WSDOT	\$14,000,000	Candidate	2040		South King
I-405 Corridor: SR 167 Interchange	4309	I-405 @ SR 167 I/C		I-405 @ SR 167 I/C	(d) Construct GP ramp connecting I-405 SB to SR 167 SB.	WSDOT	\$86,000,000	Candidate	2040		South King
I-405 Corridor: I-5 to SR 169 - Stg. 2 (SR 167 to SR 169: Widening)	4311	SR 167	SR 169	I-405	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	\$200,000,000	Conditionally Approved	2011		South King Southeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: SR 515/Talbot half diamond	4312	I-405 @ SR 515/Talbot Rd		I-405 @ SR 515/Talbot Rd	(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	\$0	Approved	2011		Southeast King
I-405 Corridor: I-5 to SR 169 - Stg. 2 (Benson Crossing)	4313	I-405 @ Benson		I-405 @ Benson	(c) Reconstruct the Benson Rd. crossing. Cost included in 4311.	WSDOT	\$0	Approved	2011		Southeast King
I-405 Corridor: SR 167 to SR 169 Widening	4314	SR 167	SR 169	I-405	(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	\$160,000,000	Unprogrammed	2040		South King Southeast King
I-405 Corridor: SR 167 to SR 169 Widening	4315	I-405 @ SR 169 I/C		I-405 @ SR 169 I/C	(b) Rebuilds the SR 169 Interchange.	WSDOT	\$71,000,000	Candidate	2040		Southeast King
I-405 Corridor: SR 167 to SR 169 Widening (Renton Hill access component)	4316	unknown		unknown	(c) Reconstructs access to Renton Hill.	WSDOT	\$29,000,000	Candidate	2040		Southeast King
I-405 Corridor: SR 167 to SR 169 Widening (BNRR and Cedar Bridge crossings)	4317	I-405 @ Cedar River crossing		I-405 @ Cedar River crossing	(d) Reconstructs the bridge over the Cedar R and realigns and reconstructs the BNRR over the Cedar River.	WSDOT	\$100,000,000	Candidate	2040		Southeast King
I-405 Corridor: SR 169 Direct Connection Ramp	4373	I-405 @ SR 169 I/C		I-405 @ SR 169 I/C	(a) Construct NB SR 169 to NB I-405 direct connection ramp.	WSDOT	\$29,000,000	Candidate	2040		Southeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Renton HOV Access/N 8th	2372	I-405@N 8th St.		I-405 @ N 8th St	Construct an 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. COMPLETION YEAR UNKNOWN.	Sound Transit	\$75,000,000	Approved	2011	RTA-35 RTA-37	Eastside
I-405 Corridor: SR 169 to I-90 (widening)	4318	SR 169	I-90	I-405	(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	\$0	Candidate	2020		Eastside Southeast King Cross Lake
I-405 Corridor: SR 169 to I-90 (SR 169 Direct Connection Ramp)	4326	I-405 @ SR 169 I/C		I-405 @ SR 169 I/C	(i) Construct SB I-405 to SB SR 169 direct connection ramp. Cost includes part of the 4318 widening through this segment.	WSDOT	\$77,000,000	Candidate	2020		Southeast King
I-405 Corridor: SR 169 to I-90	4320	I-405 @ N 3rd St		I-405 @ N 3rd St	(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	\$200,000,000	Candidate	2020		Southeast King
I-405 Corridor: Sunset Blvd undercrossing	4327	I-405 @ Sunset Blvd undercrossing		I-405 @ Sunset Blvd undercrossing	(j) Realign and reconstruct undercrossing at Sunset Blvd. Cost included in 4320.	WSDOT	\$0	Candidate	2020		Eastside
I-405 Corridor: SR 169 to I-90 (SR 900 I/C component)	4321	I-405 @ SR 900 I/C		I-405 @ SR 900 I/C	(c) Modify or rebuild SR 900 I/C; Cost includes part of the 4318 widening through this segment.	WSDOT	\$170,000,000	Candidate	2020		Eastside
I-405 Corridor: SR 900 to NE 30th	4328	SR 900	NE 30th	I-405	(k) Construct NB auxiliary lane between SR 900 and NE 30th. Cost included in 4321	WSDOT	\$0	Candidate	2020		Eastside
I-405 Corridor: SR 169 to I-90 (NE 30th I/C component)	4322	I-405 @ NE 30th St		I-405 @ NE 30th St	(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	\$120,000,000	Candidate	2020		Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: SR 169 to I-90 (NE 44th I/C component)	4323	I-405 @ NE 44th I/C		I-405 @ NE 44th I/C	(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	\$200,000,000	Candidate	2020		Eastside
I-405 Corridor: SR 169 to I-90 (112th St I/C component)	4324	I-405 @ 112th St I/C		I-405 @ 112th St I/C	(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	\$120,000,000	Candidate	2020		Eastside Cross Lake
I-405 Corridor: SR 169 to I-90 (Coal Creek Pkwy Component)	4325	I-405 @ Coal Creek Pkwy		I-405 @ Coal Creek Pkwy	(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	\$120,000,000	Candidate	2025		Eastside Cross Lake
I-405 Corridor: I-90 I/C and braided ramps	4330	I-405 @ I-90 I/C	I-90	I-405 @ I-90 I/C	(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	\$190,000,000	Candidate	2030		Eastside Cross Lake
I-405 Corridor: I-405/I-90 HOV/HOT connections	5441	I-405 @ I-90 I/C		I-405 @ I-90 I/C	WB I-90 to NB I-405 Freeway to Freeway HOV/HOT Connection	WSDOT	\$100,000,000	Candidate	2030		Eastside Cross Lake
I-405/I-90 Interchange (HOV direct connector ramps)	4376	I-405 @ I-90 I/C		I-405 @ I-90 I/C	(a) Construct HOV direct connector ramps between I-405 and I-90 in all four quadrants of the interchange.	WSDOT	\$810,000,000	Unprogrammed	2040		Eastside Cross Lake
I-405/I-90 Interchange (SB bridge widening)	4377	I-405 @ I-90 I/C		I-405 @ I-90 I/C	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.	WSDOT	\$0	Unprogrammed	2040		Eastside Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405/I-90 Interchange (new NB bridge)	4378	I-405 @ I-90 I/C		I-405 @ I-90 I/C	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	\$0	Unprogrammed	2040		Eastside Cross Lake
I-405/I-90 Interchange (I-90 approach)	4379	I-405 @ I-90 I/C		I-405 @ I-90 I/C	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	\$0	Unprogrammed	2040		Eastside Cross Lake
I-405 Corridor: NE 4th to SR 520	4342	NE 4th St.	SR 520	I-405	(d) Adds one NB auxiliary lane from NE 4th to SR 520.	WSDOT	\$66,000,000	Approved	2012		Eastside Cross Lake
I-405 Corridor: NE 10th ramp	4341	SR 520 @ NE 10th I/C		SR 520 @ NE 10th I/C	(c) Includes constructing the NE 10th to EB SR 520 ramp.	WSDOT	\$800,000	Approved	2012		Eastside Cross Lake
I-405 Corridor: NE 8th to SR 520 -NB Braided Ramps	4340	I-405 @ SR 520 I/C		I-405 @ SR 520 I/C	(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. (f) Convert WB SR 520 to SB I-405 ramp to auxiliary lane.	WSDOT	\$250,000,000	Approved	2012		Eastside Cross Lake
I-405 Corridor: NE 12th improvements	4343	I-405 @ NE 12th structure/ SR 520		I-405 @ NE 12th structure/ SR 520	(e) Requires replacement of the NE 12th structure and ramp and collector distributor revisions on EB SR 520.	WSDOT	\$800,000	Approved	2012		Eastside Cross Lake
Bel-Red Regional Connectivity - NE 6th St Extension	4524	112th Avenue NE	120th Avenue NE	NE 6th Street	Construct east half of NE 6th/I-405 HOV/HOT interchange to provide transit/HOV access east of I-405.	Bellevue	\$68,000,000	Candidate	2011		Eastside Cross Lake
I-405 Corridor: I-90 to SR 520 (widening)	4336	I-90	SR 520	I-405	(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	\$50,000,000	Candidate	2030		Eastside Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: I-90 to SR 520 (SE 8th braided ramps)	4338	I-405 @ SE 8th St I/C		I-405 @ SE 8th St I/C	(c) Construct NB and SB braided crossings for the on and off ramps on the north legs of the SE 8th St Interchange.	WSDOT	\$190,000,000	Candidate	2030		Eastside Cross Lake
I-405 Corridor: I-90 to SR 520 (Main St. Bridge component)	4337	I-405 @ Main St bridge		I-405 @ Main St bridge	(b) Reconstruct the Main Street bridge. Cost included in 4336.	WSDOT	\$57,000,000	Candidate	2030		Eastside Cross Lake
I-405 Corridor: NE 10th I/C	4345	SR 520 @ NE 10th I/C		SR 520 @ NE 10th I/C	(b) Includes the EB SR 520 off-ramp to NE 10th.	WSDOT	\$57,000,000	Candidate	2030		Eastside Cross Lake
I-405 Corridor: NE 8th to SR 520 - SB Braided Ramps	4344	I-405 @ SR 520 I/C		I-405 @ SR 520 I/C	(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	\$57,000,000	Candidate	2030		Eastside Cross Lake
I-405 Corridor: I-90 to SR 520 (114th Ave NE ramps)	4339	I-405 @ 114th Ave NE		I-405 @ 114th Ave NE	(d) Modify ramps to accommodate lane addition and reconstruct and close a portion of 114th Ave NE. Costs included in 4382.	WSDOT	\$0	Unprogrammed	2040		Eastside Cross Lake
I-405 Corridor: NE 2nd St	4380	I-405 @ NE 2nd St I/C		I-405 @ NE 2nd St I/C	(e) NE 2nd St.: Construct half-diamond interchange with ramps to and from the south. Costs included in 4382.	WSDOT	\$0	Unprogrammed	2040		Eastside Cross Lake
I-405 Corridor: NE 8th St	4381	I-405 @ NE 8th St I/C		I-405 @ NE 8th St I/C	(f) NE 8th St.: Revise NE 8th Interchange configuration. Costs included in 4382.	WSDOT	\$0	Unprogrammed	2040		Eastside Cross Lake
I-405 Corridor: SR 520 Interchange	4383	I-405 @ SR 520 I/C		I-405 @ SR 520 I/C	(h) Requires shifting the NB I-405 and EB SR 520 mainline lanes to accommodate this rebuild. Costs included in 4382.	WSDOT	\$0	Unprogrammed	2040		Eastside Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: SR 520 Interchange (HOV direct connection ramps)	4382	I-405 @ SR 520 I/C		I-405 @ SR 520 I/C	(g) Rebuild the interchange to include direct HOV connectors in the NW, SE and SW quadrants.	WSDOT	\$1,490,000,000	Unprogrammed	2040		Eastside Cross Lake
I-405 Corridor: SR 520 to I-5 Widening	4352	SR 520	NE 85th	I-405	(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	\$0	ROW Conditionally Approved	2011	WDUC_28	Eastside Cross Lake
I-405 Corridor: SR 520 to I-5 Widening (NB NE 70th to NE 85th)	4353	NE 85th	NE 70th	I-405	(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	\$0	ROW Conditionally Approved	2011	WDUC-28	Eastside
I-405 Corridor: SR 520 to I-5 Widening (NE 132nd structures)	4355	I-405 @ NE 132nd St		I-405 @ NE 132nd St	(d) Rebuild the structures over NE 132nd St. Cost included in 4354.	WSDOT	\$0	Approved	2011		Eastside
I-405 Corridor: I-405 interchange at 132nd St. NE	4148	I-405 @ NE 132nd St		I-405 @ NE 132nd St	Build half diamond interchange to and from north at the NE 132nd St.	WSDOT	\$24,000,000	Candidate	2015		Eastside
I-405 Corridor: SR 520 to I-5 Widening (NE 124th to SR 522)	4354	NE 124th St	SR 522	I-405	(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	\$320,000,000	Approved	2011		Eastside
I-405 Corridor: SR 520 to SR 522 (aux lanes)	4346	SR 520	NE 70th	I-405	(a) Add NB and SB auxiliary lanes from SR 520 to NE 70th including Managed Lanes buffer.	WSDOT	\$25,000,000	Candidate	2040		Eastside Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: SR 520 to SR 522 (NE 70th I/C)	4348	I-405 @ NE 70th I/C and NE 85th I/C		I-405 @ NE 70th I/C and NE 85th I/C	(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	\$200,000,000	Candidate	2040		Eastside Cross Lake
I-405 Corridor: SR 520 to SR 522 (NE 85th I/C connections and direct access)	4349	Kirkland Way	148th	NE 85th IC and I-405 @ NE 85th I/C	(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	\$20,000,000	Candidate	2040		Eastside Cross Lake
I-405 Corridor: NE 85th - NE 124th	4351	NE 85th	NE 124th	I-405	(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	\$31,000,000	Candidate	2040		Eastside Cross Lake
I-405 Corridor: SR 520 to SR 522	4390	NE 160th I/C	SR 522	I-405	(e) SR 522: Add SB climbing auxiliary lane through NE 160th Interchange to SR 522.	WSDOT	\$13,000,000	Approved	2020		Eastside
I-405 Corridor: SR 520 to SR 522 (SR 522 I/C and HOV direct access)	4391	I-405 @ SR 522 I/C		I-405 @ SR 522 I/C	(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	\$470,000,000	Candidate	2020		Eastside
I-405 Corridor: SR 520 to SR 522 (NB Aux lane NE 160th to NE 195th)	4392	NE 160th	NE 195th	I-405	(g) Add NB auxiliary lane extending from NE 160th to NE 195th.	WSDOT	\$20,000,000	Candidate	2020		Eastside
I-405 Corridor: SR 522 to I-5 (widening between NE 195th St to SR 527)	4396	NE 195th	SR 527	I-405	(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	\$200,000,000	Candidate	2030		West Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: SR 520 to SR 522 (Widening - SR 520 to NE 124th St)	4387	SR 520	NE 124th St	I-405	(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.	WSDOT	\$130,000,000	Unprogrammed	2040		Eastside
I-405 Corridor: SR 520 to SR 522 (NE 124th I/C)	4388	I-405 @ NE 124th St I/C		I-405 @ NE 124th St I/C	(c) Reconfigure and rebuild the NE 124th St. Interchange.	WSDOT	\$260,000,000	Unprogrammed	2040		Eastside
I-405 Corridor: SR 520 to SR 522 (NE 160th I/C)	4389	I-405 @ NE 160th St I/C		I-405 @ NE 160th St I/C	(d) Rebuild the NE 160th St. Interchange.	WSDOT	\$49,000,000	Unprogrammed	2040		Eastside
I-405 Corridor: SR 522 to I-5 (SR 522 I/C braided ramps)	4397	I-405 @ SR 522 I/C		I-405 @ SR 522 I/C	(b) Remove ramp weaves north of the SR 522 Interchange by constructing NB and SB braided ramps.	WSDOT	\$91,000,000	Unprogrammed	2040		Eastside
I-405 Corridor: SR 522 to I-5 (NE 195th I/C)	4398	I-405 @ NE 195th St I/C		I-405 @ NE 195th St I/C	(c) Rebuild the NE 195th St. Interchange.	WSDOT	\$46,000,000	Unprogrammed	2040		Eastside
I-405 Corridor: SR 522 to I-5 (240th St. SE direct access ramp)	4399	I-405 @ 240th St SR I/C		I-405 @ 240th St SR I/C	(d) Construct direct access ramp to 240th St. SE.	WSDOT	\$100,000,000	Unprogrammed	2040		West Snohomish
I-405 Corridor: SR 522 to I-5 (Direct Access to Canyon Park P&R)	4400	I-405 @ Canyon Park - Park & Ride		I-405 @ Canyon Park - Park & Ride	(e) Construct direct access to the Canyon Park - Park & Ride.	WSDOT	\$46,000,000	Unprogrammed	2040		West Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
I-405 Corridor: SR 522 to I-5 (SR 527 I/C)	4401	I-405 @ SR 527 I/C		I-405 @ SR 527 I/C	(f) Reconfigure the SR 527 Interchange.	WSDOT	\$130,000,000	Unprogrammed	2040		West Snohomish
I-405 Corridor: SR 522 to I-5 (I-5 north/ I-405 I/C and HOV direct access ramps)	4402	I-405 @ I-5 I/C		I-405 @ I-5 I/C	(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-405 as necessary by adding one lane approaching ramp to I-405 to avoid congestion.	WSDOT	\$260,000,000	Unprogrammed	2040		West Snohomish
SR 410	1661	214th Ave E Vicinity	234th Ave E Vicinity	SR 410	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	\$29,000,000	ROW Conditionally Approved	2011	WD3-63	East Pierce
SR-410/SR-165/Ryan Rd/ 112th St E Realignment, Phase 1	1239	Intersection of SR-410, SR-165, Ryan Road, 112th Street	Intersection of SR-410, SR-165, Ryan Road, 112th Street	Intersection of SR-410, SR-165, Ryan Road, 112th Street	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	\$3,000,000	Approved	2012		East Pierce
SR-410/SR-165/Ryan Rd/ 112th St E Realignment, Phase 2	4286	Intersection of SR-410, SR-165, Ryan Road, 112th Street	Intersection of SR-410, SR-165, Ryan Road, 112th Street	Intersection of SR-410, SR-165, Ryan Road, 112th Street	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	\$1,000,000	Candidate	2014		East Pierce
SR 410	361	244th Ave SE	Farman St	SR 410	Widen to 3 lanes ,curb, gutter, sidew 244th to Cole, widen to 4/5 lanes Cole to Farman, Widening Project 1	Enumclaw	\$7,000,000	Candidate	2010		East Pierce Southeast King
SR 410	362	Farman St	E city lim	SR 410	Widen to 3 lanes, curb, gutter, sidewalk, Widening Project 2	Enumclaw	\$600,000	Unprogrammed	2010		Southeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
East D Street Slip Ramps at SR 509	4106	East D Street@SR 509	East D Street	SR-509 and D Street	Construct a half diamond interchange at East D Street.	WSDOT	\$20,000,000	Unprogrammed	2030		West Pierce
SR 509 Extension (with I-5)	1613	I-5	Existing SR 509	SR 509	Construct a four lane divided freeway on a new alignment, construct new I-5 interchange and add general purpose lanes on I-5 from 320th St. S to the new SR 509 alignment. Specifically, in SB direction: add 3 lanes to SR 516, 2 lanes to 272nd St. and 1 lane to 320th. In NB direction, adding 1 lane from 272nd to SR 516, and 3 lanes from SR 516 to the new SR 509/I-5 interchange).	WSDOT	\$890,000,000	ROW Conditionally Approved	2025	WDOUM-6	South King
SR 512	5442	I-5	Meridian Street	SR 512	Covert shoulders for use as additional lane during peak periods in the peak direction of travel	WSDOT	\$60,000,000	Candidate	2030		West Pierce
SR 512	4241	SR 512 @ SR 7	SR 512/SR 7 I/C	SR 512 @ SR 7	Construct a two lane eastbound off-ramp to SR 7.	WSDOT	\$8,000,000	Candidate	2015		West Pierce
SR 512	4242	SR 512 @ Canyon Road I/C	SR 512Canyon Road I/C	SR 512 @ Canyon Road I/C	Construct a two lane eastbound and westbound off-ramps to Canyon Road.	WSDOT	\$10,000,000	Candidate	2015		West Pierce
SR 512	1821	SR 512 @ Meridian/ SR 161 I/C	SR 512/SR 161 I/C	SR 512 @ Meridian/ SR 161 I/C	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	\$22,000,000	Candidate	2025		West Pierce
SR 512	4243	Meridian/ SR 161	Pioneer	SR 512	Construct eastbound and westbound auxiliary lanes from Meridian to Pioneer with two lane off-ramps at each Interchange.	WSDOT	\$54,000,000	Candidate	2025		West Pierce
SR 516 – Jenkins Creek to 185th Place SE	4288	Jenkins Creek	185th Place SE	SR 516	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.	Covington	\$13,000,000	Candidate	2014		Southeast King
SR 516 (Kent-Kangley Road), 213th Place SE to SR 169	4118	213th Place SE	SR 169	SR 516 (Kent-Kangley Road)	SR 516 Widening from 2 to 4 lanes, center turn lane/ left turn pockets, bike lanes and sidewalks (from 213th SE to SR 169)	Maple Valley	\$4,000,000	Unprogrammed	2010		Southeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 518	4247	SR 518 @ SR 509 Interchange	SR 509/SR 518 Interchange	SR 518 @ SR 509 Interchange	Construct a southbound to eastbound flyover/tunnel ramp at the SR 509 I/C.	WSDOT	\$36,000,000	Unprogrammed	2020		South King
SR 518	5390	SR 518 @ SR 99	I-5	SR 518 @ SR 99	Construct a new interchange at SR 99	WSDOT	\$90,000,000	Candidate	2020		South King
SR 518	4246	SR 518 @ I-5 Interchange	SR 518/I-5 Interchange	SR 518 @ I-5 Interchange	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	\$67,000,000	Unprogrammed	2020		South King
SR 518	4245	SR 518 @ I-5 Interchange	SR 518/I-5 Interchange	SR 518 @ I-5 Interchange	Add a second eastbound lane from the I-5 southbound drop lane to the I-5 northbound add lane at the Tukwila I/C.	WSDOT	\$73,000,000	Unprogrammed	2020		South King
SR 519 Intermodal Access Project - Phase 2: South Atlantic Corridor	1866	I-90	Seattle Waterfront	SR 519 (Alaskan Way S)	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	\$77,000,000	Approved	2010	WDNW-298	South King Cross Lake
SR 520	4250	I-5	Foster Island Vicinity	SR 520	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	\$1,750,000,000	ROW Conditionally Approved	2015		North King Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 520: I-5 to Medina - Evergreen Point Floating Bridge and Landings	4251	West end of floating bridge	Evergreen Point Road	SR 520	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 landings, including the connections to the existing structure east of Foster Island, and to the existing roadway in Medina. The new bridges will meet current design standards for windstorms and earthquakes. The road will have six lanes including two HOV lanes, bicycle/pedestrian facilities, and the ability to accommodate future light rail.	WSDOT	\$790,000,000	Approved	2016	WD520-1A	North King Cross Lake
SR 520: Eastside Transit and HOV	4252	Evergreen Point Road	108th Ave	SR 520	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	\$450,000,000	Approved	2014	WD520-2	Eastside Cross Lake
Bel-Red Regional Connectivity - SR 520/ 124th I/C	4528	SR 520 @ 124th I/C		SR 520 @ 124th I/C	The City of Bellevue has jurisdiction over the entire route up to the proposed full interchange at SR520 and 124th Avenue NE. This project would be implemented by WSDOT.	WSDOT	\$280,000,000	Unprogrammed	2011		Eastside Cross Lake
SR 520 HOV to HOT	5443	I-405	SR 202	SR 520	Convert HOV lanes to HOT lanes	WSDOT	\$15,000,000	Candidate	2015		Eastside Cross Lake
SR 520	4101	W Lake Sammamish Parkway	SR 202	SR 520 and SR 520@SR 202	Widen SR 520 to 8 lanes including HOV Lanes and auxiliary lanes. Construct a new SR 520/SR 202 interchange.	WSDOT	\$120,000,000	Approved	2020	WDNW-695	Eastside
SR 522 West City Limits to NE 180th St. Stage 1 Improvements (at 96th Ave NE) - Wayne Curve.	4002	SR 522 @ 96th Ave NE		SR 522 @ 96th Ave NE	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	\$20,000,000	Approved	2010	BOTH-22	Eastside
SR 522 - West City Limits to NE 180th Street Stage 2b Improvements	5537	750 feet east of 96th	Hall Rd.	SR 522	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	\$14,000,000	ROW Conditionally Approved	2012		Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 522 - West City Limits to NE 180th Street Stage 2a Improvements	4272	91st Ave NE	1300 feet west of 96th Ave NE	SR 522	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.	Bothell	\$14,000,000	ROW Conditionally Approved	2012	BOTH-22A	Eastside
SR 522	4255	Hall Road	102nd Ave NE	SR 522	Under consideration by the City of Bothell - Realign SR 522 to the south of its existing location and extend SR 527 to the south to create a new intersection. Bothell Crossroads.	Bothell	\$50,000,000	Unprogrammed	2012	BOTH-29	Eastside
SR 522 @ 195th	2380	NE 195th Street	NE 195th Street	SR 522	Construct second half of the existing half-diamond interchange making a full diamond interchange.	WSDOT	\$39,000,000	Unprogrammed	2040		Eastside
SR 522	4257	Paradise Lake Road	Paradise Lake Road	SR 522	Construct a new grade separated diamond interchange.	WSDOT	\$60,000,000	Candidate	2020		East Snohomish
SR 522	1698	Paradise Lake Rd.	Snohomish River	SR 522	Add two lanes converting a two lane arterial roadway to a four lane divided highway. Complete construction of the Fales/Echo Lake Interchange.	WSDOT	\$37,000,000	Candidate	2020		East Snohomish
SR 522 (Nickel)	4159	Snohomish River Bridge	US 2	SR 522	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 wildlife crossing near milepost 22, improvements to the 164th St. SE (W Main St) interchange, and a new ramp connection and improvements to the US 2 interchange.	WSDOT	\$130,000,000	Approved	2020		East Snohomish
SR 524 (196th St SW) Widening	4009	48th Ave W	37th Ave W	SR 524 (196th St SW)	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	\$19,000,000	Candidate	2012		West Snohomish
44th Ave. W. (SR 524 Spur)	4119	194th St.	I-5	44th Ave.	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	\$16,000,000	Candidate	2015		West Snohomish
SR 524	1714	24th Ave.	SR 527	SR 524	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.	WSDOT	\$82,000,000	Approved	2015	SNOCO-97	West Snohomish
SR 524	4259	SR 527	35th/39th Street	SR 524	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.	WSDOT	\$80,000,000	Unprogrammed	2040		West Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 524	4260	35th/39th Street	SR 522	SR 524	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.	WSDOT	\$61,000,000	Unprogrammed	2040		West Snohomish East Snohomish
SR 525	1715	SR 526	Proposed Mukilteo Multimodal Terminal.	SR 525	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	\$170,000,000	Unprogrammed	2027		West Snohomish
SR 527	5446	SR 522	188th St. SE	SR 527	Widen to 4/5 lanes between SR 522 and 188th St. SE. Cost included in 4262.	Bothell	\$0	Unprogrammed	2030		Eastside
SR 527	4262	188th St	240th St. SE	SR 527	Widen to 4/5 lanes between 188th St and 240th St SE	Bothell	\$35,000,000	Candidate	2030		West Snohomish Eastside
SR 527 - 240th St SE to 228th St. SE	4271	240th St SE	228th St. SE	SR 527	This project will widen SR 527 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.	WSDOT	\$10,000,000	ROW Conditionally Approved	2011	BOTH-27	West Snohomish
SR 527	5536	228th St. SE	I-405	SR 527	Widen to 4/5 lanes between 228th St. SE and I-405. Cost included in 4262.	Bothell	\$0	Unprogrammed	2030		West Snohomish
SR 529 - Ebey Slough Bridge 529/25 Replacement	5543	MP 6.21	MP 6.35	SR 529	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	\$39,000,000	Approved	2010		West Snohomish
SR 531	1639	43rd Ave.	SR 9	SR 531	Four-lane widening with intersection improvements	WSDOT	\$47,000,000	Candidate	2030		West Snohomish East Snohomish
SR 704 - Cross Base Highway, I-5 to Spanaway Loop Rd	112	I-5	SR 7	SR 704 - new alignment located approx. along the	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	\$420,000,000	ROW Conditionally Approved	2035	PCO-41 PCO-41A PCO-41B	West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR900/NW Sammamish Rd Widening	4113	I-90	11th Ave NW	SR-900/NW Sammamish Rd	Add additional through lane WB approaching the I-90 Ramps	Issaquah	\$4,000,000	Candidate	2015		Northeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
112th St - Beverly Park Rd Corridor	792	SR 527	SR 525	112th St - Beverly Park Rd Corridor	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 project) and 6) Silver Lake Road to SR 527	Everett	\$58,000,000	Approved	2011	EVT-41	West Snohomish
112th Street SW/Beverly Edmonds Road	1956	Airport Road	SR 525	Beverly Park Rd	Improve to 5 lanes urban standards with bicycle lanes	Snohomish Co.	\$16,000,000	Candidate	2012		West Snohomish
Broadway Corridor Improvements	5517	SR 526	37th St.	Broadway Ave	Widen to 5 lanes with bike lanes, sidewalks, new bridge. Transit signal priority.	Everett	\$34,000,000	Unprogrammed	2013		West Snohomish
Everett Arterial Access Improvements	4005	Everett Avenue	Pacific	Vicinity of Walnut and Chestnut on various streets	Arterial access improvements to US 2 and I-5 in Everett	Everett	\$32,000,000	Unprogrammed	2018		West Snohomish
Everett Ave Extension and Overcrossing	1889	Everett Ave and E. Grand	Riverfront industrial property	Everett Ave	Eastern extension of Everett Ave over the existing BNSF rail lines to riverfront industrial property, 4 total lanes	Everett	\$13,000,000	Candidate	2020		West Snohomish
156th St NE Widening to 3/5 lanes: State Ave to 51st St NE Vic.	5528	State Ave	51st Ave	156th/152nd St NE	Widen to 3 to 5 lanes w/ curb gutter and sidewalk	Marysville	\$12,000,000	Unprogrammed	2015		West Snohomish East Snohomish
1st St Bypass: 3/5 lane new alignment	5527	SR 529	Sunnyside Blvd	First St or new parallel alignment	3/5 lane new alignment	Marysville	\$10,000,000	Unprogrammed	2015		West Snohomish
88th St NE new WB lane: Quil Ceda Crk Bridge to I-5	5533	Quil Ceda Crk Bridge	I-5 NB on ramp	88th St NE	Add new westbound lane	Marysville	\$2,000,000	Unprogrammed	2013		West Snohomish

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Lakewood Triangle Access/156th St NE Overcrossing	5529	Twin Lakes Blvd	State Ave	156th St NE	New I-5 overcrossing 2/4 lane	Marysville	\$15,000,000	Unprogrammed	2011		West Snohomish
SR528/I-5 additional lanes under I-5 interchange	5534	I-5 SR 528 NB ramps	I-5 SR 528 SB ramps	SR 528	Add one new east and west bound lane under I-5 at the interchange	Marysville	\$11,000,000	Unprogrammed	2015		West Snohomish
State Avenue	4125	136th St. NE	152nd St. NE	State Avenue	Upgrade existing 2 lane roadway to 5 lanes	Marysville	\$9,000,000	Candidate	2008		West Snohomish
State Avenue	4124	116th St. NE	136th St. NE	State Avenue	Upgrade existing 3 lane roadway to 5 lanes	Marysville	\$3,000,000	Unprogrammed	2008		West Snohomish
State Avenue	4126	100th St. NE	116th St. NE	State Avenue	Upgrade existing 3 lane roadway to 5 lanes	Marysville	\$18,000,000	Unprogrammed	2012		West Snohomish
Ferry Holding Lanes	807	Mukilteo Ferry Terminal		Ferry Holding Lanes	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.	Mukilteo	\$6,000,000	Unprogrammed	2010		West Snohomish
DuPont-Steilacoom Rd	296	[Not submitted]		DuPont-Steilacoom Rd	Scope of the project has not been defined. Widening Improvements to DuPont-Steilacoom Rd are anticipated to accommodate expected growth in the City of DuPont and nearby areas. The existing road is two lanes with left turn pockets.	Dupont	\$26,000,000	Unprogrammed	2030		West Pierce
Valley Ave E	122	Freeman Rd E	70th Ave E	Valley Ave E	Widen and reconstruct existing two-lane roadway to major arterial standards (to four lanes), including non-motorized plan elements.	Fife	\$14,000,000	Approved	2008		West Pierce
Bridgeport Way	5523	Steilacoom Blvd	N. City Limits	Bridgeport Way	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.	Lakewood	\$9,000,000	Unprogrammed	2015		West Pierce
Milton Way	1958	28th Ave	20th St E	Milton Way	Road widening / sidewalk install	Milton	\$1,000,000	Unprogrammed	2010		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
112th St E/S	116	86th Avenue E	Steele Street	112th St E/S	Widen and reconstruct existing (two-lane in sections) roadway to 5 lanes, improve intersections and provide non-motorized features.	Pierce County	\$14,000,000	Approved	2011	PCO-99	West Pierce
160th St E	1477	SR 161 (Meridian E)	110th Ave E	160th St E	Construct new 3 lane arterial roadway including NMF	Pierce County	\$5,000,000	Candidate	2025		West Pierce
160th St E	1937	56th Ave Ct E	70th Ave E	160th St E	Widen and reconstruct existing arterial roadway including NMF	Pierce County	\$5,000,000	Unprogrammed	2010		West Pierce
176th St E	115	SR 161 (Meridian E)	SR 7 (Pacific Avenue)	176th St E	Widen and reconstruct existing 2/4-lane road to 5 lanes. Provide non-motorized features.	Pierce County	\$63,000,000	Candidate	2020		West Pierce
224th St E	522	SR 7	SR 161	224th St E	Widen and reconstruct existing arterial to 3 lanes including NMF	Pierce County	\$15,000,000	Unprogrammed	2030		West Pierce
72nd St E	1473	Tacoma City Limits	Fruitland Avenue E	72nd St E	Reconstruct existing arterial roadway including NMF, add center left turn lane	Pierce County	\$17,000,000	Unprogrammed	2020		West Pierce
96th St E	1474	SR 7	Fruitland Ave E	96th St E	Reconstruct existing arterial roadway including NMF, add center left turn lane	Pierce County	\$17,000,000	Unprogrammed	2030		West Pierce
Canyon Rd E	135	SR 167	Pioneer Way	Canyon Rd E	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	\$68,000,000	Candidate	2020	PCO-70 PCO-70A	West Pierce
Canyon Rd E	113	106th St E	192nd St E	Canyon Rd E	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	\$76,000,000	Approved	2020	PCO-93	West Pierce
Canyon Rd E	134	Mountain Hwy (SR 7)	192nd Street E	Canyon Rd E	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 would narrow to 2-lane with paved shoulders south of 224th Street E.	Pierce County	\$31,000,000	Approved	2020		West Pierce
Canyon Rd E	528	84th St. E	99th St E	Canyon Rd E	Widen to 5 lanes, reconstruct existing arterial including NMF	Pierce County	\$25,000,000	Candidate	2020		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Military Rd S/152nd St E	125	Waller Rd E	Spanaway Loop Rd	Military Rd S/152nd St E	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	\$8,000,000	Unprogrammed	2030		West Pierce
WOLLOCHET DR NW	880	FILLMORE DR NW	40TH ST NW	WOLLOCHET DR NW	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	\$14,000,000	Candidate	2010		West Pierce
Blair Hylebos Terminal - 54th Ave E	4645	-	-	54th Ave E	and providing improvements to the 54th Ave E corridor to increase arterial capacity and safety. Cost included in 4639.	Port of Tacoma	\$0	Candidate	2019		West Pierce
Blair Hylebos Terminal - grade separations	4640	-	-	at RR crossings	eliminating at-grade railroad crossings; introducing a new grade separation, 3 new light signals. Cost included in 4639.	Port of Tacoma	\$0	Candidate	2019		West Pierce
Blair Hylebos Terminal - SR 509 I/C	4643	-	-	SR 509 I/C	providing intersection improvements including additional left-turn lanes and right turn pockets at State Route 509; Cost included in 4639.	Port of Tacoma	\$0	Candidate	2019		West Pierce
Blair Hylebos Terminal - Taylor Bypass	4641	-	-	Taylor Bypass	one new southbound and one new northbound general purpose lane plus one center left turn lane plus sidewalks and transit stops (Taylor Bypass);	Port of Tacoma	\$28,000,000	Candidate	2019		West Pierce
Blair Hylebos Terminal Redevelopment Program Road/Rail/Infrastructure	4639	54th Avenue East@Interstate 5, City of Fife	Northern terminus of Alexander Avenue (northerly end of the Blair Hylebos Peninsula), City of Tacoma	I-5/54th Avenue East I/C Ramps; 54th Avenue East; 54th	The concept is intended to support the marine terminal functions by eliminating at-grade railroad crossings; introducing a new grade separation, 3 new light signals, one new southbound and one new northbound general purpose lane plus one center left turn lane plus sidewalks and transit stops (Taylor Bypass); providing new Port-owned rail support infrastructure including 7 new arrival/dispatch tracks and intermodal support tracks at a ratio of 2:1 to facilitate efficient and reliable freight movement; providing intersection improvements including additional left-turn lanes and right turn pockets at State Route 509; VMS; and providing improvements to the 54th Ave E corridor to increase arterial capacity and safety.	Port of Tacoma	\$340,000,000	Candidate	2019		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
31st Ave SW	141	SR 512 off ramp	S Meridian/SR 161	31st Ave SW	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	\$6,000,000	Approved	2005		West Pierce
Shaw Rd	494	E Pioneer	39th Ave SE	Shaw Rd	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	\$3,000,000	Candidate	2004		West Pierce
Shaw Rd E	129	SR 410	Orting-Kapowsin Hwy	Shaw Rd E	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	\$33,000,000	Unprogrammed	2030	PUY-5	West Pierce
Pacific Avenue at S.26th/South Tacoma Way Rail grade separation crossing	4110	S 26th St	S 26th St (over Pacific Ave)	Pacific Avenue@S 26th Street (downtown)	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.	Sound Transit	\$0	Candidate	2010		West Pierce
Pacific Ave. Safety and Mobility Improvements	4121	S. 17th Street	S. 25th Street	Pacific Ave	Increase SOUNDER passenger rail capacity without degrading existing/future arterial capacity by grade separating the two travel modes.	Tacoma	\$5,000,000	Candidate	2010		West Pierce
21st St N - N Proctor St to N Pearl St, widen to 5 lanes	4103	N Proctor St	N Pearl St	N 21st St	Arterial Streets	Tacoma	\$13,000,000	Unprogrammed	2014		West Pierce
Hylebos Bridge, on E. 11th Street corridor between Taylor Way and Marine View Drive	4104	Taylor Way	Marine View Drive	Hylebos Bridge	Bridge Construction	Tacoma	\$18,000,000	Unprogrammed	2011		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Lincoln Ave Grade Separation	3550	Thorne Ave	Marc Ave	Lincoln Ave	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	\$47,000,000	Approved	2011	PTAC-3 PTAC-M3	West Pierce
Norpoint Way - NE 49th Ave to Nassau Ave	511	NE 49th Ave	Nassau Ave	Norpoint Way	Arterial Streets	Tacoma	\$14,000,000	Unprogrammed	2012		West Pierce
Orchard St S - 6th Ave to S 19th St	1431	6th Ave	S 19th St	Orchard St S	Arterial Streets	Tacoma	\$7,000,000	Unprogrammed	2011		West Pierce
Pioneer Way - Browning Rd to S City Limits	1432	Browning Rd	S City Limits	Pioneer Way	Arterial Streets	Tacoma	\$11,000,000	Unprogrammed	2012		West Pierce
Puyallup Bridge F16A & F16B Replacement	3648	Portland Ave	Milwaukee Way	Puyallup Ave/Ells Street	Bridge Construction, from 3 to 4 lanes.	Tacoma	\$16,000,000	Candidate	2014	TAC-69	West Pierce
Puyallup River Bridge Rehabilitation (F16C, F16D, F16E).	4105	Portland Ave	Milwaukee Way	Puyallup Ave/Ells Street	Bridge Construction. Widen from 1 to 2 lanes WB	Tacoma	\$5,000,000	Unprogrammed	2012		West Pierce
Bridgeport Way West Phase 5	1869	27th Street W	S 19th St	Bridgeport Way	Add two way left turn lane, bike lanes, curbs, sidewalks, landscaping, and street lighting. Includes drainage revisions and utility adjustments.	University Place	\$3,000,000	Candidate	2014		West Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Lea Hill Capacity	4508	-		Is this on Lea Hill Rd or a new road (ROW undetermined)	New roadway capacity and transit services from Lea Hill to other areas of Auburn.	Auburn	\$600,000	Unprogrammed	2030		Southeast King
Cole St	355	@SR 410	Mt.Villa Dr	Cole St	New construction and realignment, signalization, improvement of Cole Street at SR 410/Dickson Ave intersection. Dickson Ave is extended to Cole Street realignment at SR 410.	Enumclaw	\$400,000	Unprogrammed	2000		Southeast King
140th/132nd Avenue SE	4551	SE Petrovitsky Road	SE 240th St	140/132nd Ave SE	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	\$19,000,000	Unprogrammed	2020		Southeast King
SE 212th Way/SE 208th Street	4569	SR 167	148th Ave SE	SE 212th Way/SE 208th Street	Capacity, ITS, operational and pedestrian improvements will provide access to the business district and link two regional trails	King County/Metro	\$50,000,000	Unprogrammed	2015		South King Southeast King
SE Carr RD	910	108th Ave SE	SR 167	SE Carr RD	Widen roadway to provide capacity improvements, assume an estimated 3 lanes each direction for widening	Renton	\$27,000,000	Candidate	2020	KGCO-75	South King Southeast King
52nd St NE	976	AUBURN WAY N	GREEN RIVER	52nd St NE	ADD 2 LANES	Auburn	\$4,000,000	Unprogrammed	2011		South King
A Street NW	4507	3rd Street NW	14th Street NW	A Street NW	Improved access to the urban center. Freight movement benefits, level-of service improvements on parallel north-south corridors.	Auburn	\$12,000,000	Candidate	2011		South King
Grade Separated Crossing of BNSF Railyard	4504	C Street SW	A Street SE	6th Street SW/SE	Improved east-west connectivity and mitigation for potential future BNSF railyard expansion as a multimodal facility (at 6th Street SW/SE )	Auburn	\$36,000,000	Candidate	2030		South King
M St NE	978	E MAIN	8TH ST NE	M St NE	WIDEN FROM 2 TO 5 LANES, MODIFY SIGNALS	Auburn	\$3,000,000	Candidate	2012		South King
M St SE	975	E MAIN	AUBURN WAY S	M St SE	GRADE SEPARATE RAIL XING, WIDEN TO 4 LANES, SIDEW	Auburn	\$21,000,000	Candidate	2012		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
1st Avenue South, Phase 2 (SW 140th Street to SW 146th Street)	5449	SW 140th Street	SW 146th Street	1st Ave S	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	\$8,000,000	Candidate	2011		South King
1st Avenue South, Phase 3 (SW 128th Street to SW 140th Street)	5450	SW 128th Street	SW 140th Street	1st Ave S	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.	Burien	\$16,000,000	Unprogrammed	2015		South King
Ambaum Boulevard SW Corridor Study (SW 116th Street to SW 153rd Street)	5451	SW 116th Street	SW 153rd Street	Ambaum Boulevard	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	\$700,000	Unprogrammed	2020		South King
1st Ave S	2082	S 348th St	S 356th St	1st Ave S	Major Widening (5 lanes). Provides sidewalks; Bikes provided for on parallel route per Comp Plan	Federal Way	\$5,000,000	Unprogrammed	2020		South King
21st Ave SW	2103	SW 344th St	SW 356th St	21st Ave SW	Major Widening (5 lanes). Provides sidewalks; Bikes provided for on parallel route per Comp Plan	Federal Way	\$3,000,000	Unprogrammed	2020		South King
City Center Access Phase 3C--32nd Ave S.	3659	Military Rd S	S 320th St	32nd Ave S	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	Federal Way	\$8,000,000	Candidate	2015		South King
City Center Access Phase 4A: S 320th St @ I-5 I/C HOV lanes	3660	S 320th St @ I-5 I/C		S 320th St @ I-5 I/C	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	\$52,000,000	Candidate	2015		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
City Center AccessPhase 3 - 312th St	3656	23rd Ave. S.	28th Ave. S	S 312th St	Widen S 312th St to 5 lanes. Provides sidewalks; Bikes provided for on parallel route per Comp Plan; May be downsized to 3 lanes	Federal Way	\$8,000,000	Unprogrammed	2015		South King
City Center AccessPhase 4 - 312th St/I-5 I/C modification at S 312th St.	3661	28th Ave. S	51st Ave. S	S 312th St @ I-5 I/C	New 5-lane bridge structure at S 312th St, completion of CDs, new ramps, and braided ramp sections. Extends 312th (5 lane arterial) from 28th Ave. S. to 51st Ave S, adds new I-5 to S 312th St interchange	Federal Way	\$66,000,000	Unprogrammed	2015		South King
Military Rd S	2128	S 288th St	I-5 S overcrossing (near S 304th St)	Military Rd S	Major Widening (3 lanes). Provides sidewalks and bike lanes	Federal Way	\$19,000,000	Unprogrammed	2020		South King
S 288th St	2147	18th Ave S	Military Rd S	S 288th St	Minor Widening - Add TWLTL (5 lanes). Widens sidewalks and improves ped crossings	Federal Way	\$3,000,000	Unprogrammed	2020		South King
S 320th St	2008	8th Ave S	SR 99	S 320th St	HOV	Federal Way	\$7,000,000	Candidate	2011		South King
S 320th St	2012	1st Ave S	8th Ave S	S 320th St	HOV	Federal Way	\$7,000,000	Candidate	2012		South King
S 348th St	2019	1st Ave S	9th Ave S	S 348th St	HOV - Widen to a 6 lane cross section, 2 GP, 1 HOV each direction.	Federal Way	\$9,000,000	Candidate	2030		South King
S 356th St	2023	SR 99	SR 161	S 356th St	Major Widening to 5 lanes. Provides sidewalks and bike lanes; improves freight movement; fixes bottlenecks at SR 161/S 356 St	Federal Way	\$6,000,000	Unprogrammed	2011		South King
SW 336th Way & S 340th St	2020	26th PI SW	Hoyt Rd SW	SW 336th Way & S 340th St	Major Widening to 5 lanes. Improves ped access with wider sidewalks and signalized crossings. Bikes provided for on parallel route per Comp Plan	Federal Way	\$6,000,000	Unprogrammed	2020		South King
212th St	1563	@ BN RR XING		212th St	Grade Separated Railroad Crossing in Kent First Phase II	Kent	\$42,000,000	Candidate	2010		South King
212th St	1564	@ UP RR XING		212th St	Grade Separated Railroad Crossing in Kent Fast Phase II	Kent	\$41,000,000	Candidate	2010		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
East Valley Highway (84th Ave. S.) Improvement Project	3612	SR 167	S. 212th St.	East Valley Highway (84th Ave. S.)	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	\$8,000,000	Approved	2006	KEN-28A	South King
S 208th St	2142	84th Ave/ E Valley Hwy	96th Way S	S 208th St	Widen SE 208th St from 84th Ave to 96th Way S, to include two lanes, center left turn lane, not all areas will have bike lane because of steep hill, but there will be pedestrian facility all the way.	Kent	\$25,000,000	Candidate	2013		South King
S 228th St (Phase 2)	5290	SR 167	Central Ave.	S 228th St	Provides a critical, grade-separated link through the warehouse/industrial center of Kent. Links the valley warehouse/industrial center to SR 167 and I-5. Will be connected directly to SR-509, once funding for that project is secured	Kent	\$25,000,000	Candidate	2009		South King
S 228th St Grade Separation	3643	500 ft west of the Union Pacific Railroad tracks	500 ft west of the Burlington Northern Santa-Fe railroad tracks	S 228th St	Grade separation of the roadway from the UP railroad tracks. Bridges will be constructed at the track locations and the road will run under the tracks.	Kent	\$26,000,000	Approved	2010	KEN-26	South King
S 272nd St	2007	Military Rd	Pacific Hwy S.	S 272nd St	Major Widening Phase I (including HOV, sidewalks and bike lanes)	Kent	\$20,000,000	Candidate	2010		South King
W Valley Hwy	2026	Hawley Rd Updated Extent: Meeker St N	218th Vicinity	W Valley Hwy	Major Widening including Complete Streets, three lanes each direction and center left-turn lane.	Kent	\$19,000,000	Unprogrammed	2010		South King
Willis St Grade Separations	5289	SR 167	Central Ave.	Willis St	Provides a critical, grade-separated link through the commercial/industrial/central area of Kent. Links the valley warehouse/industrial center to SR 167 and I-5	Kent	\$81,000,000	Candidate	0		South King
Military Rd S	4559	south King County line	S 272 St	Military Rd	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	\$21,000,000	Unprogrammed	2020		West Pierce South King
E MARGINAL WAY GRADE SEPARATION	1224	300 ft south of S Idaho (MP 28.35)	Spokane St	E MARGINAL WAY	GRADE SEPARATION OF ON/OFF RAMPS AT SR 99 OVER UP LEAD TRACK FROM HARBOR ISLAND	Port of Seattle	\$39,000,000	Approved	2009	PS-6	South King Cross Lake

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Hanford & Main SIG's Entry Gate Improvements	5348	Colorado Ave S	East Marginal Way	S. Hanford St.	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	\$300,000	Candidate	0		South King
North Argo Truck Roadway	5346	east end of Duwamish Ave S	north end of Colorado Ave S	North Argo Truck Roadway	Create a new southbound one-way truck-only street from the east end of Duwamish Ave S to the north end of Colorado Ave S just east of East Marginal Way/ Alaskan Way viaduct.	Port of Seattle	\$400,000	Unprogrammed	0		South King Cross Lake
South Access	5512	SR 509 new extension	S 188th St	New Alignment	Four lane limited-access arterial providing access for airport travelers coming to and from the South.	Port of Seattle	\$200,000,000	Candidate	2025		South King
South Airport Link Project	2074	S 188th St	Airport	South Airport Link Project	New Construction (Based on SR 509 Extension project). Four lane limited access facility along 28th Ave S connecting S 188t. St with the Airport	Port of Seattle	\$400,000	Candidate	2025		South King
U tube at Atlantic St. - South End Viaduct local access	5347	Atlantic (east of Viaduct)	Atlantic (south of Viaduct)	U tube road (looping underneath Viaduct between	U-Tube is the local access portion of the Alaskan Way Viaduct project at Atlantic. It allows a grade separated roadway to get traffic from Terminal 46 (north of Atlantic) to North Sig Yard (south of Atlantic) if at-grade roadway is blocked. This project creates a new 'U' loop road underneath the viaduct (to and from Atlantic) in-between Atlantic and S. Royal Brougham Way.	Port of Seattle	\$400,000	Candidate	0		South King Cross Lake
West Marginal Way/Chelan Street/Spokane Street intersection	5350	West Marginal Way/Chelan Street/Spokane Street intersection		West Marginal Way/Chelan Street/Spokane Street	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 Seattle	\$600,000	Candidate	0		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Central Renton Transit Corridor - Rainier Ave S (SR 167): S Grady Way to S 3rd St	1308	Grady Way	S 3rd St.	Central Renton Transit Corridor	This project consists of 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. The BAT lanes will extend from S Grady Way to S 3rd St in the northbound direction and S 2nd St to Grady Way S in the southbound direction. The project will also install traffic signalization (including signal preemption), landscaped medians, rebuild curb/gutter, install a stormwater bypass system along Shattuck Ave S, widen sidewalks, add planted pedestrian buffer between traffic lanes and the sidewalks, add pedestrian scale lighting, install textured and colored pavement at intersections. This project will complete the 0.85 miles corridor between SR-167 and SR-900. Project sponsor is the City of Renton with partnership with Sound Transit, Transportation Improvement Board (TIB) and Washington State Department of Transportation (WSDOT). Phase I of this project is described in REN-23a.	Renton	\$37,000,000	Approved	2012	REN-23 REN-23A	South King
Oakesdale Ave SW	2328	Monster Rd	SR 900	Oakesdale Ave SW	Replace Monster Rd Bridge; widen to 4/5 lanes +Bike Lanes + CGS	Renton	\$23,000,000	Unprogrammed	2020		South King
SW 27th St/Strander Blvd Ph 2	4165	Oaksdale Ave SW	East Valley Rd	SW 27th St	Extend SW 27th St as a five lane arterial between East Valley Hwy and Oaksdale Ave SW, including transit queue jumps at Lind. Construct HOV lanes on SW 27 S. ST FINANCIAL PARTNER CAPPED AT \$4M.	Renton	\$6,000,000	Candidate	2011		South King
28th/24th Ave S	192	S 200th St	S 216th St	28th/24th Ave S	It is to construct a new four to five lane arterial including bicycle lanes, curb, gutter, sidewalk, storm drainage, street lighting, signalization, channelization, landscaping, utilities, undergrounding of utility lines and paving.	SeaTac	\$31,000,000	Approved	2016		South King
SODO Rail Corridor Grade Separations	5252	S Royal Brougham Way	S Spokane St	BNSF RR	Improve access to manufacturing and industrial center and Port facilities (vicinity of S. Hanford Street).	Seattle	\$18,000,000	Candidate	2040		South King
South Lander Street Grade Separation	5254	1st Ave S	4th Ave S	S Lander St	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	\$170,000,000	Candidate	2020		South King Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Spokane Street Viaduct 4th Avenue Off-Ramp	4263	EB Spokane St. Viaduct	4th Ave S.	4th Ave Off-ramp	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	\$49,000,000	Candidate	2010		South King Cross Lake
BNSF Intermodal Railyard Access	1294	[Not submitted]		BNSF Intermodal Railyard Access	Design and construct a new access to BNSF intermodal railyard	Tukwila	\$4,000,000	Candidate	2020		South King
E Marginal Way	1299	Boeing Access Road	S 112th St	E Marginal Way	Design and construct widening to 3 lanes including curbs, gutters, sidewalks, drainage, and paving	Tukwila	\$3,000,000	Candidate	2016		South King
Tukwila International Blvd	1300	Boeing Access Road	S 116th Way	Tukwila International Blvd	Design and construct widening including paving, curbs, gutters, sidewalks, drainage	Tukwila	\$4,000,000	Candidate	2018		South King
Tukwila Station Access with 156th St to 16th Ave S Link	3557	156th St	16th Ave S	I-405	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.	Tukwila	\$33,000,000	Candidate	2020	TUK-M14	South King
Interurban Ave Capacity Expansion	3528	144th St	Southcenter Blvd	SR 181	Expand capacity on North-South arterials	WSDOT	\$19,000,000	Unprogrammed	2030		South King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Tukwila Urban Access Improvement Project	3527	Tukwila Pkwy	Strander Blvd	Southcenter Pkwy	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 lanes of Southcenter Parkway will be re-profiled to provide a grade separation at the Klickitat Drive intersection. A new bridge structure maintains the connection between the existing surface grades of Klickitat Drive and northbound and southbound Southcenter Parkway. A new signal on Southcenter Parkway south of Strander Boulevard provides for access management to adjacent businesses and collision reduction. Traffic signal interconnections, pedestrian facilities on the east side of Southcenter parkway will be included.	WSDOT	\$22,000,000	Approved	2012	TUK-46	South King
Spokane Street	958	I-5	SR 99	SPOKANE STREET VIADUCT	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	\$150,000,000	Approved	2012	SEA-91	South King Cross Lake
E Lake Sammamish Pkwy	265	SE 56th St	I-90	E Lake Sammamish Pkwy	This project includes widening to four/five lanes, interconnecting traffic signals, constructing curb, gutter, sidewalk, and bike lane, and providing transit/HOV preferential treatment/operating improvements	Issaquah	\$10,000,000	Approved	2011	KGCO-29	Northeast King
I-90 Corridor Arterial HOV queue jumps	4544	Areas north and south of Issaquah to I-90 and to the Issaquah transit center	I-90	I-90 Corridor	Will improve speed and reliability of transit and other HOV modes and, therefore, increase ridership and decrease SOV travel. Travel time savings past congestion points will create an incentive to use van- and car-pools, jitneys and buses to access transit centers, I-90 HOV lanes and local activity and employment centers, and provide a synergy for those centers to develop as desired.	Issaquah	\$3,000,000	Candidate	2018		Northeast King
Newport Way	2270	NW Maple St	W. Sunset Way	Newport Way	Widen to 3 lanes including bike facilities	Issaquah	\$10,000,000	Candidate	2013		Northeast King
NW Maple St	367	SR 900	SE Newport Way	NW Maple St	Extend NW Maple 650 ft from SR-900 to Newport Way, 5 lanes, bridge, ped	Issaquah	\$13,000,000	Candidate	2011		Northeast King
SE Newport Way	369	SR-900	SE 54th ST	SE Newport Way	Widen existing roadway from 2 to 3 lanes, ped/bike, shoulders	Issaquah	\$4,000,000	Unprogrammed	2011		Northeast King

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Issaquah Fall City/Duthie Hill Road	4555	Issaquah Pine Lake Road	SR 202	Issaquah Fall City/Duthie Hill Road	Widened four lane arterial with turn pockets, bicycle and pedestrian facilities. Install ITS on roadway	King County/Metro	\$40,000	Unprogrammed	2020		Northeast King
Issaquah Hobart Road	4556	I-90	SR-18	Issaquah-Hobart Road	Operational, ITS and safety improvements to congested corridor used as an Urban Connector between the Maple Valley/SR-18 area and Issaquah	King County/Metro	\$100,000	Candidate	2030		Northeast King Southeast King
Sahalee Way NE	1978	NE 12th	NE 37th/City Limit	Sahalee Way NE	4 lanes with median/turn lanes, bike lanes and sidewalks Phase II	Sammamish	\$44,000,000	Unprogrammed	2024		Northeast King
Sahalee Way NE	1980	NE 37th	SR 202	Sahalee Way NE	4 lanes with median/turn lanes, bike lanes and sidewalks	Sammamish	\$28,000,000	Unprogrammed	2024		Northeast King
Greenwood Avenue North Corridor Improvement	5448	North 105th Street	North 112th Street	Greenwood Avenue North	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	\$8,000,000	Candidate	2008		North King
Mercer Corridor East Phase	5509	I-5	Dexter	Roy St, 8th Ave, Thomas St, Westlake Ave, 9th Ave, Mercer	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 and 9th Ave between Aloha and Denny, two-way conversion of Mercer St between Yale Ave N and Dexter, two-way conversion of Valley St between Fairview and Westlake. All project activities will include Complete Street elements. Incorporates prior projects 5237, 5260, 5263, 5264, 5265, 5278. Supersedes prior project 967.	Seattle	\$190,000,000	Approved	2012		North King Cross Lake
Mercer Corridor West Phase	5510	Dexter	Elliott	Mercer St, Dexter, Roy St, 6th Ave	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 5104, 5125, 5179.	Seattle	\$100,000,000	Candidate	2014		North King Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Montlake Blvd NE HOV Lane	5187	NE Pacific Place	25th Ave NE	Montlake Boulevard	Extend HOV lane on s/b Montlake Blvd to increase speed of HOV vehicles and encourage new transit service	Seattle	\$3,000,000	Candidate	2020		North King
N 175th St	1028	MERIDIAN AVE N	SR 99	N 175th St	Roadway and pedestrian improvements (additional center left turn lane), sidewalks, signal improvement at Meridian Ave N, transit transfer upgrade at Meridian	Shoreline	\$8,000,000	Candidate	2017		North King
Bucklin Hill Rd	485	Tracyton Blvd	Silverdale Way	Bucklin Hill Rd	Widen to 5 lanes, new bridge	Kitsap County	\$14,000,000	Candidate	2010		Kitsap
Newberry Hill Rd	1264	Chico Way NW	SR 3 SB on Ramp	Newberry Hill Rd	Widen to 4 lanes	Kitsap County	\$13,000,000	Candidate	2015		Kitsap
Perry Ave	1274	Magnuson Way	Riddell Rd	Perry Ave	Widen to 3 lanes	Kitsap County	\$5,000,000	Unprogrammed	2020		Kitsap
Riddell Rd	1273	Pine Rd	Perry Ave	Riddell Rd	Widen to 3 lanes	Kitsap County	\$7,000,000	Unprogrammed	2020		Kitsap
Sylvan Way	1276	SR 303	Trenton Ave	Sylvan Way	Widen to 3 lanes	Kitsap County	\$6,000,000	Unprogrammed	2020		Kitsap
Silverdale Way	491	Byron	Chico Way NW	Silverdale Way	Widen to 4/5 lanes	Kitsap County	\$5,000,000	Candidate	2020		Kitsap
Bethel Road/Bethel Ave SE	3647	Lincoln Ave SE	Bay St	Bethel Road/Bethel Ave SE	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	Port Orchard	\$7,000,000	Approved	2010		Kitsap

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Bethel Road SE	3646	Lincoln Ave SE	Ives Mill Rd SE	Bethel Road	Widen the roadway from 2 lanes to 4 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.	Kitsap County	\$24,000,000	Approved	2010	KTCO-14	Kitsap
SW 27th St / Strander Blvd Ph 1 Segment 2b	4164	SW 27th St	Strander Blvd	SW 27th St connecting to Strander Blvd	Design and construction of the bridge structure, that will provide a grade separation between rail and vehicles at the Strander/27th St./BNSF RR crossing.	Renton	\$29,000,000	Candidate	2010		South King
120th Avenue NE Corridor Widening: NE 4th Street to Northup Way	4264	NE 4th Street (new connection at 120th Ave NE)	Northup Way	120th Ave NE	The project will: widen the corridor to five lanes with two-way center turn lanes throughout; provide bike lanes along selected segments; install continuous sidewalk to arterial standards; realign the roadway between Old Bel-Red Road and NE 8th Street. This project is part of the Bel-Red Regional Connectivity corridor supporting increased connectivity between the Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node. Improvements will likely be phased.	Bellevue	\$13,000,000	Candidate	2014	BELL-56	Eastside Cross Lake
Bellevue Way HOV Lanes and Transit Priority	3477	South Bellevue P&R	I-90	Bellevue Way	HOV lanes addition and transit priority	Bellevue	\$1,000,000	Candidate	2020		Eastside Cross Lake
Bel-Red Regional Connectivity - 124th Ave NE	4527	NE 15th Street	Northup Way	124th Avenue NE	Improve segment of 124th Ave to five lanes with sidewalks and bike lanes to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Re	Bellevue	\$19,000,000	Candidate	2011		Eastside Cross Lake
Bel-Red Regional Connectivity - NE 15th/ NE 16th St (Phase 1)	4526	116th Avenue NE	124th Avenue NE	NE 15th Street	Construction of a new roadway called NE 15th/16th from 116th to 124th Avenue NE to accommodate future light rail service and to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node	Bellevue	\$85,000,000	Candidate	2011		Eastside Cross Lake

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.  
 \*\* Investments with costs equal to zero have had their costs included in other related investments.  
 \*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Bel-Red Regional Connectivity - NE 15th/ NE 16th St (Phase 2)	5521	124th Avenue NE/NE 16th Street	136th Place NE/NE 20th Street	NE 16th Street/136th Place NE	Extend five lane roadway from 124th Avenue NE to 136th Place NE with a key intersection at 130th Avenue NE. Widen 136th Place NE between NE 16th Street and NE 20th Street. The project will accommodate future light rail service and increase connectivity between Downtown Bellevue and Overlake regional growth centers via the new Bel-Red TOD node.	Bellevue	\$170,000,000	Unprogrammed	2025		Eastside Cross Lake
Bel-Red Regional Connectivity - NE 4th St Extension	4523	116th Avenue NE	120th Avenue NE	NE 4th Street	Construct a four/five lane extension of NE 4th Street from 116th Ave to 120th Ave, including sidewalks, bike lanes, and BNSF trail access, to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node	Bellevue	\$21,000,000	Candidate	2011		Eastside Cross Lake
COAL CREEK PKWY	1100	I-405		COAL CREEK PKWY	WIDEN COAL CREEK TO 6 LANES AT THIS INTERSECTION	Bellevue	\$3,000,000	Unprogrammed	2020		Eastside Cross Lake
68th Ave NE	2292	NE 175th St	NE 170th St.	68th Ave NE	Widen to add additional GP lanes - estimated additional NB lane	Kenmore	\$3,000,000	Unprogrammed	2010		Eastside
Avondale Road	4554	City of Redmond	Woodinville Duvall Road	Avondale Road	Capacity, ITS, operational and pedestrian improvements will aid traffic flow in this corridor	King County/Metro	\$44,000,000	Candidate	2011		Eastside
NE 132nd/NE 128th St	447	184th Ave NE	196th Ave NE	NE 132nd/NE 128th St	Widen NE 128th St to improve the right-turn lane and add a shoulder. Widen Avondale Road NE to add right-turn lanes and modified signals at NE 132nd Street and at NE 128th Street. Widen NE 132nd Street to four/three lanes with shoulders.	King County/Metro	\$9,000,000	Unprogrammed	2011		Eastside
Novelty Hill Road	4562	Union Hill Rd	West Snoqualmie Road NE	Novelty Hill Road; 196th Ave NE	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.	King County/Metro	\$100,000,000	Candidate	2020		Eastside Northeast King
Woodinville-Duvall Road	4571	SR-522	SR-203	Woodinville-Duvall Road	Operational, safety, nonmotorized, ITS and capacity improvements in this congested corridor heavily used by regional traffic.	King County/Metro	\$45,000,000	Candidate	2030		Eastside Northeast King
124th Ave NE	2293	NE 85th St	NE 124th Ave	124th Ave NE	Widen to 3 lanes (s. of NE 116th St, 5 lanes n. of NE 116th St with ped/bike facilities	Kirkland	\$18,000,000	Candidate	2010		Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Coal Creek Pkwy (Phase I, II & III)	2313	Newcastle Way	SE 95th Way	Coal Creek Pkwy	Widen to 4/5 lanes + CGS, bike lanes, traffic signals; (PSRC ID No. NC-5)	Newcastle	\$51,000,000	Approved	2010	NC-5	Eastside
148th Ave NE	5516	NE 22nd St	SR 520 eastbound on-ramp	148th Ave NE	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	\$9,000,000	Candidate	2022		Eastside
Bel-Red Rd	836	NE 30th ST	NE 40th ST	Bel-Red Rd	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	\$19,000,000	Unprogrammed	2030		Eastside
Cleveland St	4116	Redmond Way (SR 908)	Redmond Way (SR 202)	Cleveland St	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	\$8,000,000	Candidate	2015		Eastside
Redmond Way	4117	159th PI NE	170th Ave NE	Redmond Way	Convert Redmond Way from 159th PI 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	\$7,000,000	Candidate	2015		Eastside
East Lake Sammamish Pkwy	840	Redmond Way	187th AVE NE	East Lake Sammamish Pkwy	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	\$19,000,000	Unprogrammed	2030		Eastside
Redmond Way HOV Treatments	3664	SR 520	E Lake Sammamish Pkwy	Redmond Way	Construct HOV treatments such as queue jumps and signal priority from SR 520 to East Lake Sammamish Pkwy.	Redmond	\$6,000,000	Unprogrammed	2030		Eastside
Redmond Way Widening	3662	Bear Creek (171st Ave NE Vicinity)	SR 520 Westbound on-ramp	Redmond Way	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	\$20,000,000	Candidate	2030		Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
REDMOND- WOODINVILLE RD	830	160TH AVE NE	NE 124th St	REDMOND- WOODINVILLE RD	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.	Redmond	\$22,000,000	Unprogrammed	2015		Eastside
West Lake Sammamish Parkway Widening	3665	NE 51st St	Bel-Red Rd	West Lake Sammamish Parkway	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, street lights, storm drainage, underground power and right-of-way.	Redmond	\$13,000,000	Unprogrammed	2030		Eastside
Duvall Ave NE	2326	NE 4th St	NE 25th Ct (Renton City Limit)	Duvall Ave NE	Widen to 5 lanes, CGS (curb, gutter, and sidewalk), add Class II bike lanes, add amenities, channelization.	Renton	\$12,000,000	Candidate	2010	REN-17	Eastside
Logan Ave N / N 6th St	2347	S 3rd St	Park Dr	Logan Ave N / N 6th St	HOV improvements, sidewalks	Renton	\$7,000,000	Candidate	2020		Eastside Southeast King
Park Dr-Sunset Blvd	2341	Garden Ave	Duvall Ave NE	Park Dr-Sunset Blvd	HOV lane (Garden Ave to I-405). Construct HOV operational improvements.	Renton	\$4,000,000	Candidate	2020		Eastside
Woodinville-Sno Rd Widening	4017	NE 195th St	NE 205th St	Woodinville- Snohomish	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	Woodinville	\$4,000,000	Unprogrammed	2015		Eastside
Woodinville-Sno Rd Widening	4018	NE 185th St	NE 195th St	Woodinville- Snohomish	Widen existing two lanes to provide an additional continuous left turn lane; also bike lanes	Woodinville	\$3,000,000	Unprogrammed	2012		Eastside
Avondale Rd SB HOV Lane and Transit Priority	3476	Novelty Hill Rd	Avondale Way	Coal Creek Pkwy	SB HOV lane addition and transit priority	WSDOT	\$11,000,000	Candidate	2020		Eastside

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Coal Creek Parkway	3472	Forest Drive	I-405	Coal Creek Pkwy	HOV lane addition and transit priority	WSDOT	\$1,000,000	Candidate	2020		Eastside Cross Lake
40th St NE - 3/5 lanes on existing and new alignment: Sunnyside Blvd to SR9	5532	Sunnyside Blvd	SR9 at SR 92	40th St NE/87th Ave NE/35th St NE	3/5 lane on existing and new alignment	Marysville	\$17,000,000	Unprogrammed	2013		East Snohomish
88th St NE	4123	State Avenue	67th Avenue NE	88th St NE	Upgrade existing 2 lane roadway to 5 lanes, upgrade State Ave. intersection.	Marysville	\$24,000,000	Approved	2012		West Snohomish East Snohomish
Ingraham Boulevard	4127	67th Ave. NE	83rd Ave. NE	Ingraham Boulevard	New 3/4 lane arterial to finish 88th Street NE Corridor between I-5 and SR 9	Marysville	\$4,000,000	Candidate	2011		East Snohomish
Sunnyside Blvds Widening: 47th Ave NE to 52nd St NE	5531	47th Ave NE	52nd St NE	Sunnyside Blvd	Widen to 5 lane on existing alignment and connect to 1st St Bypass	Marysville	\$13,000,000	Unprogrammed	2015		West Snohomish East Snohomish
Airport Way	584	SR 9	Snohomish C/L	Airport Way	Widening to 2/3 lane urban standards with bicycle lanes	Snohomish Co.	\$11,000,000	Candidate	2012		East Snohomish
Granite Falls Alternative Route (Bypass)	1950	State Route 92	Mountain Loop Highway	Granite Falls Alternative Route	New 2-lane principal arterial	Snohomish Co.	\$14,000,000	Approved	2025	GF-1 GF-1a	East Snohomish
176th St E	1938	130th Ave E	Calistoga Ave	176th St E	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	\$36,000,000	Candidate	2020		West Pierce East Pierce

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

**Roadway Related - Arterial Investments in Transportation 2040 Itemized Investment List \***

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
Br #36193-A / 176th St E	1489	176th St E over Tacoma Eastern Railroad		Br #36193-A / 176th St E	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	\$7,000,000	Candidate	2011		West Pierce
Stewart Rd (8th St E.)	127	E Valley Hwy E	W Valley Hwy	Stewart Rd (8th St E.)	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.	Pierce County	\$24,000,000	Candidate	2010	PCO-71	West Pierce East Pierce
Stuck River Bridge	499	Vicinity of Stuck River		Stuck River Bridge	Widen existing bridge to improve access to Sumner and SR-410 weave	Sumner	\$4,000,000	Unprogrammed	2006		East Pierce
Traffic Ave/Puyallup Riv Bridge Replacement	500	Main (Sumner)	Puyallup	Traffic Ave/Puyallup Riv Bridge Replacement	Widen Traffic Ave in Sumner and replace bridge across Puyallup River.	Sumner	\$7,000,000	Unprogrammed	1998		West Pierce East Pierce
S 228th St Grade Separation	5538	new		new	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	\$0	Candidate	0		

\* Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.

\*\* Investments with costs equal to zero have had their costs included in other related investments.

\*\*\* Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.