Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN 2026–2050

Addendum to the VISION 2050 Final Supplemental Environmental Impact Statement

April 2026

Puget Sound Regional Council

1201 Third Avenue, Suite 500, Seattle, WA 98101-3055 | psrc.org | 206-464-7090

April 2, 2026

Dear Members of the Puget Sound Regional Council and Interested Parties:

The General Assembly of the Puget Sound Regional Council (PSRC) is scheduled to consider a new Regional Transportation Plan for King, Kitsap, Pierce and Snohomish counties on May 28, 2026. The new Regional Transportation Plan (RTP) includes information updated since the last RTP adopted in 2022, including current information from demographic, transportation and air quality forecasts and analysis tools, a new financial strategy, and a revised updated project list. In 2020, PSRC adopted VISION 2050, the region's plan for growth, which informs the RTP. The 2026 Regional Transportation Plan is the subject of this Addendum to the Final Supplemental Environmental Impact Statement for VISION 2050. The draft RTP and all supporting documents are available online at psrc.org and from PSRC's Information Center at 206-464-7532.

Sincerely,

Erika Harris

Erika Harris, AICP
SEPA Responsible Official
Puget Sound Regional Council

The Puget Sound region is part of a larger area that has been the traditional aboriginal territory of the Coast Salish and other indigenous peoples, who live around the Salish Sea in what is now Washington state and the Canadian province of British Columbia. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection and legacy of respect for the land and natural resources. These sovereign Tribal nations enrich the region through environmental stewardship, cultural heritage and economic development, and collaborate with local governments to shape the region's future.

Fact Sheet

Description of Proposal:

The Puget Sound Regional Council (PSRC) is developing a new Regional Transportation Plan (RTP), which was last adopted in 2022. The RTP extending from 2026–2050 is intended to reflect changes in the region and to support the adopted VISION 2050 Regional Growth Strategy and economic objectives through an integrated mobility, environmental and financial strategy. This document is an addendum to PSRC's VISION 2050 Final Supplemental Environmental Impact Statement (Final SEIS). The purpose of this addendum is to summarize the project additions and changes included in the RTP since 2022, to discuss the potential environmental impacts associated with the updates and to identify any differences in impacts from what was identified in the VISION 2050 Final SEIS. This addendum is being prepared pursuant to the provisions of Washington Administrative Code (WAC) 197-11-706, WAC 197-11-625 and WAC 197-11-600(4)(c) and (e), as it adds analysis and information about the new RTP but does not substantially change the analysis of significant impacts and alternatives contained in the VISION 2050 Final SEIS.

The potential environmental impacts of the RTP are anticipated to be within the levels identified and analyzed in the VISION 2050 Final SEIS. Project-level environmental review will be conducted for each individual project, as appropriate.

The SEPA Responsible Official for the Puget Sound Regional Council has concluded that this addendum complies with the State Environmental Policy Act (SEPA) rules under Revised Code of Washington 43.21C and WAC 197-11.

Lead Agency and Source of Proposal:

Puget Sound Regional Council

1201 Third Avenue, Suite 500

Seattle, Washington 98101

206-464-7090 • psrc.org

Contact: Puget Sound Regional Council Information Center • 206-464-7090 • info@psrc.org

SEPA Responsible Official: Erika Harris, AICP, Puget Sound Regional Council

Authors and Principal Contributors:

Puget Sound Regional Council

1201 Third Avenue, Suite 500

Seattle, Washington 98101

Licenses Required: No licenses are required.

Documents for SEPA Compliance:

VISION 2050 Final Supplemental Environmental Impact Statement, March 18, 2020

Regional Transportation Plan Final EIS 2022 Addendum, April 2022

Regional Transportation Plan Final EIS 2018 Addendum, April 2018

Regional Transportation Plan Final EIS 2014 Addendum, April 3, 2014

Regional Transportation Plan Final EIS Addendum, May 7, 2012

Regional Transportation Plan Final EIS, March 19, 2010

Regional Transportation Plan Draft EIS, May 29, 2009

Scheduled Adoption Date of the 2026-2050 Regional Transportation Plan by PSRC's General Assembly: May 28, 2026.

Location of Document:

Available online at:

https://www.psrc.org/planning-2050/regional-projects/2026-rtp

Copies available from:

Puget Sound Regional Council
Information Center

1201 Third Avenue, Suite 500

Seattle, Washington 98101

206-464-7090

Cost of Document to the Public: No cost for individual copies.

Table of Contents

Need for the Addendum 1
Introduction to the RTP 2
Project Changes 2
Summary of Project Changes 2
Subsequent Environmental Review and Project Review Process 3
Additional Information 3
Transportation System Outcomes 4
Regional Emissions Analysis 5
Conformity Analysis 6
System Performance 7
Conclusion 7
References 8

List of Tables

Table 1 – Change in Lane Miles (modeled regional network) 3
Table 2 – Regional Network Measures 4
Table 3 – Travel Mode Shares 5
Table 4 – Regional Emissions Analysis Results (tons/day) 5
Table 5 – $PM_{2.5}$ and NO_x Emissions Analysis Results (lbs/day) 6

List of Attachments

Attachment A – New Projects Added to the RTP

Acronyms and Abbreviations

CO	carbon monoxide
CO_2e	carbon dioxide equivalent
EPA	Environmental Protection Agency
FEIS	Final Environmental Impact Statement
MOVES4	Motor Vehicle Emission Simulator
NO_x	nitrous oxides
PM	particulate matter
PSRC	Puget Sound Regional Council
RTP	Regional Transportation Plan
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
WAC	Washington Administrative Code

Need for the Addendum

The Regional Transportation Plan (RTP) for the central Puget Sound region (then called Transportation 2040) was adopted in May 2010 following the preparation and review of a plan-level State Environmental Policy Act (SEPA) Final Environmental Impact Statement (FEIS) (PSRC 2010). In May 2012, an addendum to the FEIS was adopted analyzing amendments to the plan to include new, modified or deleted projects proposed since 2010 (PSRC 2012). Three additional addenda were issued in April 2014, April 2018 and April 2022 as part of the required 4-year plan development cycle (PSRC 2014, 2018, 2022). The 2014 and 2018 documents were addenda to the 2010 Transportation 2040 FEIS and the 2022 document was an addendum to the VISION 2050 Final Supplemental Environmental Impact Statement (Final SEIS).

The federal government and Washington state require regional transportation planning organizations and metropolitan planning organizations, such as the Puget Sound Regional Council (PSRC), to review and update regional transportation plans every 4 years.[1] The 2026 RTP reflects changes since the plan was last adopted in May 2022, and responds to the priorities and growth strategy in VISION 2050 (PSRC 2020). The Draft RTP (PSRC 2025) also includes updates to the project list and the financial strategy.

The additional information included in this addendum is based on the following:

- No change to the forecast for number of people and jobs in the region from the forecast in the VISION 2050 Final SEIS.
- Lower daily vehicle miles traveled, vehicle hours of travel and vehicle hours of delay than the Preferred Alternative that was analyzed in the VISION 2050 Final SEIS.
- Project investments in the plan result in fewer overall lane miles from what was analyzed in the VISION 2050 Final SEIS.

The potential environmental impacts of the RTP are anticipated to be within the levels identified in the VISION 2050 Final SEIS. This addendum adds information regarding the potential environmental impacts of the 2026 RTP and does not substantially change the analysis of significant impacts and alternatives in the VISION 2050 Final SEIS. Project-level environmental review will be conducted for each individual project, as appropriate.

[1] Required plan cycles are every four years in air quality nonattainment and maintenance areas, and every five years in air quality attainment areas.

Introduction to the RTP

The 2026 RTP builds on VISION 2050, acknowledging existing challenges and addressing current and future needs of the transportation system. The RTP addresses a number of key transportation priorities, with a focus on addressing maintenance and preservation needs and expanding the transit network and service hours. Data and performance metrics are provided at regional and subregional scales to help plan for long-term system investments to accommodate future growth and to support the implementation of local comprehensive plans that align with VISION 2050 and the RTP.

As a long-range transportation plan, the RTP remains focused on implementing VISION 2050 and addressing the needs and challenges of the transportation system within the 20+ year horizon. The most current data is utilized, reflecting evolving travel behavior post-pandemic, as well as the impacts from completed transportation investments over the last four years.

Project Changes

Summary of Project Changes

There are a total of 278 regional capacity projects in the 2026 RTP. Since the adoption of the 2022 RTP, there have been 49 projects completed and 12 projects that were canceled or deferred. An additional 124 projects were not submitted into the 2026 RTP due to other reasons, such as changes in scope such that they fell below the threshold of the regional capacity projects list. A total of 72 new projects were added to the 2026 RTP. A list of the new projects included in the RTP is in Attachment A.

The complete list of current projects is provided in the Regional Capacity Projects List of the draft RTP. The overall project list reflects a key decision by PSRC's boards to balance the level of investment through 2050 with projected current and new revenues. As such, not all projects submitted for consideration were included. In particular, regional capacity projects not scheduled to begin until after 2040 are not included in the draft 2026 RTP. These projects may be considered for inclusion as part of a future four-year update cycle.

The plan adds approximately 277 lane miles to the system by 2050, an increase of less than 2% compared to the base year (2023). This increase is consistent with the range of lane mile changes analyzed in the VISION 2050 Final SEIS, which was approximately 581 miles. The change in number of lane miles is shown in Table 1.

Table 1 – Change in Lane Miles (modeled regional network)

Metric	VISION 2050 Comparison to Base Year			RTP Comparison to Base Year		
	Base Year 2014	2050 All Scenarios	Change in Number of Lane Miles	Base Year 2023*	2050 Plan	Change in Number of Lane Miles
Lane Miles	13,948	14,529	581	13,635	13,912	277

* Reflecting updates to facilities included in the regional travel demand model

Overall, the project changes are consistent with what was analyzed in the VISION 2050 Final SEIS and the previous addenda. The potential impacts of the updated RTP are anticipated to be within the levels identified in the VISION 2050 Final SEIS. As shown in Tables 1-4 in this document, the performance outcomes from the 2026 RTP are consistent with, or perform better than, what was analyzed in the VISION 2050 Final SEIS.

All the differences between the updated and previous RTP have been fully documented and analyzed as required by SEPA. No new significant adverse environmental impacts are anticipated as a result of the 2026 RTP. Refer to the information below and materials on the RTP Engagement Hub for additional supporting information.

Subsequent Environmental Review and Project Review Process

The region or project sponsors are not committed to specific project outcomes based on the incorporation of the Regional Capacity Project List in the RTP. Those projects will be subject to additional planning and environmental review prior to implementation. Specifically:

1. Projects on the RTP's Regional Capacity Project List will be subject to PSRC's Project Approval process ("Candidate-to-Approved"), which contains criteria that must be met before these projects can be implemented. These criteria address project-level financial feasibility, completion of appropriate project-level environmental review, and other matters.
2. All projects will undergo project-level environmental review by the project sponsor, as appropriate.

Additional Information

Since previous iterations of the RTP, more current information and modeling tools have become available, including land use and economic data, updates to the travel demand model, and updates to the Environmental Protection Agency's (EPA) Motor Vehicle Emission Simulator (MOVES4).

Transportation System Outcomes

To illustrate the transportation impacts from the 2026 RTP and similarity to what was described in VISION 2050, the vehicle miles of travel and vehicle hours of travel are provided in Table 2. The RTP System Performance Report provides further information on the modeled analysis.

As shown in Table 2, the 2026 RTP results in fewer vehicle miles traveled, vehicle hours traveled and vehicle hours of delay as compared to the range of impacts tested in the VISION 2050 Final SEIS. This results in reduced impacts compared to the environmental impacts analyzed for the range of alternatives in the VISION 2050 Final SEIS.

Table 2 – Regional Network Measures

Metric	Base Year (2023)	RTP (2050)	VISION 2050 Alternatives
Daily Vehicle Miles Traveled	82,079,000	98,622,000	104,000,000-108,000,000
Daily Vehicle Hours Traveled	2,515,000	3,135,000	3,490,000-3,680,000
Delay (hours)	212,400	332,200	702,000-765,000

The travel mode share results summarized in Table 3 show a reduction in drive-alone trips and shared ride trips, and an increase in transit and nonmotorized trips for the RTP compared to the base year. The outcomes for the 2026 RTP are also consistent with the range of impacts tested in the VISION 2050 Final SEIS and, in general, highlight an even greater switch away from driving alone to other modes of travel. These shifts are reflective of the combination of the Regional Growth Strategy and planned multimodal investments through 2050. Table 3 illustrates overall regional transit mode share for all trip types at a lower level than the VISION 2050 FEIS. This is largely due to the recovery of transit ridership from the COVID-19 pandemic. However, an analysis of transit levels by different geographies and different trip types shows a different pattern, and overall, the 2026 RTP has much lower levels of drive-alone trips and therefore fewer adverse environmental impacts expected.

Table 3 – Travel Mode Shares

Mode	Base Year (2023)	RTP (2050)	VISION 2050 Alternatives
Drive Alone	45%	40%	61% to 64%
Shared Ride	36%	33%	13%
Transit	2%	5%	9% to 10%
Nonmotorized	17%	22%	14% to 15%

Regional Emissions Analysis

PSRC used the most recent version of EPA's motor vehicle emission simulator, MOVES4, to conduct the air quality analysis for the RTP. The regional air quality analysis estimates future regional motor vehicle emissions of criteria pollutants and greenhouse gases. These results, as shown in Table 4, reflect the continued improvements in vehicle and fuel technology and the turnover of the fleet over the next 20+ years, as well as the impacts from the land use policies and transportation investments in VISION 2050 and the RTP. The regional analysis for the RTP results in lower emissions for all pollutants in 2050 when compared with the range of alternatives tested in the VISION 2050 Final SEIS.

Table 4 – Regional Emissions Analysis Results (tons/day)

Pollutant	Base Year (2023)	RTP (2050)	VISION 2050 Alternatives
Carbon Dioxide Equivalent (CO_2e)	39,062	6,668	39,140-40,900
Carbon Monoxide (CO)	358.2	29.5	202.40-206.3
Ozone			
Nitrogen Oxides (NO_x)	44.6	4.2	21.1-21.8
Volatile Organic Compounds	11.8	0.9	6.3-6.4
Fine Particulates			
$PM_{2.5}$	1.7	0.8	1.54-1.62

It is important to note that the VISION 2050 analysis did not include assumptions of the transition to zero emission vehicles, which has rapidly accelerated over the last five years and is supported by more recent state regulatory actions. The 2026 RTP incorporates the latest data and forecast trends of the region's vehicle fleet. These include the improvements to overall vehicle fuel economy over the last 15 years, as well as the fast-paced transition to zero

emission vehicles over the last five years. As described in the RTP, Washington state is second in the nation for electric vehicle (EV) market share, and King, Pierce and Snohomish counties have the highest shares of EVs in the state. By the end of 2024, almost half of all new vehicle registrations in the region were either battery-electric or hybrid-electric vehicles. This transition to a zero emission transportation future is due in large part to significant state actions taken over the last several years, including the Clean Fuel Standard and four vehicle emissions standards for clean cars and trucks. The momentum to transition the region's vehicle fleet to zero emission has begun and is moving quickly, with more EV models available on the market and expected in the next several years.

Conformity Analysis

PSRC is required to demonstrate that the RTP conforms to the State Implementation Plan for Air Quality. As illustrated in Table 5, the projects and programs in the plan are well within the established limits for the criteria pollutant for which conformity currently applies in the region—fine particulates (including the precursors of $PM_{2.5}$ and nitrogen oxides [NO_x]). The region is in attainment for all other criteria pollutants.

The air quality impacts of the RTP are consistent with those addressed in the VISION 2050 Final SEIS and previous RTP analyses. As a result of the analysis, a positive air quality conformity finding has been determined and the RTP conforms to the Washington State Implementation Plan as required by the federal Clean Air Act and the state's Washington Clean Air Act. More information is provided in the Air Quality Conformity document of the RTP.

Table 5 – $PM_{2.5}$ and NO_x Emissions Analysis Results (lbs/day)

	RTP	
	$PM_{2.5}$	NO_X
2017 Motor Vehicle Emissions Budget*	1,888	41,790
2017	663	22,816
2020	621	20,456
2026 Motor Vehicle Emissions Budget**	1,321	22,880
2026	454	10,649
2030	394	7,501
2040	296	2,788
2050	249	1,232

***** Estimated emissions for years 2017 through 2025 must be less than the 2017 Motor Vehicle Emissions Budget.

** Estimated emissions for years 2026 and beyond must be less than 2026 Motor Vehicle Emissions Budget.

System Performance

The RTP is guided by and builds from the policy direction and goals identified in VISION 2050. PSRC has a robust data and analysis program that applies state-of-the-art practices to evaluate plan performance against these priority policy objectives. In addition to the performance metrics themselves, the analysis is further delineated across multiple geographies. These include the entire four-county region, each of the four counties, designated centers and regional geographies as identified in VISION 2050, and areas of the region containing higher numbers of specific population groups. Detailed analyses can be found in the System Performance Report. In addition to the performance metrics referenced in Tables 1-4 of this document, additional metrics reported in the System Performance Report relate to the topics of travel time, transit ridership and service hours, accessibility to key destinations, freight and health.

Conclusion

The analysis results of the 2026 RTP demonstrate similar ranges as originally analyzed in the VISION 2050 Final SEIS. This is true for vehicle lane miles added, miles of travel, vehicle hours of travel, vehicle hours of delay and regional mode shares for all trip purposes.

The air quality analysis also continues to meet all federal and state air quality requirements and provides a sufficient basis for PSRC to determine that the RTP conforms to the Washington State Implementation Plan, as required by the federal Clean Air Act and the state's Washington Clean Air Act. The RTP analysis results in lower emission levels for all air pollutants, including greenhouse gases, compared to alternatives in the VISION 2050 Final SEIS.

The net marginal effects of the 2026 RTP are likely to reduce adverse environmental impacts and be within the levels described in the VISION 2050 Final SEIS. No new significant adverse environmental impacts are anticipated from the 2026 RTP.

References

PSRC (Puget Sound Regional Council). 2010. Transportation 2040 Final Environmental Impact Statement. Issued March 19, 2010. Available at: https://www.psrc.org/environmental-review-transportation-2040.

PSRC. 2012. Transportation 2040 Final Environmental Impact Statement Addendum. Issued May 7, 2012. Available at: https://www.psrc.org/environmental-review-transportation-2040.

PSRC. 2014. Transportation 2040 Final Environmental Impact Statement 2014 Addendum. Issued April 3, 2014. Available at: https://www.psrc.org/environmental-review-transportation-2040.

PSRC. 2018. The Regional Transportation Plan – 2018. Adopted May 31, 2018. Available at: https://www.psrc.org/our-work/rtp.

PSRC. 2018. Transportation 2040 Final Environmental Impact Statement Addendum. Issued April 5, 2018. https://www.psrc.org/media/8925.

PSRC. 2020. VISION 2050 Final SEIS. Issued March 18, 2020. Available at: https://www.psrc.org/sites/default/files/v2050finalseis-march2020.pdf.

PSRC. 2022. Draft 2022-2050 Regional Transportation Plan. January 13, 2022. Available at: https://engage.psrc.org/welcome-rtp.

PSRC. 2022. VISION 2050 Final SEIS Addendum. April 7, 2022. Available at: https://www.psrc.org/media/5945.

PSRC. 2025. Draft 2026-2050 Regional Transportation Plan. December 2025. Available at: https://www.psrc.org/sites/default/files/2025-12/rtp2026draft-regionaltransportationplan_1.pdf.

Sound Transit. 2014. Long-Range Plan Final Supplemental Environmental Impact Statement. https://www.soundtransit.org/get-to-know-us/documents-reports/long-range-plan-final-supplemental-environmental-impact-statement.

WSDOT. 2002. I-405 Corridor Final Environmental Impact Statement. Available at: https://wsdot.wa.gov/construction-planning/major-projects/i-405sr-167-corridor-program.

WSDOT. 2003. SR 509: Corridor Completion/I-5/South Access Road Final Environmental Impact Statement. Available at: https://wsdot.wa.gov/sites/default/files/2021-03/SR509-EIS-Completed_0.pdf.

Attachment A – New Projects Added to the RTP

Project Sponsor	Project Title
Auburn	Auburn Way S (SR 164)/M St SE/17th St SE Intersection Improvements
Bellevue	Bellevue Grand Connection: I-405 Crossing – Downtown to Eastrail
Bothell	East Riverside Drive Trail
Edgewood	Meridian Corridor Improvements
Edgewood	Interurban Trail Connections - Edgewood and Milton
Issaquah	Central Issaquah Multimodal I-90 Crossing
King County Metro	ID# RR 1071: RapidRide R Line
King County Roads	Interurban Trail North
King County Roads	Soos Creek Trail to Green River Trail
King County Roads	Lake to Sound Trail, Renton
King County Roads	Lake to Sound Trail, Green River Trail to SeaTac
Pierce County	Spanaway Loop Rd. S., 176th St. E. to Tule Lake Rd. S.
Port of Seattle	SAMP Roadway Improvements
Renton	Rainier Avenue North Corridor Improvements Phase 5
Seattle	Seattle Priority Transit Lanes
Seattle	Westlake Multimodal Transportation Hub
Seattle	Southwest to Southeast Seattle | Transit + Multimodal Improvements
Seattle	U District/Lake City NE | Multimodal Improvements
Seattle	S Othello St/S Myrtle St | Safety Corridor
Seattle	Rainier Ave S | Transit + Multimodal Improvements
Seattle	Rainier Ave S (South Segment) | Safety Corridor
Seattle	NW Market St/N 46th St | Safety Project
Seattle	N/NE 50th St | Safety Corridor
Seattle	N 85th St | Safety Corridor
Seattle	N 145th St | Safety Project
Seattle	15th Ave W & Elliott Ave W | Multimodal Improvements
Seattle	East Marginal Way | Multimodal Improvements
Seattle	Martin Luther King Jr. Way | Multimodal Improvements (Rainier Ave S to city lmt)

Project Sponsor	Project Title
Seattle	Lake City Way | Multimodal Improvements
Seattle	James St | Multimodal Improvements
Seattle	Holman/105th/Northgate | Safety Corridor
Seattle	Highland Park Way | Comfortable Connections
Seattle	Greenwood Ave N | Safety Corridor
Seattle	Green Lake Way N | Safety Project
Seattle	Fauntleroy Way SW Boulevard | Multimodal Improvements
Seattle	Eastlake to Rainier Beach | Transit + Multimodal Improvements
Seattle	E Olive Way | Safety Corridor
Seattle	Chinatown-International District Station | Multimodal Improvements
Seattle	Broad St Connection
Seattle	Ballard Bridge
Seattle	25th Ave NE | Safety Project
Seattle	Airport Way S | Multimodal Improvements
Seattle	Admiral Way SW | Safety Project
Seattle	4th Ave S | Multimodal Improvements
Seattle	4th Ave S (Georgetown) | Safety Project
Seattle	4th Ave Protected Bike Lanes Extension
Seattle	35th Ave SW | Multimodal Improvements
Seattle	23rd and 24th Ave E | Multimodal Improvements
Seattle	1st Ave S | Multimodal Improvements
Seattle	15th Ave NE | Multimodal Improvements
Seattle	14th Ave S Connection
Shoreline	Westminster N (N 145th St to N 153rd St)
Snohomish County	128th St SW/SR 96 Overcrossing Improvements
Snohomish County	I-5/164th St SW Direct Access Improvement
Snohomish County	164th St SW/SE BAT Lanes
Snohomish County	128th St SW BAT Lanes
Sound Transit	SR-522 BRT Parking Facilities

Project Sponsor	Project Title
Sound Transit	I-405 BRT Parking Facilities
Tacoma	Fishing Wars Memorial Bridge Phase 2
Tacoma	Tideflats Vision Zero Improvements
Tacoma	Pearl St Vision Zero Improvements (N Waterfront Drive - 6th Ave)
Tacoma	S 19th St Vision Zero Improvements (S Jackson Ave - S Jefferson Ave)
Tacoma	S Union Ave Vision Zero Improvements (6th Ave to S 38th St)
Tacoma	S Sprague Ave: Vision Zero Improvements (S 11th St to S 25th St)
Tacoma	Jackson Ave Vision Zero Improvements (SR 16 to 20th St W)
Tacoma	S 38th St Vision Zero Improvements (S Union Ave to Portland Ave)
Tacoma	N 21st St/N I St/N Yakima Ave Vision Zero Imprvmnts (N Pearl St to S 12th St)
Tukwila	E Marginal Way (N City Limit to Boeing Access Road)
Tukwila	E Marginal Way (BAR to 112th St)
Tukwila	Tukwila International Blvd (S 152nd St to S 144th St)
Woodinville	Eastrail Multi-Use Trail Plan
WSDOT	SR512: I-5 to SR167-Add Managed Lanes