

# Status report on the region's transportation system and plans to improve it

## Purpose

The Puget Sound Regional Council — the Regional Transportation Planning Organization for King, Pierce, Snohomish and Kitsap counties — is required by state law to “develop in cooperation with the department of transportation, providers of public transportation and high capacity transportation, ports, and local governments within the region, adopt, and periodically update a regional transportation plan.”

The state also requires the PSRC to “review the regional transportation plan biennially” and forward documentation to the state.

This review highlights recent notable data on system performance and public attitudes about transportation, and documents the status of plans to improve transportation within the central Puget Sound region through the year 2025.

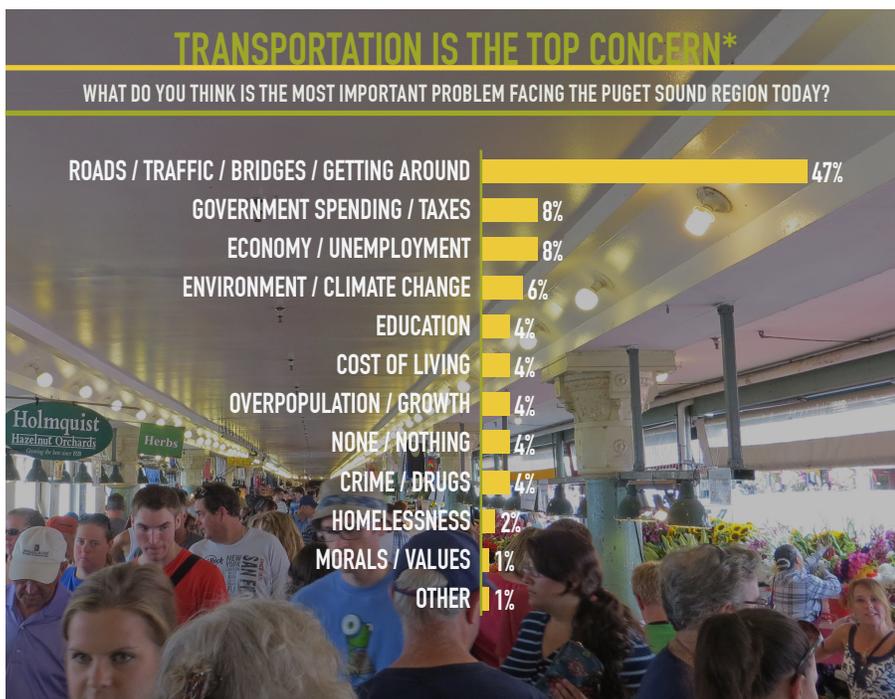
## Overview

The state of the region's transportation system can be summed up in a single word: **Fragile**.

A single breakdown in one location can reverberate throughout the system, creating hours of delay for tens of thousands of people.

In the past five years traffic delay is way up: Up by 92 percent on Interstate 5 and 94 percent on Interstate 405.

Transportation is by far the top concern named by the region's voters: Over half of them say the region is losing ground on transportation.



Planned highway and light rail systems are incomplete. Overall transit service has declined while ridership is at record levels.

Major structural repairs to key routes are past due. Key highway and ferry structures remain vulnerable to earthquakes. City streets and county roads and bridges require replacing, bracing and new pavement.

Major freight routes to gateway ports have never been finished.

Without action, expected job and population growth will compound transportation problems.

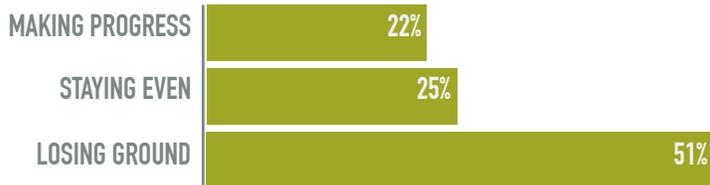
\* Poll results in this review are from a 15-minute survey of 1,500 voters within King, Pierce, Snohomish and Kitsap counties, cell phones and landlines, fielded January 27 – February 4, 2015, +/-2.4% margin of error.

## KEY FINDINGS

### Key findings of this review:

- The region's transportation system is increasingly fragile and often strained beyond capacity across all major modes of travel.
- A combination of increasing demands, growing delay, aging infrastructure, and inadequate funding have dramatically decreased the reliability of the regional road, transit and ferry system.
- The region is expected to continue to grow jobs and urbanize, creating more demands on a system the region has outgrown. New forecasts from the Puget Sound Regional Council indicate the region can expect a 28 percent increase in population and a 40 percent increase in employment in the next 25 years.
- Investments to keep the system in good shape and serve increasing demand have been identified. An estimated \$78 billion will be required to meet growing needs over the next ten years. Current revenue sources are expected to cover \$53 billion of the cost, leaving an estimated gap of about \$25 billion.

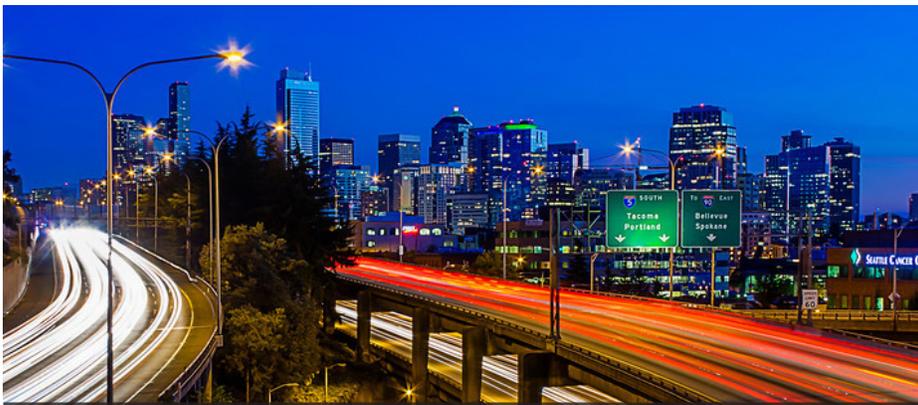
### 51% FEEL OUR REGION IS LOSING GROUND WHEN IT COMES TO ADDRESSING TRANSPORTATION.



- Continued deferral of funding for planned transportation repairs and improvements will make it more difficult and costly to rectify known problems, further decrease the reliability and resiliency of an increasingly fragile system and erode the region's economic competitiveness and quality of life.
- Much of the region's economic success has depended on sustained periodic state support for transportation investments. It has been a decade since the state legislature and the Governor have enacted significant new investment.

- 95 percent of the region's voters say it's important for the Governor and the Washington State Legislature to address transportation in 2015.

### Big increases in delay, demand for transit and commute times



### NEARLY 8 IN 10 SAY CONGESTION IS A SERIOUS PROBLEM.



From 2010 through 2014, employment grew faster than the population of the region, increasing delay for people in cars and on buses. Overall daily traffic showed moderate growth. Demand for transit was up 11 percent. Commute times increased.

Nearly eight in 10 voters in the region now say that traffic congestion is a serious problem.

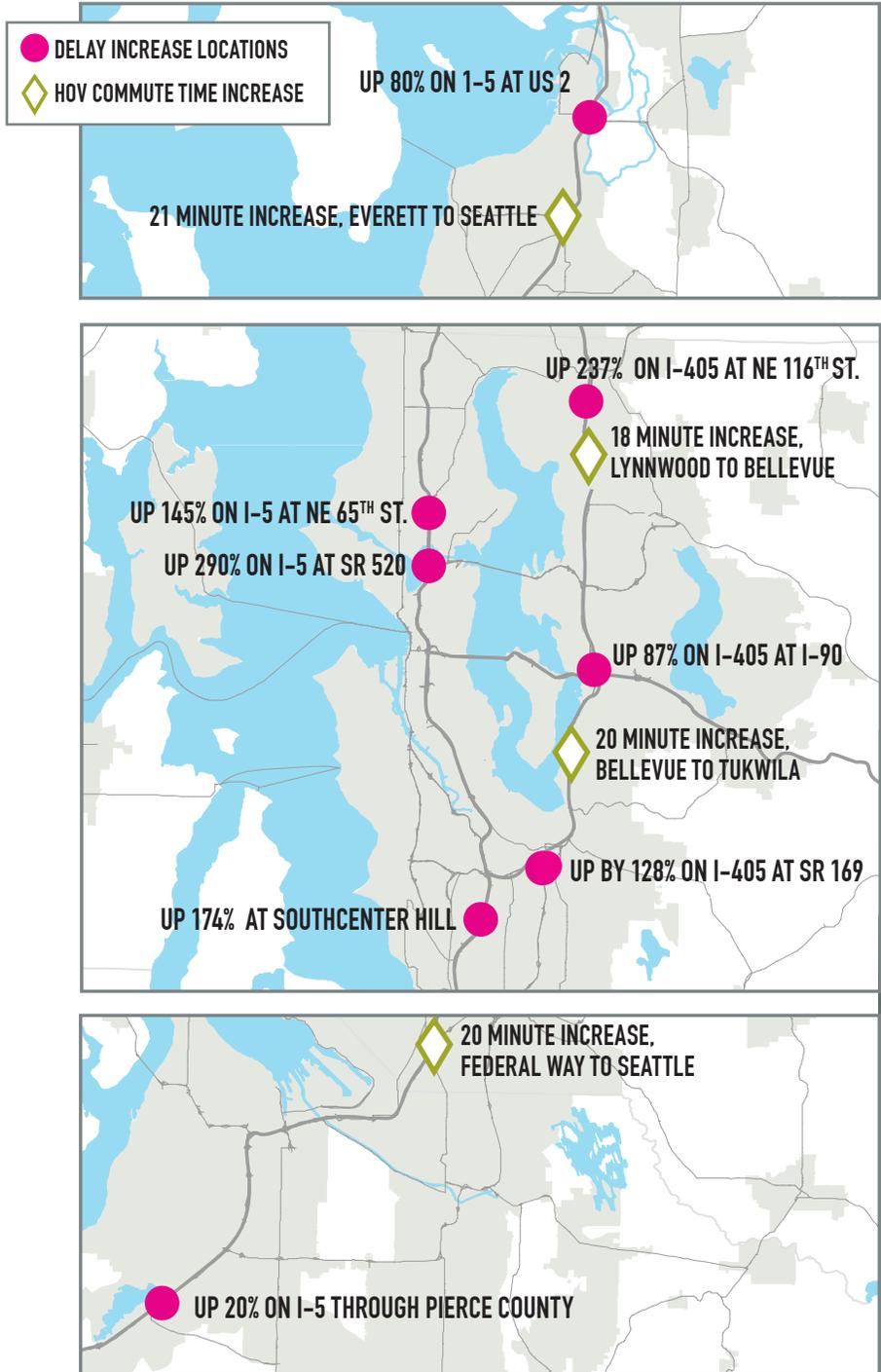
People commuted to about 170,000 more jobs in the five year period. Employment growth has been focused within aerospace and information technology centers within King and Snohomish counties. Yet new jobs have been filled by people living throughout the region, increasing commute traffic across key regional routes.

The PSRC measured change in the Monday through Friday performance of major regional highways from 2010 through 2014.

**Some locations experienced steep increases in delay**

Overall daily hours of delay increased by 52 percent — 25 percent of the increase occurred in 2014.

**LOCATION OF BIG INCREASES IN DELAY / COMMUTE TIMES, 2010-2014**



Delay on I-5 from Fife to Everett increased 92 percent.

Delay on I-405 from Tukwila to Lynnwood increased 94 percent.

Delay doubled on I-90 between Issaquah and Seattle.

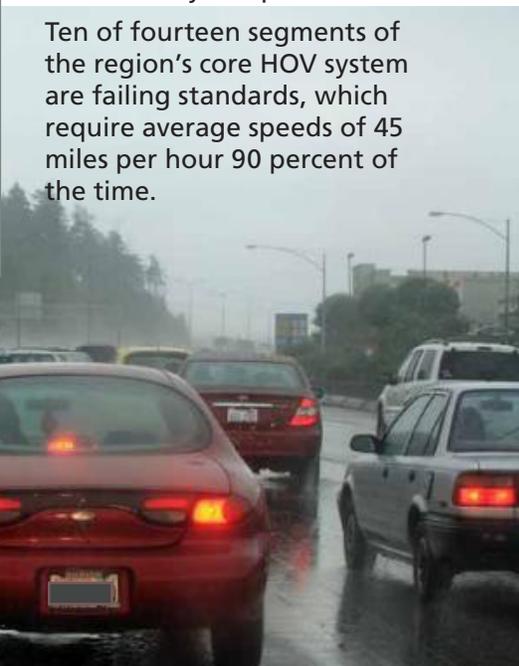
**Big increases in delay on the HOV system**

The region's High Occupant Vehicle system, which is designed to move people in cars and transit more efficiently, showed signs of breakdown in 2014.

20 minute increases in HOV commute times were recorded on I-5 and I-405 from 2010 – 2014.

Some morning HOV commute times on I-405 between Bellevue and Tukwila increased by 125 percent.

Ten of fourteen segments of the region's core HOV system are failing standards, which require average speeds of 45 miles per hour 90 percent of the time.



WASHINGTON STATE DOT FREEWAY DETECTOR DATA 2010-2014, MONDAY — FRIDAY AVERAGE

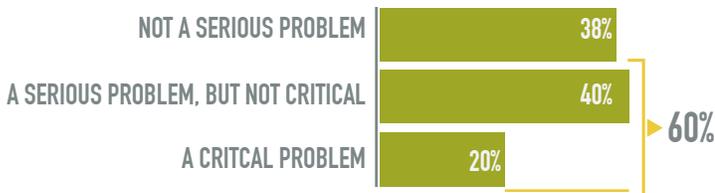
**Demand for transit is up**

The region experienced record transit ridership in 2014 with over 203 million boardings — an increase of 5 million from 2013.

Boardings were up 11 percent from 2010 through 2014, despite a 6.7 percent overall decrease in service hours.

The number of people taking a Sound Transit bus or train grew by 31 percent from 2010 through 2014. Last year 25 percent of Sound Transit’s Express bus trips were standing room only.

**60% FEEL AVAILABILITY OF TRANSPORTATION ALTERNATIVES IS A SERIOUS OR CRITICAL PROBLEM.**



In 2014 11 percent of King County Metro trips had more riders than seats — up from 6 percent in 2010.

Transit investments are not keeping pace with planned growth: in 2014 transit agencies were providing 14 percent less service hours than anticipated in the region’s Transportation 2040 plan.

With light rail service to Husky Stadium anticipated in early 2016 and to Angle Lake in SeaTac by the end of 2016, transit agencies have intensified planning for integration of that service

and for future light rail expansion. Once Husky Stadium station opens, people will be able to get from downtown Seattle to Capitol Hill in 3 minutes and to the University of Washington in 8 minutes.

Meanwhile, Sound Transit continues to make progress on investments as part of the Sound Transit 2 package approved by voters in 2008. Tunneling is already underway in preparation for service to

Northgate by 2021, reaching Lynnwood by 2023. More construction is planned to extend light rail east to downtown Bellevue and eventually Overlake, and south to Kent/Des Moines, all by 2023.

Since updating its long-range plan at the end of 2014, Sound Transit is preparing a system plan that would go before the voters in November 2016.

Any future ballot measure is expected to make significant progress toward completing the high-capacity transit spine to Everett, Tacoma, and downtown Redmond as well as make other integral investments in high capacity transit, serving more of the region’s population and employment centers.

TRANSIT BOARDINGS, 2014	
King County Metro	120.2 million
Sound Transit	32.9 million
Washington State Ferries	20.4 million
Pierce Transit	10.2 million
Community Transit	8.6 million
Vanpools	5.7 million
Kitsap Transit	2.8 million
Everett Transit	1.9 million
<b>TOTAL</b>	<b>203.0 MILLION</b>

### \$1 billion earthquake prep gap



Of the more than 450 bridges statewide that are waiting for needed seismic reinforcement, hundreds are located within the central Puget Sound region. Cost estimates to seismically retrofit region's bridges exceed \$1 billion.

To manage costs against competing priorities, many bridges have been reduced in priority, including access routes, overcrossings and ramps on major highways.

I-5 from Boeing Field through Seattle, the western approach to the 520 bridge, portions of I-90 through Bellevue, the Puyallup River bridge on I-5, the Agate Pass

bridge to Bainbridge Island and critical sections of I-5 accessing Everett, Marysville and Arlington remain vulnerable to earthquakes without reinforcement.

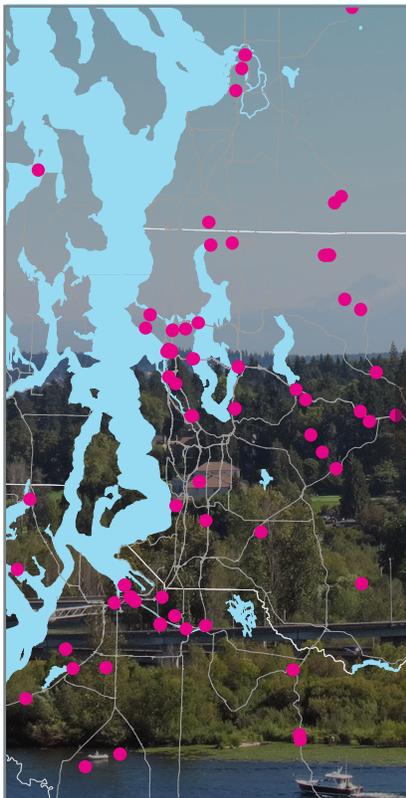
At current funding levels, some necessary reinforcements would wait 100 years.

### Structurally deficient bridges

Of 341 structurally deficient bridges in the state, 96 are located within the region. A bridge is classified as structurally deficient when one or more key bridge elements is considered to be in poor or worse condition.

The two best known structurally deficient structures within the region are the 520 bridge from Lake Washington to I-5 and the Alaskan Way Viaduct.

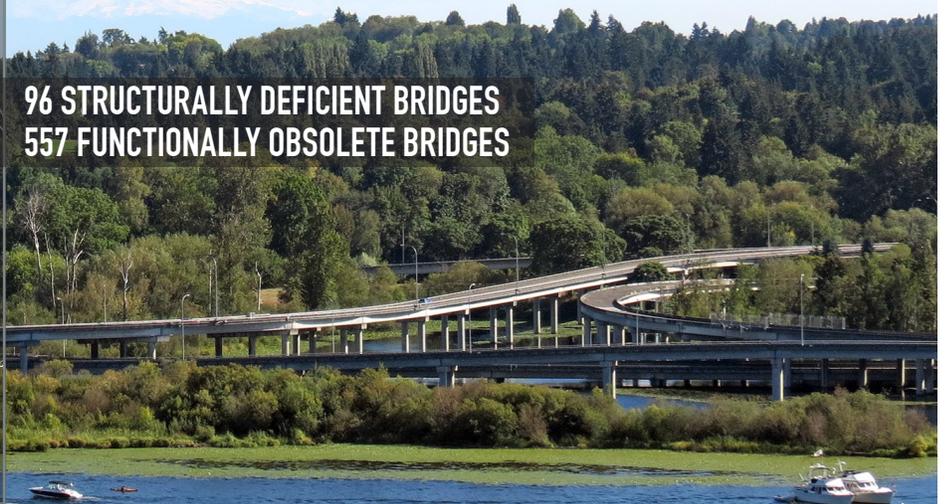
Other bridges with deficiencies include: parts of I-90 across Lake Washington, the Hood Canal Bridge, the Purdy Bridge over Henderson Bay, Seattle's Magnolia Bridge, the West Kenmore Bridge, the Highway 9 Bridge over the Snohomish River and the Steilacoom-Dupont Road Bridge over I-5.



● location of structurally deficient bridges

In addition, there are over 557 bridges in the region that are classified as functionally obsolete — meaning that the bridge design is not suitable for its current use, such as lacking safety shoulders, or is overwhelmed by current volumes of traffic, speed, size or weights. This classification does not necessarily indicate a safety hazard: It does indicate places where the traffic has outgrown infrastructure designed to support it.

**96 STRUCTURALLY DEFICIENT BRIDGES**  
**557 FUNCTIONALLY OBSOLETE BRIDGES**



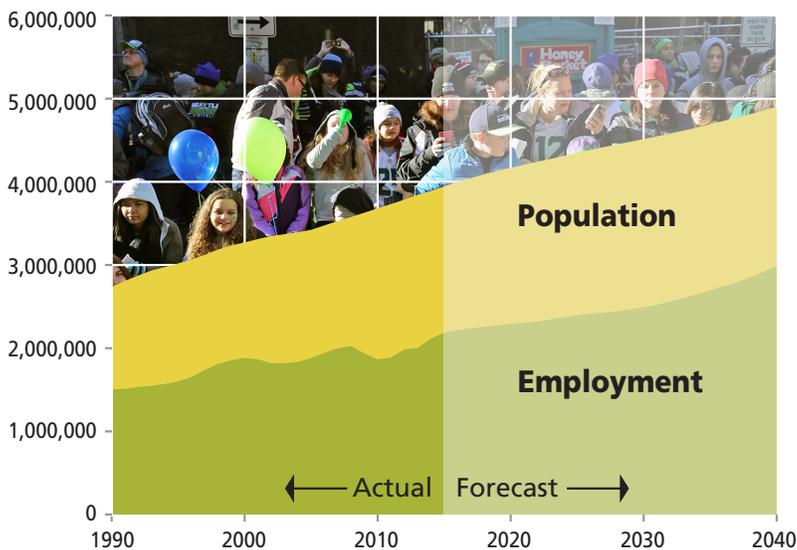


## More growth in employment, population and traffic is expected

The region is on pace to surpass two major milestones next year: The transportation system will support over two million jobs and over four million residents.

The new April 2015 regional macroeconomic forecast shows continued strong population, employment and household growth — all key factors to consider in transportation planning for the future.

- By 2040, the population of the region is forecast to reach 4.9 million people, an increase of 1.07 million over 2014 levels (cumulatively, 28 percent growth over the 26-year forecast period).
- The number of households would rise by 665,000 for a total of 2.12 million (a cumulative 45 percent increase). This suggests a particular increase among smaller households, both as a result of shifts in the age composition and other trends.
- Wage & salary employment is forecast to reach 2.75 million jobs, an increase of 850,000 from 2014 levels; when self-employment and military jobs are included, regional employment reaches 2.98 million by 2040 (cumulatively, 40 percent more than 2014).



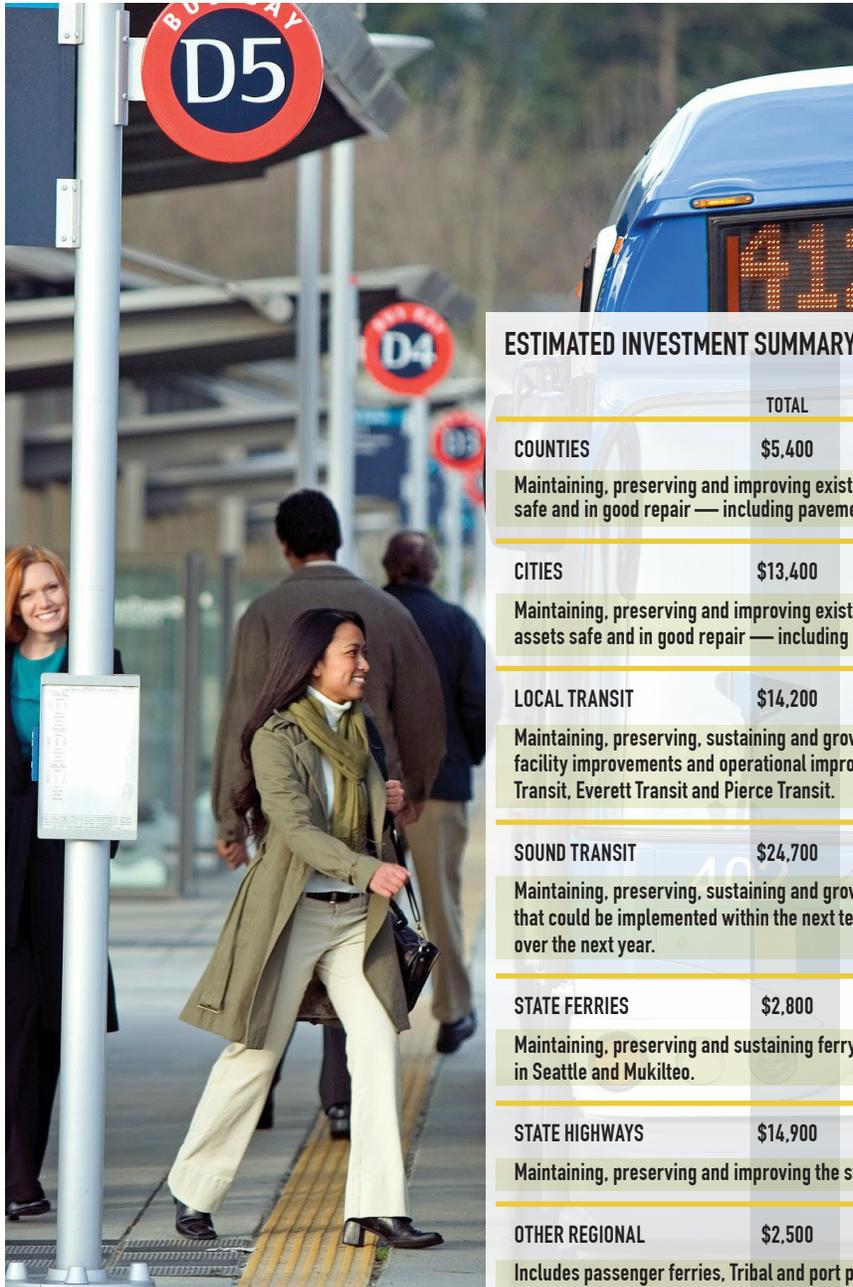
- Historically, the regional economy has grown faster than the national rate, although the difference has narrowed somewhat as the regional economy has matured.
- That relationship continues in this forecast, with regional jobs being added at an average rate of 1.33 percent annually, 0.17 percent higher than the forecast national rate.

### Status of plans to improve the region’s transportation system

The region’s long range transportation plan, Transportation 2040, provides a blueprint for meeting the region’s transportation needs through the year 2040.

The table below describes investments by program area, what is expected to be covered by revenues currently dedicated to support the transportation system, and identifies the gap between planned investments and secured funding.

\$78 billion will be required to support the region’s transportation system over the next ten years, \$53 billion is expected to be paid for through revenues currently dedicated to transportation, leaving an overall gap of nearly \$25 billion.



ESTIMATED INVESTMENT SUMMARY, 2015–2025 (MILLIONS OF YEAR 2015 CONSTANT DOLLARS)

	TOTAL	CURRENT LAW REVENUE	REVENUE GAP
<b>COUNTIES</b>	\$5,400	\$4,000	(\$1,400)
Maintaining, preserving and improving existing county roads and trails. Keeping county owned assets safe and in good repair — including pavements, sidewalks, signage and streetlights.			
<b>CITIES</b>	\$13,400	\$9,000	(\$4,300)
Maintaining, preserving and improving existing city and town roads and trails. Keeping city owned assets safe and in good repair — including pavements, sidewalks, signage and streetlights.			
<b>LOCAL TRANSIT</b>	\$14,200	\$13,400	(\$800)
Maintaining, preserving, sustaining and growing transit service and assets. Includes bus replacements, facility improvements and operational improvements for King County Metro, Community Transit, Kitsap Transit, Everett Transit and Pierce Transit.			
<b>SOUND TRANSIT</b>	\$24,700	\$17,800	(\$6,900)
Maintaining, preserving, sustaining and growing transit service and assets. Includes portions of ST 3 that could be implemented within the next ten years — subject to further definition by Sound Transit over the next year.			
<b>STATE FERRIES</b>	\$2,800	\$2,300	(\$600)
Maintaining, preserving and sustaining ferry service and assets. Includes replacement of terminals in Seattle and Mukilteo.			
<b>STATE HIGHWAYS</b>	\$14,900	\$4,800	(\$10,100)
Maintaining, preserving and improving the state highway system.			
<b>OTHER REGIONAL</b>	\$2,500	\$1,700	(\$800)
Includes passenger ferries, Tribal and port projects, system efficiency investments, and toll operations.			
<b>TOTAL</b>	<b>\$78,000</b>	<b>\$53,100</b>	<b>(\$24,900)</b>

# Key transportation improvements planned within the

-  FERRY TERMINAL
-  HOV COMPLETION
-  PROJECTS
-  LIGHT RAIL
-  SOUND TRANSIT 3
-  PASSENGER FERRY

## REPLACE AGING FERRY TERMINALS

Ferry terminals in downtown Seattle and in Mukilteo — the two busiest in the state — are on their last legs: Both fail to meet current seismic standards and are deteriorating. At Mukilteo, afternoon peak commute traffic is expected to increase 124 percent by 2040. The Seattle terminal is expected to carry over 25 percent more commuters within the next 15 years.



## KITSAP COMMUTE ROUTE IMPROVEMENTS

The Agate Pass Bridge connecting Bainbridge Island to the peninsula does not meet seismic and traffic standards and requires fixes. Transit and flow improvements are planned on Highway 305 between Poulsbo and the Bainbridge Ferry Terminal. Improvements to the Gorst Interchange on Highway 3 will improve commutes to Naval Base Kitsap. New passenger ferry service will speed commuters across the Sound.

## GATEWAY PROJECT



Highway 167 completion from Milton to the Port of Tacoma will help relieve traffic on Interstate 5 and provide a more competitive freight route to the port. Highway 509 completion from Burien to Interstate 5 will improve access to Sea-Tac Airport and provide an alternative to Interstate 5 for freight to the Port of Seattle and the Duwamish Industrial Area.

## IMPROVE I-5 AT JBLM



Rebuilt interchanges and additional lanes will relieve congestion and improve access to Joint Base Lewis McCord, one of the state's major employment centers.



Northgate Link Extension  
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# central Puget Sound region from 2015 through 2025

## NORTH PUGET SOUND MANUFACTURING CORRIDOR



The state's largest aerospace manufacturing center is on a growth trajectory, placing new demands on the transportation system from commuters and freight. A billion dollar investment need in targeted transportation improvements has been identified to support this growth. The list includes improvements to: the US2 Trestle, Highway 531 in Arlington, improvements to interchanges on Interstate 5 at Highway 529, 116th Street and 156th Street in Marysville, Highway 526 to Paine Field, Highway 9, Highway 522 (Paradise Lake Road Interchange) and Phase One of the Highway 2 Bypass in Monroe.



## REPLACING THE ALASKAN WAY VIADUCT AND STATE ROUTE 520 BRIDGES

The Alaskan Way Viaduct and the 520 bridges serve the state's biggest job centers. While much progress has been made, the structures remain at risk and represent almost 25 percent of structurally deficient bridge deck in the state. The 520 connection to Interstate 5 is unfunded. Traffic on the route relies on a structurally deficient viaduct over Portage Bay.



## INTERSTATE 405 CORRIDOR IMPROVEMENTS

Interstate 405 provides key connections to some of the state's largest technology and aerospace job centers, and is chronically congested. Improvements would add lanes from Renton to Bellevue and rebuild the interchange at Highway 167. The average I-405 commuter spends 3.5 weeks per year stuck in traffic



## EXTEND SOUND TRANSIT'S LINK LIGHT RAIL

By 2023, light rail will link regional centers from Lynnwood to Overlake and Highline Community College. Sound Transit 3 is under development and would establish a light rail spine to Everett, Redmond, through Federal Way to Tacoma, and new service within Seattle and many other parts of the region. The goal is to place a ballot measure before voters in 2016.



## COMPLETING THE REGION'S CORE HOV SYSTEM

The last ten miles of the region's planned 320-mile system have not yet secured funding. The final links are on Highway 16 between Tacoma and Purdy, from Fife to Lakewood on Interstate 5, and from Auburn to Fife on Highway 167.



### **MORE PROGRESS NECESSARY FOR A SAFE REGIONAL BICYCLE NETWORK**

The region has a plan for a 1,700 mile bicycle network connect regional centers and transit. The network is 30 percent complete — leaving over 1000 miles to go to ensure safe routes. Planned local networks are also incomplete.

Completing trails in more rural places drives economic development in cities like Buckley, Enumclaw, Darrington and Arlington.



### **PRIME TIME FOR TRANSIT STATION PLANNING**

Nearly 100 new transit stations are expected to support growing transit service throughout the region. Plans are underway to focus development at transit centers and better ensure that housing close to transit that is affordable for all. It's one way the region maximizes the return on big investments in transit. One key initiative is the Regional Equitable Development Initiative, which has secured \$2.5 million in local and regional funding and is looking for an additional \$2.5 million to launch.



### **COUNTY ROADS FACE SEVERE FUNDING SHORTFALL**

Roads maintained by King County serve over a million trips each day — about half of which originate in cities and other counties.

The County expects current revenue to provide \$90 million per year over the next 10 years. The annual investment necessary to maintain the system is \$200 million annually.

King County is an example of a structural funding problem facing counties.

County roads and bridges are in increasingly poor condition, while annexations, lower property valuations and a decline in fuel tax revenue have caused a decrease in funding for maintenance and improvements.

**HEALTHY AIR AND WATER**

The region is meeting its clean air goals — in attainment across all regulated pollutants for the first time this decade.

Progress is being made on the region’s greenhouse gas reduction strategy. New federal fuel economy standards are making the biggest long term impact.

Despite progress, the state has yet to implement policies to ensure compliance with state-wide greenhouse gas limits established in state law.

New roadway construction — with drainage systems built in — is serving to reduce water pollution from roadway runoff. The region has a significant backlog of retrofits that will be required for roads built prior to 1990 that are the leading cause of pollution in Puget Sound.



**DOUBLE DELAY AT RAIL CROSSINGS EXPECTED**



On the region’s busiest freight line, current train volumes stop traffic up to one hour and 20 minutes each day. By 2035, increased rail volumes are expected to double the amount of time traffic must wait for trains at key locations — unless strategic investments are made in overpasses and underpasses.

The PSRC examined impacts of potential new rail traffic at 101 rails crossings in the region and found that 34 would benefit from mitigation associated with a single new proposed new export terminal in Whatcom County.

**CITIES REDEVELOPING STREET NETWORKS TO SUPPORT NEW PEOPLE, JOBS AND HOUSING**

OVERLAKE REDEVELOPMENT SPRING DISTRICT



Cities are the focus of much of the region’s growth and the first and last miles for most commutes and shipments. Redevelopment underway in cities throughout the region — in places like Everett, Tacoma, Burien, Lynnwood, Bothell, Puyallup, Seattle and Bellevue — requires coordinated transportation improvements to keep people and goods moving safely and efficiently.

The region’s plans expect cities to house 76 percent of new residents and 89 percent of new jobs.

The ten year funding gap for cities and towns is estimated at \$4.3 billion.

**State legislature key**

In the state of Washington, the bulk of the authority to proceed with planned transportation investments is held by the Washington State Legislature, through agreement with the Governor.

Historically, the state has stepped up to transportation needs through the periodic enactment of laws generating new state revenue and providing authority to local and regional entities to raise revenue.

It has been a decade since the state legislature and the Governor have funded major new investments in transportation.

Regional plans are based on the expectation that the state will secure funding.

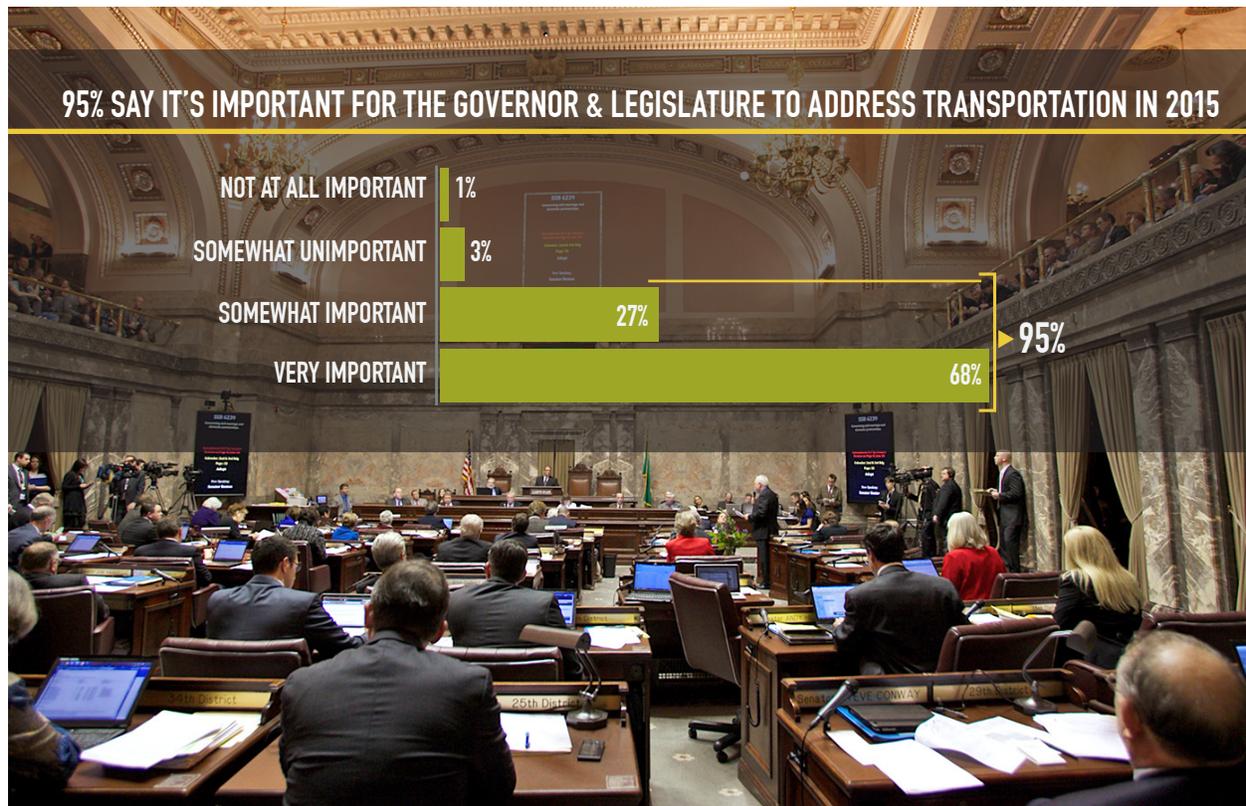
**A high price with deferred investment**

The Engineering News Record’s construction cost index indicates that costs for materials and labor have increased by an average three percent each year from 1990 through 2014: Construction that had cost \$1 million in 2000 rose to \$1.5 million by 2014.

**A big return on investment**

In 2014 a study by the Washington Roundtable looked at a sampling of highway projects in the region’s transportation plan and found: A \$7 billion investment in the plan would return \$42 billion in economic benefits over the next 30 years.

Federal funding also sustains the region’s transportation system. Federal transportation programs are due to expire on May 30, 2015. Federal funds devoted to highways and transit routinely approach insolvency each year. In recent years, Congress has approved short term patches to gaps - from general revenue sources. The last time Congress approved significant new sustained revenue for transportation was in 1997.



## The Project List 2015-2025

Hundreds of specific projects have been identified to improve the region’s transportation system over the next ten years.

The following list contains road, transit and ferry capacity expansion projects that are either underway, or planned, through 2025.

The overall investment need identified for these projects is an estimated \$33.8 billion. \$18.8 billion has been secured for many projects that are now, or will soon be, underway. An additional \$15 billion would be required to complete the remaining projects over the next ten years.

## Transportation 2040 Regional Capacity Projects Planned for Implementation Within the Next Ten Years \*

SPONSOR	PROJECT TITLE	CONSTRAINED COST ( IN CONSTANT \$2015 )
Auburn	Auburn Way South (SR 164) Corridor Improvements	\$3,591,990
Auburn	M St SE Underpass & Corridor Widening	\$26,116,619
Auburn	S 272nd / 277th St Corridor Capacity & Non Motorized Trail Improvements	\$4,760,624
Bellevue	120th Avenue NE Corridor Widening: NE 4th St to Northup Way	\$58,187,427
Bellevue	Bellevue Way HOV Lanes & Transit Priority	\$5,327,868
Bellevue	Bel-Red Regional Connectivity – 124th Ave NE	\$44,990,889
Bellevue	Bel-Red Regional Connectivity – NE 15th / NE 16th St (Phase 1)	\$62,040,068
Bellevue	Bel-Red Regional Connectivity – NE 4th St Extension	\$46,813,017
Bellevue	Bel-Red Regional Connectivity – NE 6th St Extension	\$86,666,660
Bothell	Bothell Way NE: Multiway Boulevard Project	\$32,308,938
Bothell	SR 522 – West City Limits to NE 180th St Stage 2b Improvements	\$11,870,491
Bothell	SR 522, Stage 3	\$46,934,926
Buckley	SR-165 Realignment, P2	\$2,618,044
Covington	SR 516 – Jenkins Creek to 185th Place SE	\$17,896,151
Des Moines	Connecting 28th / 24th Avenue South (S 208th St to S 216th St)	\$11,330,587
Des Moines	S 216th St Segment 1A	\$10,408,022
Everett	112th St – Beverly Park Road Corridor	\$69,597,117
Everett	SR 526 Hardeson Road Half Interchange	\$53,545,110
Everett Transit	Everett Station Parking Structure	\$29,444,934
Federal Way	City Center Access Phase 4A: S 320th St @ I-5 Interchange HOV lanes	\$120,615,838
Federal Way	S 356th St	\$7,710,214
Federal Way	SR 99	\$19,214,281
Issaquah	E Lake Sammamish Pkwy	\$9,657,716
Issaquah	Newport Way	\$12,080,205
Kent	212th St	\$37,295,079
Kent	S 228th St Grade Separation	\$29,599,269
Kent	S 272nd St	\$9,471,766
Kent	South 212th St	\$31,967,211
Kent	Willis St Grade Separations	\$55,646,626
King County	Highline Community College Intermodal Transit Facility & Parking Garage	\$28,106,528
King County	Madison St Corridor	\$5,639,905
King County	Seattle South End Transit Pathways	\$5,639,905
King County	Shoreline P&R TOD	\$28,783,726
Kirkland	124th Ave NE Roadway Improvements (North)	\$11,839,707
Kitsap County	Bucklin Hill Road Estuary Enhancement & Road Widening	\$18,286,335
Kitsap County	Newberry Hill Road	\$2,072,451
Kitsap County	Silverdale Way	\$6,202,768
Kitsap Transit	Annapolis Ferry Terminal	\$1,495,802
Kitsap Transit	Bremerton POF Terminal Expansion	\$2,819,953

\* THIS PROJECT LIST CONTAINS PROJECTS IN VARIOUS STAGES OF PLANNING, ENGINEERING AND CONSTRUCTION BASED ON A STAFF REVIEW FOR CURRENCY AS OF APRIL, 2015. THE PSRC IS CURRENTLY ASSESSING ADDITIONAL PROGRESS SINCE PLANS WERE LAST REVIEWED IN 2014.

## PROJECT LIST

### Transportation 2040 Regional Capacity Projects Planned for Implementation Within the Next Ten Years \*

SPONSOR	PROJECT TITLE	CONSTRAINED COST (IN CONSTANT \$2015)
Kitsap Transit	BRT on SR 303 Silverdale POF to Bethel	\$13,426,191
Kitsap Transit	East Bremerton Bus Transit Center	\$6,202,768
Kitsap Transit	Passenger Only Ferry: Bremerton–Downtown Seattle	\$16,933,406
Kitsap Transit	Passenger Only Ferry: Kingston–Downtown Seattle	\$10,073,522
Kitsap Transit	Passenger Only Ferry: Southworth–Downtown Seattle	\$16,686,203
Kitsap Transit	Phase I Poulsbo SR 3 / SR 305 Hub (Olhava II) P&R	\$3,433,515
Kitsap Transit	Phase II & Phase III SR 305 Corridor P&Rs	\$5,571,793
Kitsap Transit	Silverdale P&R	\$4,652,076
Kitsap Transit	SR 16 P&R (Mullenix)	\$3,489,057
Kitsap Transit	SR 303 (North of Bremerton / Riddell) P&R	\$3,489,057
Kitsap Transit	SR 303 P&R (North Silverdale)	\$3,489,057
Kitsap Transit	SR 304 (Bremerton) P&R (Gateway)	\$23,260,379
Lynnwood	44th Ave W (SR 524 Spur)	\$19,406,888
Lynnwood	I-5 / 44th Avenue Interchange Improvements	\$157,324,981
Lynnwood	SR 524 (196th St SW) Widening	\$22,835,617
Marysville	156th St NE Interchange	\$31,838,817
Marysville	88th St NE	\$34,820,580
Marysville	SR 529 Interchange	\$46,782,911
Pacific	Stewart Road (8th St E)	\$28,508,050
Pierce County	112th St E/S	\$16,258,206
Pierce County	176th St E	\$73,019,029
Pierce County	Canyon Road E: 106th St E to 192nd St E	\$89,884,863
Pierce County	Canyon Road E: 84th St E to 99th St Ct E	\$17,097,028
Pierce Transit	BRT (Route 1) on SR 7 from Roy Y to Downtown Tacoma (Pierce County Congested Corridor)	\$15,674,713
Pierce Transit	SR 16 Peninsula P&R	\$21,988,812
Port of Seattle	South Access	\$247,203,001
Port of Seattle	South Airport Link Project	\$465,208
Port of Tacoma	Port of Tacoma Road / Rail / Infrastructure	\$446,516,768
Port Orchard	Bethel Road SE	\$28,938,202
Puyallup	31st Ave SW	\$6,667,975
Puyallup	Shaw Road	\$3,644,126
Redmond	148th Ave NE	\$12,300,737
Redmond	Cleveland St	\$9,294,582
Redmond	Redmond Way	\$8,670,398
Renton	Central Renton Transit Corridor – Rainier Ave S (SR 167) S Grady Way to S 2nd St	\$52,568,302
Renton	Duvall Ave NE	\$14,629,068
Renton	Logan Ave N	\$14,629,068
Renton	NE Sunset Blvd (SR-900) Corridor Improvements	\$31,940,132
Renton	Rainier Ave S Corridor Improvements – Phase 2	\$21,311,474
Renton	SW 27th St / Strander Blvd Ph 1 Segment 2b	\$30,062,202
Renton	SW 27th St / Strander Blvd Ph 2	\$7,361,234
SeaTac	28th / 24th Ave S	\$11,513,447
Seattle	First Hill Streetcar Line	\$187,422,572
Seattle	Mercer Corridor West Phase	\$107,383,792
Seattle	Montlake Blvd NE HOV Lane & ITS Improvements	\$29,599,269
Seattle	Northgate Multimodal Transportation Hub	\$29,599,269
Seattle	Seattle Center City Connector	\$108,925,310
Seattle	Seattle Priority Transit Corridors	\$847,486,273
Shoreline	145th St Improvements	\$236,794,153
Shoreline	15th Ave NE Corridor Improvement	\$1,889,617
Shoreline	Aurora Avenue North Multi-Modal Corridor Project (N 192nd St to N 205th St)	\$54,684,245
Shoreline	N 175th St	\$24,478,467

## PROJECT LIST

### Transportation 2040 Regional Capacity Projects Planned for Implementation Within the Next Ten Years \*

SPONSOR	PROJECT TITLE	CONSTRAINED COST (IN CONSTANT \$2015)
Snoqualmie	SR 202 / Tokul Road Roundabout	\$5,302,511
Sound Transit	Auburn Station Improvements	\$41,265,569
Sound Transit	East Link Light Rail Extension	\$3,520,468,847
Sound Transit	I-90 Two-Way Transit & HOV Operations (Stage 3)	\$67,600,000
Sound Transit	Kent Station Improvements	\$38,686,471
Sound Transit	Kirkland Transit Center(3rd St Downtown)	\$18,477,105
Sound Transit	Lakewood Station Improvements	\$47,713,314
Sound Transit	Link LRT Extension from Highline Community College to Redondo / Star Lake Station	\$572,559,769
Sound Transit	Link LRT Extension from SeaTac Airport to Highline Community College	\$959,424,477
Sound Transit	Lynnwood Link light Rail Extension	\$1,894,353,222
Sound Transit	New Permanent Sounder Station at Edmonds Crossing	\$33,758,921
Sound Transit	North Link light Rail Extension	\$2,486,338,604
Sound Transit	Parking Garage at Mukilteo Sounder Station	\$19,366,229
Sound Transit	Permanent Station at Tukwila	\$43,844,667
Sound Transit	Puyallup Station Improvements	\$73,504,295
Sound Transit	Renton HOV Access / N 8th	\$89,773,928
Sound Transit	Sounder South Service Expansion	\$229,652,441
Sound Transit	South Tacoma Station Improvements	\$49,002,863
Sound Transit	Summer Station Improvements	\$51,581,961
Sound Transit	Surface Parking Expansion at Tacoma Dome Station	\$16,764,137
Sound Transit	Tacoma Link Light Rail Expansion	\$177,595,615
Sound Transit	University Link Light Rail Extension	\$2,249,544,451
Sumner	Stewart Road (8th St) Bridge	\$12,438,132
Sumner	West Bound Ramps Highway 410 & 166th Avenue E	\$2,221,095
Tacoma	Brewery District Roadway Improvement	\$22,210,951
Tacoma	MLK Mixed Use Center Complete Streets Improvement Project	\$35,537,521
Tacoma	Pacific Ave Safety & Mobility Improvements	\$5,548,119
Tacoma	Puyallup Bridge F16A & F16B Replacement	\$47,358,831
Tukwila	BNSF Intermodal Railyard Access	\$5,295,613
Tukwila	Tukwila Urban Center Transit Center	\$15,506,920
Tulalip Tribes	I-5 @ 116th St NE Interchange	\$39,140,941
Washington State DOT	JBLM Projects	\$710,661,920
Washington State DOT	Bel-Red Regional Connectivity – SR 520 @ 124th Interchange	\$334,601,525
Washington State DOT	I-405 Corridor Projects	\$2,838,569,572
Washington State DOT	I-5 @ 88th St N Interchange	\$63,000,000
Washington State DOT	I-5 @ Airport / Industrial Way	\$95,516,451
Washington State DOT	I-5 @ Lake City Way	\$72,433,309
Washington State DOT	I-5 @ Port of Tacoma Interchange Improvement	\$35,444,286
Washington State DOT	I-5 @ SR 18 / SR 161 (Triangle) – Phase 2	\$125,566,166
Washington State DOT	I-5 HOV to HOT Lane Conversion: I-405 to US 2	\$312,000,000
Washington State DOT	I-5 HOV to HOT Lane Conversion: Pierce / King County Line to S 260th	\$31,000,000
Washington State DOT	I-5 HOV to HOT Lane Conversion: S 260th to I-405	\$192,000,000
Washington State DOT	I-5 HOV to HOT Lane Conversion: SR 16 to Pierce / King County Line	\$28,000,000
Washington State DOT	I-5: 220th St SW to 44th Ave W	\$8,755,675
Washington State DOT	I-5: NB Express Lanes Northgate Vicinity – Merge Revision	\$24,381,780
Washington State DOT	I-5: S 96th to SR 16 – Widening (HOV / HOT)	\$351,930,073
Washington State DOT	I-5: Seneca to Mercer St – Additional Lane	\$12,190,890
Washington State DOT	I-5: SR 104 to NE 175th	\$19,103,290
Washington State DOT	I-5: SR 16 to Port of Tacoma Road Interchange	\$948,449,717
Washington State DOT	I-90: W Lake Sammamish Pkwy to Sunset Way	\$54,005,642
Washington State DOT	I-90 @ SR 18	\$219,436,019
Washington State DOT	I-90 HOV to HOT	\$42,000,000

## PROJECT LIST

### Transportation 2040 Regional Capacity Projects Planned for Implementation Within the Next Ten Years \*

SPONSOR	PROJECT TITLE	CONSTRAINED COST (IN CONSTANT \$2015)
Washington State DOT	I-90: Eastgate to W Lake Sammamish Pkwy (Lakemont) – Added Auxiliary Lane	\$61,800,750
Washington State DOT	SR 16: 1-5 to Tacoma Narrows Bridge	\$168,138,427
Washington State DOT	SR 16 @ Wollochet Interchange	\$9,143,167
Washington State DOT	SR 161: 24th St E to Jovita Blvd	\$42,024,510
Washington State DOT	SR 161: 36th St E to 24th St E	\$38,316,465
Washington State DOT	SR 167: S 277th St to SR 516	\$165,879,260
Washington State DOT	SR 167 Corridor Completion Phase 1	\$850,598,385
Washington State DOT	SR 167 HOV Lane completion	\$395,643,958
Washington State DOT	SR 3 @ SR 16 Interchange (Gorst)	\$22,704,034
Washington State DOT	SR 3 @ SR 304 Interchange – Ramp Modification	\$12,407,791
Washington State DOT	SR 305: Bainbridge Ferry Terminal to Suquamish Way – Mobility	\$7,246,359
Washington State DOT	SR 509 Extension (with I-5), Phase 1	\$740,020,595
Washington State DOT	SR 512: Meridian / SR 161 to Pioneer	\$38,137,343
Washington State DOT	SR 512 / 94th Ave WB Ramps to SR 161 – Widening	\$15,595,486
Washington State DOT	SR 512 / Canyon Road Interchange EB & WB – Mobility	\$9,038,000
Washington State DOT	SR 512 / SR 7 Interchange – Mobility	\$8,000,000
Washington State DOT	SR 518 / Des Moines Memorial Drive Vicinity – Interchange Improvements	\$81,374,190
Washington State DOT	SR 520: 1-5 to Foster Island Vicinity	\$2,506,937,780
Washington State DOT	SR 520 @ 148th Ave NE Interchange Vicinity – Interchange Improvements	\$62,173,539
Washington State DOT	SR 520 Eastbound Auxiliary Lane: NE 148th Ave to NE 40th St	\$14,207,649
Washington State DOT	SR 520 HOV to HOT	\$20,000,000
Washington State DOT	SR 520: I-5 to Medina – Evergreen Point Floating Bridge & Landings	\$1,136,779,255
Washington State DOT	SR 522 @ Paradise Lake Road Interchange	\$106,060,742
Washington State DOT	SR 522: Paradise Lake Road to Snohomish River – Widening	\$69,488,073
Washington State DOT	SR 524: 24th Ave to SR 527	\$111,000,000
Washington State DOT	SR 9: Market Place to Lundeen Pkwy	\$16,000,000
Washington State DOT	SR 9 @ SR 204 Intersection Improvement	\$22,553,146
Washington State DOT	SR 9 Widening: 212th St SE to 176th St SE	\$81,069,418
Washington State DOT	SR 99 / Evergreen Way: 148th St SW to Airport Rd	\$36,572,670
Washington State DOT	SR 99 / Viaduct Surface Restoration & Construction Transit Center	\$253,254,054
Washington State DOT	SR 99: S King St to Roy St – Central Waterfront Viaduct Replacement	\$2,546,661,831
Washington State DOT	Tukwila Urban Access Improvement Project	\$29,873,559
Washington State DOT	US 2: Monroe Bypass – Phase 1	\$45,106,293
Washington State DOT	US 2: Trestle Widening – Stage 1	\$195,054,239
Washington State Ferries	Mukilteo Multimodal Terminal	\$11,940,328
Washington State Ferries	Mukilteo Terminal Relocation / Expansion	\$174,629,479
Washington State Ferries	Seattle Multimodal Terminal at Coleman Dock	\$268,000,000
Woodinville	BNRP: Trestle Replacement & Sammamish Bridge Replacement	\$16,315,398
<b>TOTAL</b>		<b>\$33,843,351,180</b>

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#### Additional copies of this document may be obtained by contacting:

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