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<b>Regional Trail - Long-Range Planned<sup>(4)</sup></b>									
59	TP-2	<b>Tolt Pipeline Trail Paving</b>	Regional Trail Redevelopment	Project would pave the existing Tolt Pipeline Trail alignment creating a paved and soft surface trail. Would be completed with approval from Seattle Public Utilities. Project would likely be completed in phases from west to east starting at Norway Hill or in segments with greatest use potential.	Inside and outside UGA	Update to Plan Necessary	10.0	\$80.4	\$155.7
60	SNO-3	<b>Snoqualmie Valley Trail Paving, Snohomish County to Rattlesnake Lake</b>	Regional Trail Redevelopment	Project would create a paved and soft surface trail over the existing Snoqualmie Valley Trail. Project may be completed in phases.	Inside and outside UGA	Update to Plan Necessary	29.2	\$233.7	\$452.8
61	CR-2	<b>Cedar River Trail, Landsburg to Cedar Falls</b>	Regional Trail	Plan placeholder for paved and soft surface trail through the Cedar River Watershed. Project cannot be developed under current land use and utilities regulations.	Outside UGA	Update to Plan Necessary	11.7	\$93.5	\$181.2
					<b>61.2</b>	<b>\$489.8</b>	<b>\$949.0</b>		

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	Approx. Distance (Miles)	Low Estimate (\$M)	High Estimate (\$M)
<b>Regional Trails Network Legacy Projects High</b>	18.2	\$225.0	\$435.9
<b>Priority Non-Legacy Projects Tier 2</b>	15.8	\$151.7	\$291.3
<b>Tier 3</b>	46.0	\$365.9	\$711.2
<b>Tier 4 Regional Trail - Planned Projects</b>	27.3	\$210.9	\$416.0
<b>Regional Trail Planned</b>	39.4	\$311.7	\$607.5
<b>Long Range Planned</b>	61.2	\$489.8	\$949.0
<b>Total All Projects</b>	<b>208.1</b>	<b>\$1,755.0</b>	<b>\$3,411.0</b>

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79 **Table Notes**

- 80 (1) Project status in Transportation 2050 (Puget Sound Regional Council) as of 2022.
- 81 (2) Rough long range planning total project cost estimates at \$8M to \$15.5M per unit mile paved trail completed. No detailed cost review per corridor occurred and may miss significant cost items such as intersection improvements, bridges, tunnels, property acquisition, etc. Actual costs may be dramatically different and will be updated and refined as projects transition to design and construction phases of implementation.
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- 83 (3) Rough long range planning total project cost estimates at \$7M to \$14.5M per unit mile soft surface trail completed. No detailed cost review per corridor occurred and may miss significant cost items such as intersection improvements, bridges, tunnels, property acquisition, etc. Actual costs may be dramatically different and will be updated and refined as projects transition to design and construction phases of implementation.
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- 85 (4) Project prioritization is based on Parks' understanding of each project's connectivity, aesthetics/scenic value, timing or relationship to other projects, geographical equity, public support, and expectations for urban center connections/equity and social justice.
- 86 (5) Eastrail cost estimates generated via long range planning review of corridor.
- 87 (6) Estimate based on concept review.
- 88 (7) Mobility Connections estimated at \$1.25M-2.5M per project.
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