

# EASTRAIL

**Eastrail Regional Advisory Council**  
**Thursday, April 23, 2026 10:00AM – 12:00PM**  
**Meeting held via Zoom**

**Agenda**

10:00 AM – 10:05 AM **RAC Member Introductions and Agenda Review**

- RAC Co-Chair/City of Redmond Councilmember Jessica Forsythe

10:05 AM – 10:15 AM **Public Comment on Items on Today's Agenda** – *Please note that this time is reserved for comments only. Questions are always welcome at [Eastrail@kingcounty.gov](mailto:Eastrail@kingcounty.gov) and will be timely addressed there.*

- RAC Co-Chair/City of Redmond Councilmember Jessica Forsythe

10:15 AM – 10:20 AM **Approval of January 30, 2026 RAC Meeting Summary**

- RAC Co-Chair/City of Redmond Councilmember Jessica Forsythe

10:20 AM – 10:30 AM **2026 RAC Memorandum of Understanding (Consensus Item)**

- David St. John, Environmental Affairs Officer, King County DNRP

10:30 AM – 10:55 AM **Report from the Eastrail Visioning Session (Information and Discussion Item)**

- Katherine Hollis, Executive Director, Eastrail Partners

10:55 AM – 11:20 AM **Sound Transit's Enterprise Initiative Project (Information Item)**

- Savanna Steele, Corridor Manager - East King County, Sound Transit

11:20 AM – 11:40 AM **Consideration of New Service Agreements with Eastrail Partners (Information and Discussion Item)**

- David St. John, Environmental Affairs Officer, King County DNRP
- Katherine Hollis, Executive Director, Eastrail Partners

11:40 AM – 11:50 AM **RAC "Heads Up" and Housekeeping (Information Item)**

- David St. John, Environmental Affairs Officer, King County DNRP





11:50 AM – 12:00 PM **Progress and Success Updates (Information Item)**

- RAC members
- Katherine Hollis, Eastrail Partners

12:00 PM **Adjourn**

- RAC Co-Chair/City of Redmond Councilmember Jessica Forsythe



## **EASTRAIL REGIONAL ADVISORY COUNCIL**

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DRAFT MEETING SUMMARY  
January 30, 2026 | 10 AM – 12 PM  
Zoom Meeting

**Regional Advisory Council (RAC) Members Present:** Claudia Balducci, King County Councilmember (Co-Chair); Jessica Forsythe, Redmond Councilmember (Co-Chair); Ryan Walker (alternate for Bellevue Councilmember Claire Sumadiwirya); Sarah Perry, King County Councilmember; John Taylor, King County Dept. of Natural Resources and Parks Director; Jay Arnold, Kirkland Councilmember; Ryan McIrvine, Renton Councilmember; Tom Teigen, Snohomish County Conservation and Natural Resources Director; Michelle Evans, Woodinville Councilmember; Savanna Steele, Sound Transit

### **Welcome and Introductions**

Councilmember Claudia Balducci called the meeting to order at 10:03 am, welcomed all in attendance to the first RAC meeting of 2026, and reviewed the agenda.

### **Public Comment**

Renton resident Marlene Winter noted hazards to pedestrians on the street near the entrance to Gene Coulon Park and would like to see the last mile of trail completed. Staff will follow up via email with Marlene Winter regarding the status of the Coulon Park connection.

Jim Schnitzius requested a status update on the Wilburton Trestle.

Bellevue resident Anthony Bergin noted needed retrofits and upgrades to the I-90 steel bridge.

### **Approval of October 31, 2025 RAC meeting summary**

Councilmember Forsythe moved to approve the October 31 meeting summary; Councilmember Evans seconded. **Members unanimously voted to approve the October 31 meeting summary as drafted.**

### **Major Capital, Celebration, and Activation Look Ahead (Information Item)**

Joe Inslee, Emily Griffith, Jared Hill, Curt Warber, and Shannon Arms shared status updates on capital projects in 2026. Slides were included in the meeting packet.

- Major 2025 accomplishments include the East Lake Sammamish Trail to Eastrail Bear Creek Bridge connection, the ST 2 Redmond Line opening, and RCCIII opening.
- Centennial Trail South (Snohomish County): kickoff and conceptual design/feasibility as well as development of phasing and funding plan and public outreach in 2026, early design in 2027.
- 133<sup>rd</sup> Ave NE Roundabout and tunnel (Woodinville): in construction, expected completion August 2026.
- SR 202 widening and trestle replacement (Woodinville): in final design, however costs have increased significantly. Woodinville requests letters of support from the RAC and member entities for their BUILD grant.
- Eastrail Multiuse Trail Plan (Woodinville): in planning phase to identify amenities, crossings, street profiles, pollinator habitat, vision, and artwork for the linear park along Eastrail.
- Cross-Kirkland Corridor Slater/132<sup>nd</sup> Crossing (Kirkland): in construction, expected completion spring 2026.

- Cross-Kirkland Corridor 6<sup>th</sup> St to I-405/85<sup>th</sup> interchange (Kirkland): in construction, expected completion summer 2026.
- Eastrail to Spring Blvd. Connector (Bellevue): in final design, plan to begin construction this year and open in 2027.
- Grand Connection (Bellevue): 30% design complete, preparing for final design, expected completion in 2031.
- Central Wilburton Segment (King County): in final design, have accelerated schedule to open with Wilburton Trestle in summer 2027.
- Wilburton Trestle (King County): in construction, expected completion summer 2027.
- I-90 Bridge Trail Segment (King County): 30% complete, preparing for final design and working through permitting and approvals, including RAISE grant requirements. Public engagement will begin this summer. Previously planned concurrent sewer relining project has been shelved.

#### *Discussion & Next Steps*

- Co-Chair Balducci requested updates on closure length and detours resulting from current wastewater pipe repair project and future culvert repair project in the Cross-Kirkland Corridor segment north of Bellevue.
- Members approved supporting Woodinville's BUILD grant application; staff will work with RAC Co-Chairs to draft a letter of support.

#### **Review and Approval of RAC/PST 2026 Work Plan (Consensus Item)**

David St. John of King County Parks reviewed completed elements from the 2025 RAC/Principal Staff Team (PST) Work Plan and proposed 2026 Work Plan and requested RAC member approval. Potential additions for the 2026 Work Plan were informed by input from the June 2025 Future of Eastrail workshop and slides were included in the meeting packet. Existing elements include:

- Complete new agreements between RAC entities and Eastrail Partners (EP) to support ongoing engagement on priority actions – carry forward and revise to reflect new focus on evaluating need for 2027-2028 agreement with new funding, scope, and timeline.
- Engage federal and state leaders to support priority project – carry forward with flexibility in advancing specific actions.
- Coordinate efforts to address key cross-cutting corridor management issues – carry forward and update cross-cutting issues list.
- Complete work plan to develop and implement “Welcome to Eastrail” Community Guidelines – carry forward with remaining work folded into other items as appropriate as Community Guidelines and Eastrail Ambassador program were successfully implemented.
- Coordinate communication about major capital project progress/milestones, community engagement opportunities, and activation events – carry forward with clarification that this is supported significantly by EP under their service agreement.
- Continue co-creation efforts to connect to and involve the diverse Eastrail community – carry forward with clarification that this is primarily undertaken by EP under their service agreement.
- Plan/coordinate/implement quarterly RAC meetings and twice-monthly PST meetings – ongoing.

Potential 2026 Work Plan additions would happen with existing staff time commitments and do not have new associated cost-share funding requirements.

- Develop a brief update report on key completed actions and 5–10-year action priorities supporting achievement of the RAC vision for the corridor.
- Add point of emphasis for highlighting newly completed transit connections to Eastrail with 2 Line

to communication actions.

- Add point of emphasis for engaging community youth to activation and communication actions.
- Add point of emphasis for implementing coordinating wayfinding to cross-cutting issues list.
- Add point of emphasis for EP tabling and “Welcome to Eastrail” trailside signage to communication actions.
- Add point of emphasis for exploring implementation of amenities to open trail segments to the cross-cutting issues list.

#### *Discussion & Next Steps*

- Members were supportive of the Work Plan and additions as presented. Staff will prepare and share the final approved Work Plan in the April meeting packet.
- Members appreciated the continued focus on welcoming elements and were interested in prioritizing exploring new funding sources given uncertainty and constraints with current federal, state, and local funding sources.

#### **Review and Approval of Revisions to 2022 RAC Memorandum of Understanding (Consensus Item)**

David St. John provided updates on the RAC MOU revision process to affirm Eastside Greenway Alliance (EGA) departure from RAC membership. Slides were included in the meeting packet.

- Staff are drafting a letter of intent for RAC members to affirm membership revision as well as a 2026 MOU addressing the new RAC membership. A King County Council motion is required to approve the MOU and formalize the new RAC membership, followed by RAC member approval of the MOU and RAC resolution publicly acknowledging and thanking EGA for its contributions.

#### *Discussion & Next Steps*

- Staff will provide instructions and letter of intent for RAC members to send and draft an updated MOU for approval at the April RAC meeting. Members are supportive of staff making edits during this revision to streamline future updates.

#### **Briefing on 2 Line Opening Planning and Celebration (Information Item)**

Savannah Steele of Sound Transit shared updates on major capital projects.

- Stride Bus Operations & Maintenance facility groundbreaking in August 2025.
- Extended light rail service via the 2 Line to downtown Redmond and the 1 Line to downtown Federal Way last year.
- Cross-lake connection via the 2 Line from Lynnwood to Redmond with 26 stations over 34 miles, including stations at Mercer Island, Judkins Park, and Chinatown/International District where riders can transfer to the 1 Line.
- There will be a ribbon cutting and public celebrations at each station for the 2 Line opening on March 28<sup>th</sup>.

#### **RAC Premier of the New Eastrail Video (Information Item)**

Colin Petkus of Eastrail Partners premiered the [Eastrail video](#). They are planning to create additional shorter videos using other footage collected for the project. Members should publicize the video through social media and other channels.

#### **RAC “Heads Up” and Housekeeping (Information Item)**

David St. John shared brief housekeeping updates:

- Staff are working to schedule RAC meetings for the rest of the year. Members are interested in an in-person July meeting, possibly in Snohomish County or at the Wilburton Trestle (pending status). Members should send other location ideas to staff.

- A future RAC meeting agenda item will be EP service agreements including scope, funding implications, and potential adjustments to the cost-share model.
- Federal funding awarded to King County and Woodinville via RAISE/BUILD grants appears to be secure at this point, but staff continue to monitor, in addition to federal railbanking legislation and potential implications for Eastrail.

#### *Discussion & Next Steps*

- Members agreed that since the RAC meets quarterly, Co-Chairs should work with staff to draft, circulate, and send letters to the federal delegation if there are any time-sensitive funding or legislation changes relevant to Eastrail without needing to wait for the subsequent meeting.

#### **Progress and Success Updates (Information Item)**

- Progress updates were covered in the capital projects agenda item.
- Councilmember Balducci invited members to join her on February 19<sup>th</sup> at the NE 8th St. bridge Japanese American Legacy Project installation for the EO 9066 annual day of remembrance.

The meeting recording is available here: [2026 Meetings - King County](#). Interested parties should send comments to [eastrail@kingcounty.gov](mailto:eastrail@kingcounty.gov). Joe Inslee will compile any additional comments received.

#### **Next Steps and Adjournment**

The next RAC meeting will be in April, specific date TBD. The meeting adjourned at 11:58 am.



Let's Connect

## **2026 RAC Memorandum of Understanding**

**Consensus Item**

*April 23, 2026*

# 2026 RAC Memorandum of Understanding

## Today's Focus:

- Review the proposed 2026 MOU to address RAC membership change
- Reach RAC consensus on 2026 MOU
- Identify next steps in finalizing 2026 MOU approval by RAC member entities



# 2026 RAC Memorandum of Understanding

## Remaining Steps for Revising RAC Membership to Formalize EGA's Departure:

1. RAC approval of a 2026 RAC MOU changing the RAC membership **UNDER CONSIDERATION TODAY**
2. King County Council Motion approving the 2026 RAC MOU and formalizing the new RAC membership **THIS LEGISLATION HAS BEEN INTRODUCED, WILL INCORPORATE THE RAC-APPROVED MOU**
3. Approval of MOU by all additional RAC member entities within the new membership **CAN BE INITIATED WITH RAC APPROVAL ACTION TODAY**
4. Optional action: RAC member resolution thanking EGA and its member entities for their contributions, invite EGA member entities to future RAC meeting for recognition **PENDING RAC DISCUSSION AND DIRECTION**

# 2026 RAC Memorandum of Understanding

## Prior RAC MOUs:

2017: included expanding the RAC membership to include Snohomish County, the City of Woodinville, the City of Bellevue, the City of Renton, and the Eastside Greenway Alliance

2022: included changing the RAC leadership structure from a Chair/Vice Chair model to the current Co-Chair model



# 2026 RAC Memorandum of Understanding

## Changes Made for the 2026 RAC MOU:

1. Text of Section 2A: RAC Membership will be modified to remove EGA from the list of RAC member entities

### **SECTION 2a. RAC Membership:**

The RAC membership will be driven by the RAC vision. Members will include owner jurisdictions (King County, City of Kirkland, City of Redmond, Sound Transit, City of Woodinville, and Snohomish County) as well as easement holders (PSE, King County and Sound Transit), and cities directly adjacent to the corridor who hold permitting and land use authority, (City of Bellevue and City of Renton). King County will have four representatives, the King County Executive (or his/her designee), and three members from the County Council. All other parties will have one representative from each party as a member of the RAC.

2. The WHEREAS preamble section of the MOU will focus on the EGA membership matter

Provisions of the 2022 MOU that don't relate to EGA's departure from the RAC will be unchanged and remain in effect

# RAC Consensus Decision

- *Is there RAC consensus on approving the 2026 Memorandum of Understanding?*

# Questions, Discussion and Decision

**MEMORANDUM OF UNDERSTANDING**  
**Regarding the Organization of the**  
**Eastrail Regional Advisory Council**  
**March 2026**

This MEMORANDUM OF UNDERSTANDING (MOU) is made by and among KING COUNTY, SNOHOMISH COUNTY, THE CITY OF KIRKLAND, THE CITY OF REDMOND, CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT), PUGET SOUND ENERGY (PSE), THE CITY OF BELLEVUE, THE CITY OF WOODINVILLE, and THE CITY OF RENTON (collectively, the “Parties”). This MOU sets forth the Parties’ mutual understanding regarding, and intent to structure the Eastrail Regional Advisory Council (RAC).

**RECITALS**

WHEREAS, the Eastrail (formally known as Eastside Rail Corridor) Regional Advisory Council (RAC) was established as a collaborative group to carry out a regional planning process to coordinate planning and development activities so as to ensure effective use of the railbanked portion of the Eastrail corridor, and

WHEREAS, in 2017 the RAC executed a memorandum of understanding that, among other actions, expanded the membership for the RAC to include

- Three members from the King County council;
- The King County executive, or the executive's designee;
- A representative from Snohomish county;
- A representative from the city of Kirkland;
- A representative from the city of Redmond;
- A representative from the city of Bellevue;
- A representative from the city of Renton;
- A representative from the city of Woodinville;
- A representative from Sound Transit;
- A representative from Puget Sound Energy; and
- A representative from the Eastside Greenway Alliance, and

WHEREAS, the Eastside Greenway Alliance (EGA) has been an active voice for the non-profit and private sector community interested in the potential mobility and recreation options provided by the corridor and as a member of the RAC has provided essential support to achieving outcomes of timely and lasting value to the development of the corridor, and

WHEREAS, on October 14, 2025 EGA notified the RAC Co-Chairs that, in light of having met its objectives in supporting the development of the corridor and serving as a member of the RAC since 2017, it would be relinquishing its membership in the RAC, and

WHEREAS, at the RAC's quarterly meeting held on October 31, 2025 the other RAC member entities reached consensus that they would support EGA's decision to relinquish its membership in the RAC and take the necessary steps to formalize this change in RAC membership, and

WHEREAS, in 2022 the RAC executed a memorandum of understanding that revised the leadership structure of the RAC to end its use of a Chair/Vice Chair leadership structure and institute a Co-Chair leadership structure, and which this MOU sustains, and

WHEREAS, the parties now wish to replace the 2022 memorandum of understanding and enter into this MOU that reflects the revised membership of the RAC;

THEREFORE, the Parties above have reached the following understanding:

**SECTION 1. Purpose of the Eastrail Regional Advisory Council (RAC):**

The purposes of the RAC are consistent with the owner and easement holder uses and plans for the corridor, (1) to set and advance the multiple use vision of the Eastrail, as initially set forth in the RAC's Creating Connections report, which emphasized the transportation mobility, utility, recreational and equity benefits of the corridor and (2) to support the implementation of the Eastrail Regional Trail as identified in the King County Trail Master Plan and in corresponding plans developed by certain RAC member jurisdictions. The RAC will also serve as a venue for coordinating efforts of member jurisdictions to advance common goals such as: advocating for the funding and implementation of Trail Master Plan improvements and collaborating to develop a brand identity for the corridor, compatible with existing identities in several RAC member jurisdictions.

The RAC will serve as a venue to jointly:

- Coordinate the planning, development, public engagement, and communications and marketing activities to the extent possible to ensure effective use of the railbanked portion of the corridor.
- Coordinate the partner planning process for the trail, high-capacity transit, and utility uses in the Eastrail.
- Coordinate with affected cities around local planning and development.
- Address both near-term and long-term recommendations.
- Recommend any needed changes to the county's countywide planning policies relative to the corridor.
- Coordinate on funding capital projects and potentially operations.
- Develop legislative agendas and lobbying as it pertains to Eastrail projects and issues.
- Weigh in on Sound Transit and Metro Long Range Plans as related to the Eastrail.

- Approve a work plan and corresponding budget that sets out the work for the RAC for the year. Members will assign staff to participate in coordination and collaboration efforts.

### **SECTION 2a. RAC Membership:**

The RAC membership will be driven by the RAC vision. Members will include owner jurisdictions (King County, City of Kirkland, City of Redmond, Sound Transit, City of Woodinville, and Snohomish County) as well as easement holders (PSE, King County and Sound Transit), and cities directly adjacent to the corridor who hold permitting and land use authority, (City of Bellevue and City of Renton). King County will have four representatives, the King County Executive (or his/her designee), and three members from the County Council. All other parties will have one representative from each party as a member of the RAC.

### **SECTION 2b. New RAC Membership:**

The RAC will add or remove members, membership agencies and jurisdictions based on the following processes:

- Consensus agreement of the current RAC membership.
- Signed letter of interest by all parties acknowledging the change to the membership structure.

### **SECTION 3. RAC Leadership:**

The RAC will have two co-Chairs. One co-Chair will be an elected official from the King County RAC membership, and the other co-Chair will be an elected official from another Eastrail owner jurisdiction. The co-Chair positions will be selected every two (2) years by the ownership jurisdiction members of the RAC. The RAC will operate under a consensus model and will not take votes approving or disapproving any particular item before the RAC. The RAC may establish subcommittees of members and staff as needed to address special and or specific issues related to the work of the RAC.

### **SECTION 4. RAC Meetings:**

The RAC will meet on a quarterly basis. Meetings will take place in a standing time slot mutually agreed upon by the co-Chairs of the RAC, after consultation with other RAC members. The meeting dates for each year will be set in the fourth meeting of the prior year. The RAC meeting frequency can be adjusted by consensus of the Parties.

### **SECTION 5. RAC Staffing:**

The work of the RAC will be supported by a staff group comprised of senior staff from RAC member organizations and invited technical experts, to undertake work addressing the RAC priorities. The staff group will serve as an information sharing venue for

distributing information on completed, current, and anticipated activities that provide tangible outcomes supporting the vision. The staff group will make recommendations on information items that should be placed on the RAC agenda. King County will deploy staff resources specifically to support the RAC operations and actions.

**SECTION 6. Property Rights; Jurisdictional Authority.**

Nothing herein is intended to limit or affect the Parties' jurisdictional authority over, or their individually-owned property interests in segments of the Eastrail.

**SECTION 7. Legal Relations.**

This MOU shall not be interpreted or construed to create an association, joint venture, or partnership between the Parties or to impose any partnership obligations or other liability thereon. No party shall have any right, power, or authority to enter into any agreement or undertaking for or on behalf of, to act as, or be an agent or representative of, any other party. This MOU creates no right, privilege, duty, obligation, or cause of action in any person or entity not a party to it. No Party is obligated to participate under this MOU, but to the extent that a Party elects to participate under this MOU then it shall comply with the MOU.

**IN WITNESS WHEREOF**, the Parties hereto have executed this MOU, effective as of the date first written below.

**Signatories**

**[King County]**

**[Snohomish County]**

**[City of Bellevue]**

**[City of Kirkland]**

**[City of Redmond]**

**[City of Renton]**

**[City of Woodinville]**

**[Sound Transit]**

**[Puget Sound Energy]**

# “Eastrail Vision 2035” Session

Eastrail Regional Advisory Council & Eastrail Partners  
Board March vision session:

- Great attendance and participation – thank you!
- 3 breakouts:
  - Work shopping a shared vision statement
  - Draft *Eastrail Vision 2035 document*: what holds true from the last decade for this next decade of work, what needs to be changed, what’s new that needs to be included
  - Case study workshop: inclusive storytelling along the Eastrail corridor



## Next Steps

- Identifying RAC members and staff to work with Eastrail Partners on draft Vision 2035 document to reflect themes and input
- May: draft work with RAC and staff
- June: community input
- July or Oct : draft *Vision 2035v2* presented to RAC





Let's Connect

## **Consideration of New Service Agreements with Eastrail Partners**

**Consensus Item**

*April 23, 2026*

# Consideration of New Service Agreements with Eastrail Partners

## Today's Focus:

- Review the current approach to and status of service agreements with EP to support Eastrail priorities
- Learn about and discuss a proposal from Eastrail Partners for a new round (2027-2028) of service agreements
- Identify next steps based on RAC discussion



# Consideration of New Service Agreements with Eastrail Partners

## Why are we talking about this now?

- To align with RAC member internal decision making for 2027-2028 budgets
- Current funding agreements end at the end of 2026



# Consideration of New Service Agreements with Eastrail Partners

## How do we currently contract with EP for services?

- RAC entities agree on main scope items and then determine the funding amount and member contributions
- There is a 10-year (2025-2034) MOA among six RAC member entities to provide a biannual structure for funding, executing and renewing service agreements
- There are individual two-year contracts between nine RAC member entities and EP to transfer funding to EP for agreed-upon scope items
- We use a formula to determine the funding contributions for each RAC member providing funding



# Consideration of New Service Agreements with Eastrail Partners

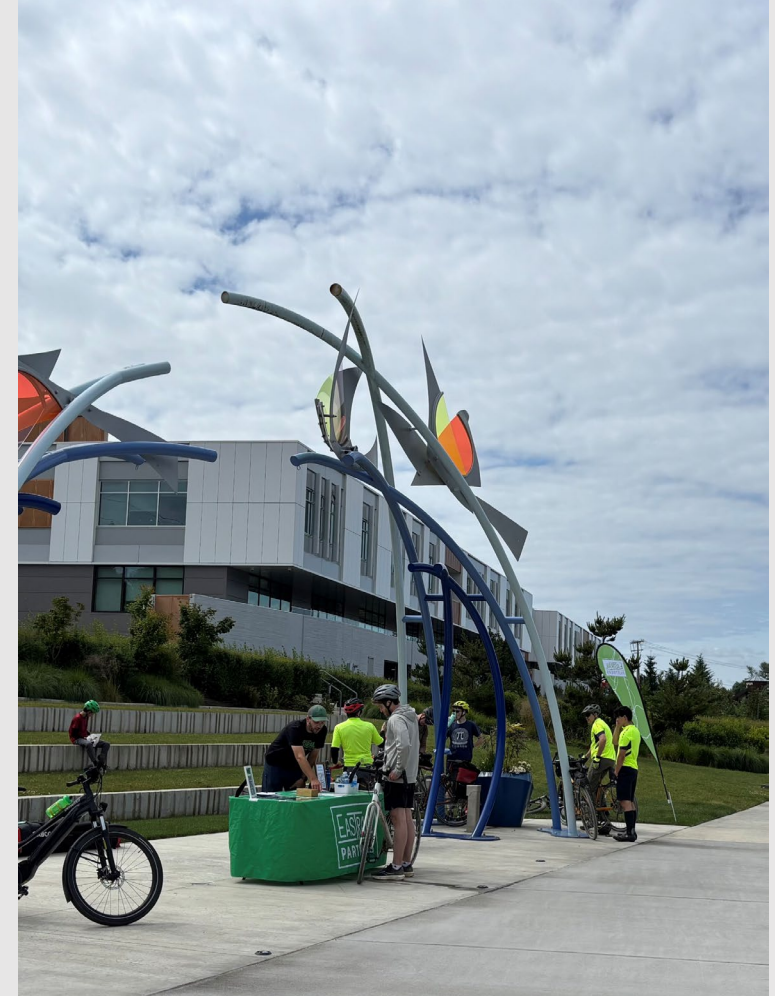
## What are the desired outcomes from today's discussion?

- Collective initial support for a new scope and then initiating development of new service agreements with EP
- Staff directed to work directly with EP and each other to resolve key details
- NOTE: We do not anticipate bringing this topic back to RAC as a whole, work will proceed with RAC input as needed through staff



# Proposed 2027-2028 Eastrail Partners Service Agreement

- Eastrail Partners' proposed 2027-2028 service agreement is very similar to the last, both in terms of overall themes/scope and funding amount.
- Service Agreement funding ask: increases by CPI of 3.5%, for a total of \$207,000
- Areas of Scope:
  - Coalition building for trail funding
  - Trail activation and community engagement
  - Shared communications



# Coalition Building for Trail Funding

- Continued work and collaboration in King Co:
  - Woodinville - community outreach, chamber, Woodinville Creative District, and businesses
  - Bellevue area - support of KCP projects and the City's Grand Connection Crossing work
  - Renton – amplifying regional trails
  - Kirkland – continued collaboration with City Manager's office and Council to maintain momentum
  - Redmond – continued collaboration with Council and Mayor, and economic development to maintain momentum
- Increased focus on Snohomish County, including:
  - Relationship building with state legislators, County Councilmembers, City of Snohomish
  - Relationship building with Snohomish businesses/chamber, etc.



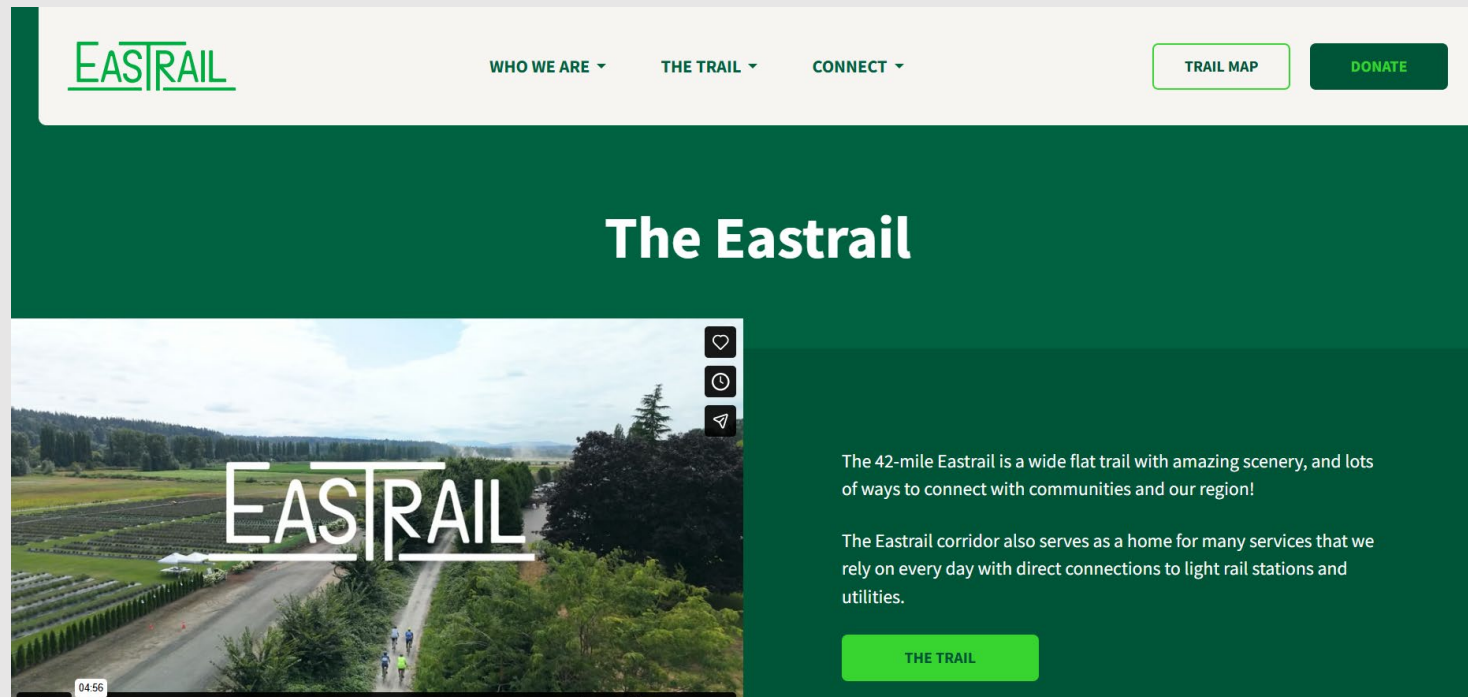
## Trail Activation and Community Engagement

- **Trail Ambassadors:**
  - Continues based on 2025 pilot in the summer, primarily as tabling on weekends and at new events (like farmers markets). Locations along open sections of Eastrail, and adjacent events in not-yet-open sections like Woodinville.
- **Summer concert series:** now a July tradition in Kirkland!
- **Amplification of opportunities** for trail users and community members to give input in Eastrail planning work, especially in Renton, Woodinville, Snohomish
- **Other partnership events:** Bike Everywhere Day in Renton and Kirkland, Bellevue 5k run with BelRed Arts District, ongoing work with Eastside for All, Move Redmond, MTS Greenway, and others



## Shared Communications

- Communications between RAC entities, EastrailP and users continues to be biggest area of improvement and a needed focus on this service agreement. Strides continue to be made on how to improve in this area.
- Website, newsletter, social media work continue
- Eastrail signage – supporting RAC wayfinding work and implementation of wayfinding with government partners



# *Sound Transit's Enterprise Initiative*

*Eastrail Regional Advisory Council*

*04/23/2026*



# *What we'll cover today*

- *Sound Transit's system expansion and involvement with Eastrail*
- *Enterprise Initiative*



***Sound Transit's System  
Expansion & Involvement  
with Eastrail***

# Crosslake Connection Now Open!



# Approved by voters



1996

## Sound Move

**Link** light rail from Westlake to SeaTac/Airport

**Sounder** rail from Everett and Tacoma to Seattle

**ST Express** bus service



2008

## ST2

**Link** to Angle Lake, Bellevue, Redmond, Northgate, Lynnwood, Federal Way

**Sounder** expansion to South Tacoma, Lakewood



2016

## ST3

**Link** to Ballard, West Seattle, Everett, Tacoma, Kirkland, Issaquah, Downtown Redmond

3 lines of **Stride** bus rapid transit service

2 new **Sounder** stations, more capacity, parking and access improvements

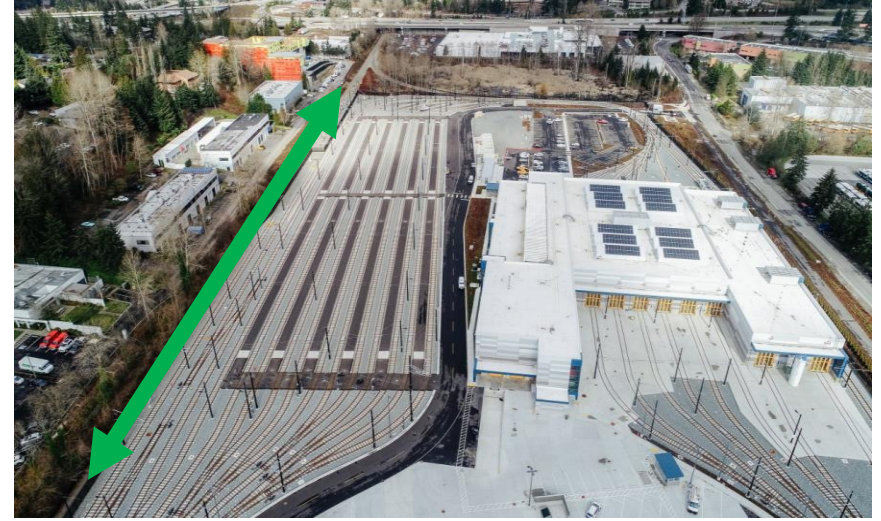
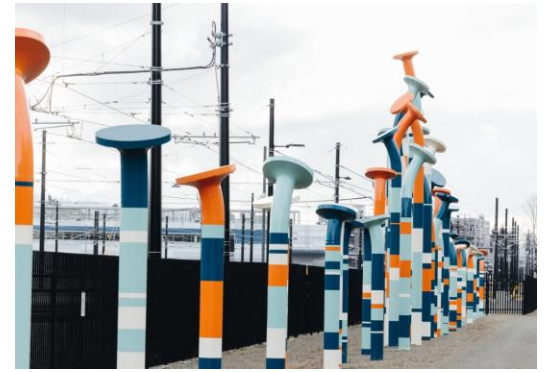
# Eastrail is a multi-use corridor

- **42-mile multi-use corridor:**
  - Trail
  - Utilities
  - **Transit**
- **2011 Sound Transit purchased:**
  - 1.1 mile
  - **High-Capacity Transit easement**



# Where trail and transit meet

- **Current:** 2 Line, OMF-E, NE 8th Ped Bridge
- **Future:** Stride BRT (2028), 4 Line (2044)



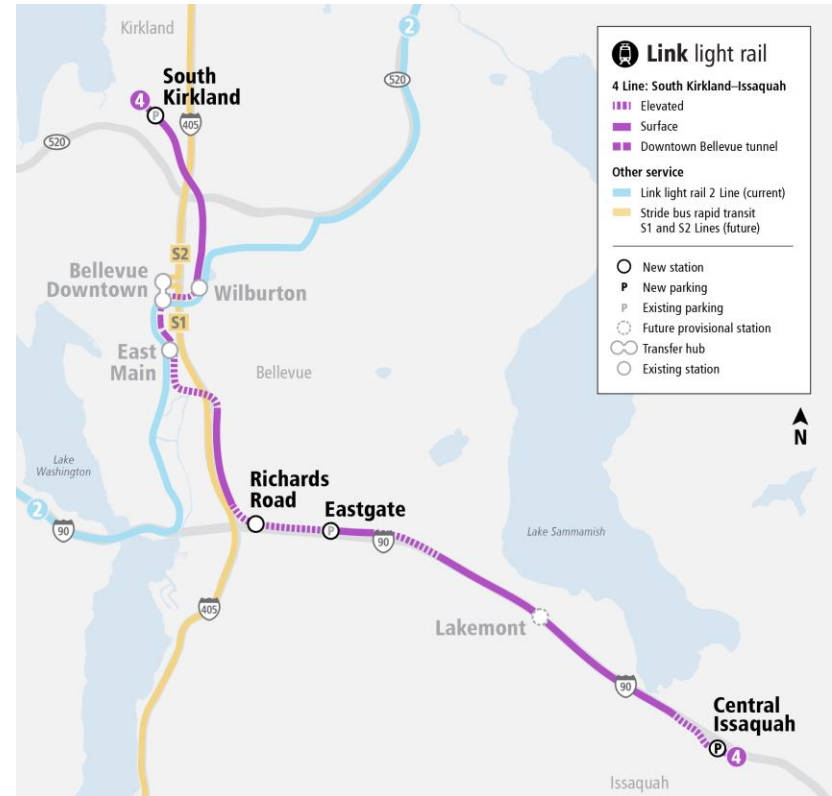
# *Downtown Redmond Station*





# Future: 4 Line

- Voter approved; Pre-Planning
- 11.8 miles of new light rail tracks
- 4 new stations, 3 existing stations
- **Assumes use of Eastrail**
- Opens 2041-2044



# *Enterprise Initiative*



# Our Current System

## Link light rail 1 2 T

- Three lines
- 44 miles
- 49 stations
- Connecting Lynnwood–Federal Way, Downtown Redmond–South Bellevue, Tacoma Dome–St Joseph

## Sounder trains N S

- Two lines
- 83 miles
- 12 stations
- Connecting Everett–Seattle and Lakewood–Seattle

## ST Express buses

- 24 express routes on regional freeway corridors



# Voter-approved system

## Link light rail 1 2 3 4 T

- Five lines
- 116 miles
- 83 stations

## Sounder trains N S

- Two lines
- 91 miles
- 14 stations

## Stride bus rapid transit S1 S2 S3

- Three lines
- 45 miles on I-405 and SR 522
- Serving 12 cities and connecting to light rail in Shoreline, Lynnwood, Bellevue, and Tukwila

# Quantifying our affordability challenge

## *Fall 2025 Long-Range Financial Plan summary*

- \$34.5B in cost savings and/or new funding is required to fully fund ST3 program
- This is a ~25% increase above the Fall 2024 Long-Range Financial Plan
- Capital program cost growth is approximately \$22B-\$30B more in year-of-expenditure dollars
- Cost pressures related to transit operations could require approximately \$5B more in year-of-expenditure dollars
- Updated revenue projections (\$2B) and financing improvements (\$2B) included in the fall 2025 Long Range Financial Plan update have increased agency financial capacity by \$4B

**\$149B in total year-of-expenditures dollars is projected to be affordable, including \$51B in pre-baselined capital projects.**

# Historic inflation

Highway construction costs have **surged 71.5%** since the end of 2020, according to FHWA's National Highway Construction Cost Index. In early 2024, costs were rising at an **annualized rate of nearly 10%**, reflecting historic inflation in labor, materials, and supply chains—dramatically impacting project budgets and delivery.

“The price trend for **engineering services increased approximately twice as fast** in the four years following 2020 compared to the four years preceding it.”

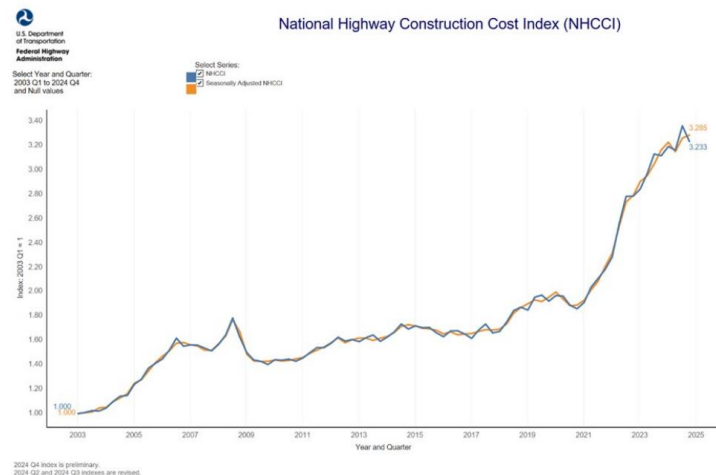


Figure 3: National Highway Construction Cost Index (NHCCI) 2003-2024<sup>45</sup>

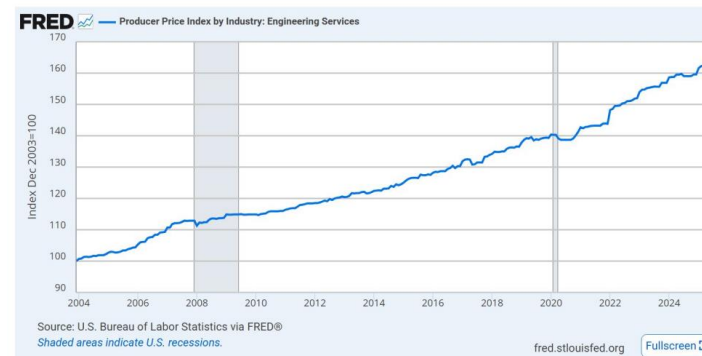
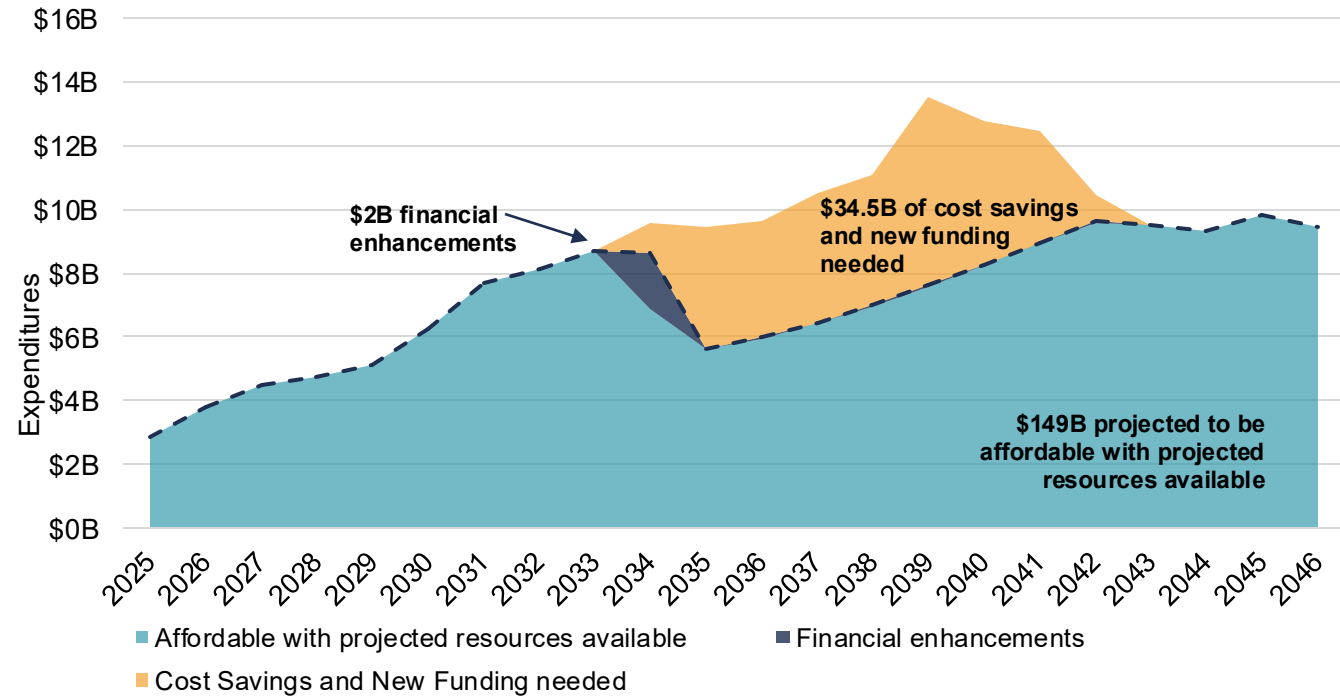


Figure 7: Engineering Services Producer Price Index<sup>50</sup>

# Program affordability over time

- Program affordability challenges occur in part based on our ability to issue debt
- Capital project cost growth, coupled with the timing of those anticipated expenditures, limit our ability to issue debt to finance program delivery
- Solving for this adds a temporal dimension to the problem at hand



# ***Principles guiding the Enterprise Initiative***

## ***Established by the Board via M2025-36***

### **Advance regional connectivity**

- serve our population and job centers
- complete the regional transit spine
- benefit the whole region and achieve the objectives of ST3

### **Support future growth**

- maintain and grow ridership
- align investments with current land use and future growth
- engender broad future support

### **Prioritize the passenger experience**

- prioritize the riders' experience
- maximize connections and ridership
- keep everyone safe
- ensure our system is dependable

### **Protect public investments with fiscal integrity**

- be careful stewards of public resources
- seek cost savings and efficiencies
- maintain strong oversight and accountability
- understand trade-offs

# *Enterprise Initiative workstreams*

## *Policy & planning*

- Policy changes (by Sound Transit or others) that save cost, speed project delivery, or expand financial capacity
- Updated service assumptions based on modified capital program and ridership projections

## *Capital delivery*

- Incorporating cost savings opportunities
- Exploring phasing and sequencing project investments
- Updating cost allocations for shared/systemwide assets
- Considering deferral of some projects

## *Transit operations*

- Potential new resiliency investments (e.g., modern signal system, existing tunnel upgrades)
- Revised operating & maintenance and light rail vehicle costs based on updated service assumptions

## *Finance*

- Updated financial planning assumptions (e.g., federal grant strategy)
- Policy changes and exercising existing available revenue authority
- Potential third-party funding opportunities

# *Themes from Board discussion*

## *Where we go from here: capital program approaches*

- Shared commitment to delivering regional mobility benefits
- Support for advancing light rail investments over other investments in ST3
- Maintain momentum for projects in planning and design to refine potential cost savings and confirm cost risks
- Interest in advancing initial project development phases for projects not yet in planning
- Need for a clearer path for projects/project phases that may be deferred

## *Next steps*

Continued Board engagement to develop an updated ST3 system plan for Board review and adoption.

Public engagement will occur via digital survey and comment forum and subarea town halls.

An updated ST3 System Plan: **by the end of Q2 2026**



*Thank you.*



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