

FY2024 RAISE Grant Application

Closing the

EASTRAIL Gap

I-90 Segment Project



King County

Applicant:
King County Parks
Grant Request: \$25,000,000

Closing the EASTRAIL Gap

PROJECT SNAPSHOT



Project Location

City of Bellevue
King County, Washington



Estimated Completion Date

2030



Project Scope

1.7 miles of trail +
restoration of 2 bridges



Trail Connectivity

100+ mile Mountain to
Sound Greenway corridor



Affected Communities

2.3 million people will live
within 8 miles by 2050*



BELLEVUE



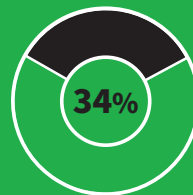
EASTRAIL
I-90 Gap

to
BELLEVUE

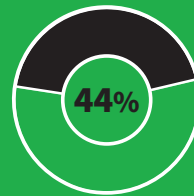
to
RENTON



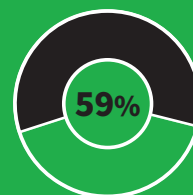
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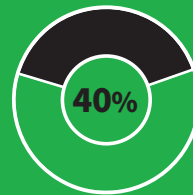
of all trips will be by
bike or walk by 2050*



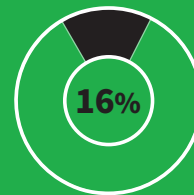
fewer deaths in
separated bike facilities



people of color**



non-english speakers**



below federal poverty level**

5 rapid
transit
stops

6 light
rail
stations

within 1 mile of Eastrail

8 miles
long

average bike commute

* Vision 2050, Puget Sound Regional Council

** 2021 ACS Survey averages of the cities of
Bellevue and Renton

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01

EASTRAIL • CLOSING THE GAP

Project Description

Introduction

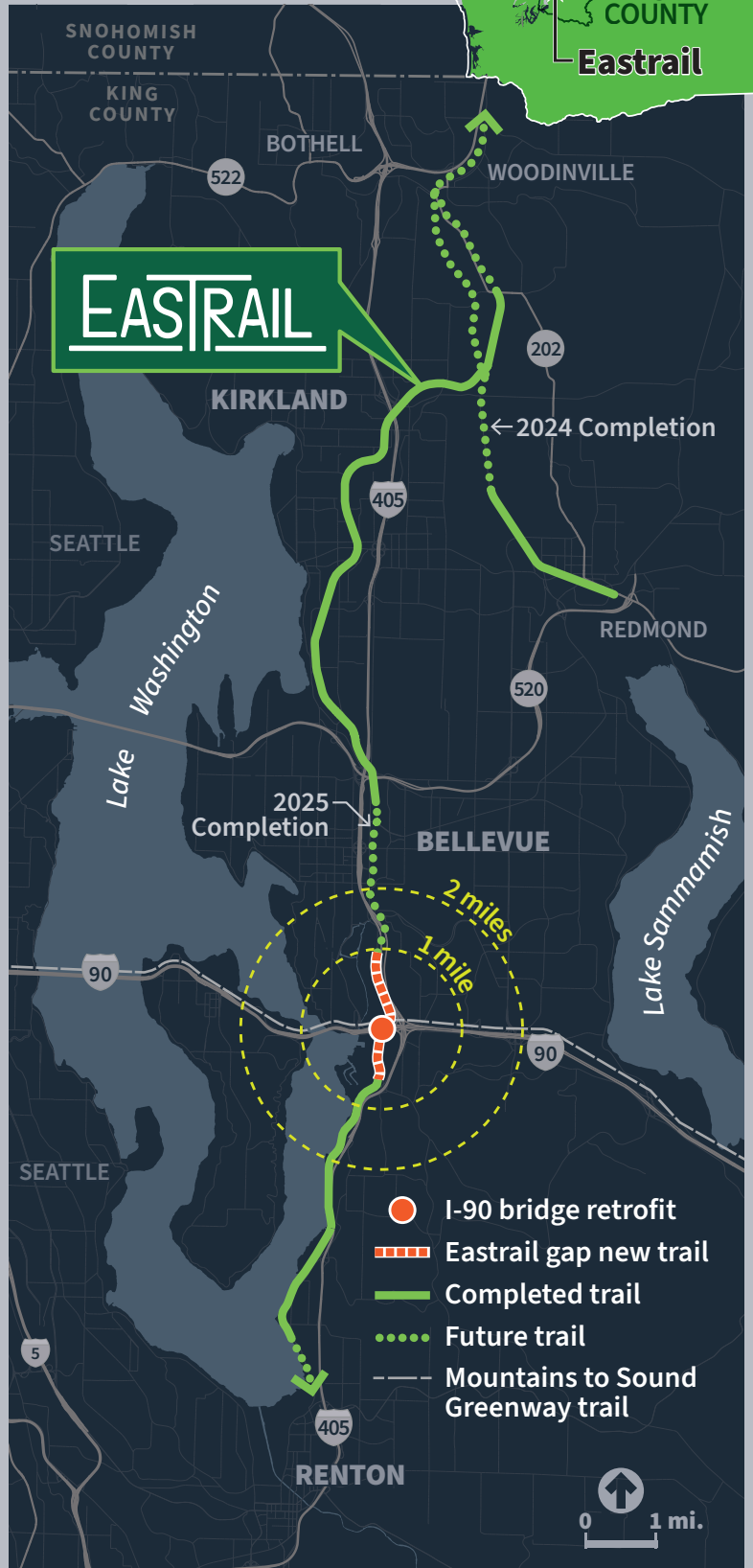
King County (Applicant) is applying for a \$25 million FY2024 RAISE grant to close the final 1.7-mile gap in the southern segment of the 26-mile Eastrail shared use path. The Eastrail is a world-class trail linking the regional growth centers and employment hubs of Seattle suburbs to the East of Lake Washington (the Eastside). Closing the Eastrail Gap: I-90 Segment (Project) will reconnect the diverse, growing, cities of Renton and Bellevue, expand mobility options for the majority-minority communities there, improve safety, provide access to a 100-plus mile shared-use path network, and contribute to regional climate goals.

King County’s current population of 2.2 million is projected to grow by 38% in the next 25 years *1. In response to this, the [Puget Sound Regional Council \(PSRC\) Vision 2050](#) Plan imagines a livable, walkable future that provides direct connections between where people live, work and play. Efforts to incentivize transportation mode-shifts contribute to first, the regional goals of reducing vehicle miles traveled (VMT) and greenhouse gas emissions, second, improving public health, and third, increasing safe, accessible transportation options in majority-minority neighborhoods. Transit-oriented development, active transportation networks, and infrastructure are key strategies to achieving those goals *2.

The Eastrail is the most important north-south active recreation and transportation facility in the region. The Project will fill a critical, unfunded, gap in the Eastrail, representing a significant physical separation between two major population and employment centers north and south of I-90. Completing construction of the trail segment by 2030 will provide a safe, continuous route for recreation and active transportation on the Eastside and beyond. The Project will reconnect communities currently divided by I-90, by retrofitting an existing steel rail bridge spanning 16 lanes of highway, repurposing a wooden trestle bridge, and constructing 1.7 miles of new, paved trail. The Project will also connect to the east-west, I-90/Mountains to Sound Greenway Regional Trail (MTSG Trail), providing direct access to Seattle and other growing Eastside communities.

Eastrail is a partnership success story; 19 miles of the Eastrail has been completed through collaboration between King County, municipalities, non-profits,

FIGURE 1. EASTRAIL MAP



businesses, transit agencies, and utilities on the Eastside. Since 2009, King County and its partners have invested \$265M in the Eastrail. King County Parks (Parks) has secured \$5.6M in state and local funds to complete the design of the Project prior to obligation of RAISE funds. Parks is requesting \$25M (60%) from USDOT through the RAISE FY24 grant program for construction of the Project. Project costs for construction, to be incurred after RAISE Obligation, are \$41,941,016. Parks will allocate \$8.4M (20%) of an already secured WA State grant, to meet the minimum match amount. The County is committed to securing the balance of funds (20%) for local and private sources in advance of the 2033 spending deadline.

The Challenge



The Puget Sound is great place to live; it is well-known for its lush forests, extraordinary mountains, stunning natural geographic features, and access to some of the best outdoor recreation opportunities in the western United States. Yet this dramatic topography coupled with increased population and density poses safety and mobility challenges as the population has increased.

Large employers have settled on the Eastside, attracting a diverse workforce with in-demand skills. Between 1990 and 2020, the population of King County grew by approximately 50%. Renton alone saw a staggering 153% increase and Bellevue saw a 70% increase during this time *3. Much of this growth occurred in previously unincorporated areas that have been developed into higher density suburban or urban areas. The growing population has placed a tremendous strain on the existing transportation systems, which are challenged to meet increased demand while prioritizing safety.

King County residents experience up to 77 hours of traffic delays annually and 21% of roadways experience heavy to severe congestion during peak hours. This is largely the result of a transportation system that was originally designed to accommodate single-occupancy vehicles and low-density residential neighborhoods *4. The Eastrail is one of the solutions to accommodate increased density and to diversify transportation modes. Total VMT and related emissions have steadily increased in King County, despite County goals to significantly reduce transportation related emissions by 2050. More vehicles on the road also pose a risk to safety. Between 2010 and 2019, serious pedestrian injuries and fatalities increased by 27%, while serious bicyclist injuries and fatalities increased by 1.5% *5.

There are major gaps in the current network of bike and pedestrian infrastructure (Figure 2). Without intervention, the Project area will remain a major obstacle to mobility

and connectivity on the Eastside, requiring users to navigate around I-90, on alternate street routes including 118th Avenue SE and Factoria Blvd; both high-volume, high-speed arterials.

The Solution

How can the 2.3 million people living near the Eastrail in 2050 be encouraged to walk, bike, and access transit more? Closing the gap in this critical recreation and active transportation facility by reconnecting north and south across I-90 completes the transportation spine, and fuses together the supporting active transportation network to incentivize mode shift.

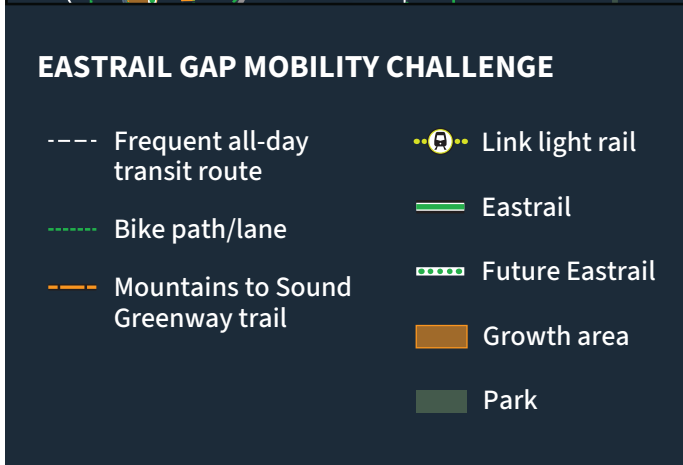
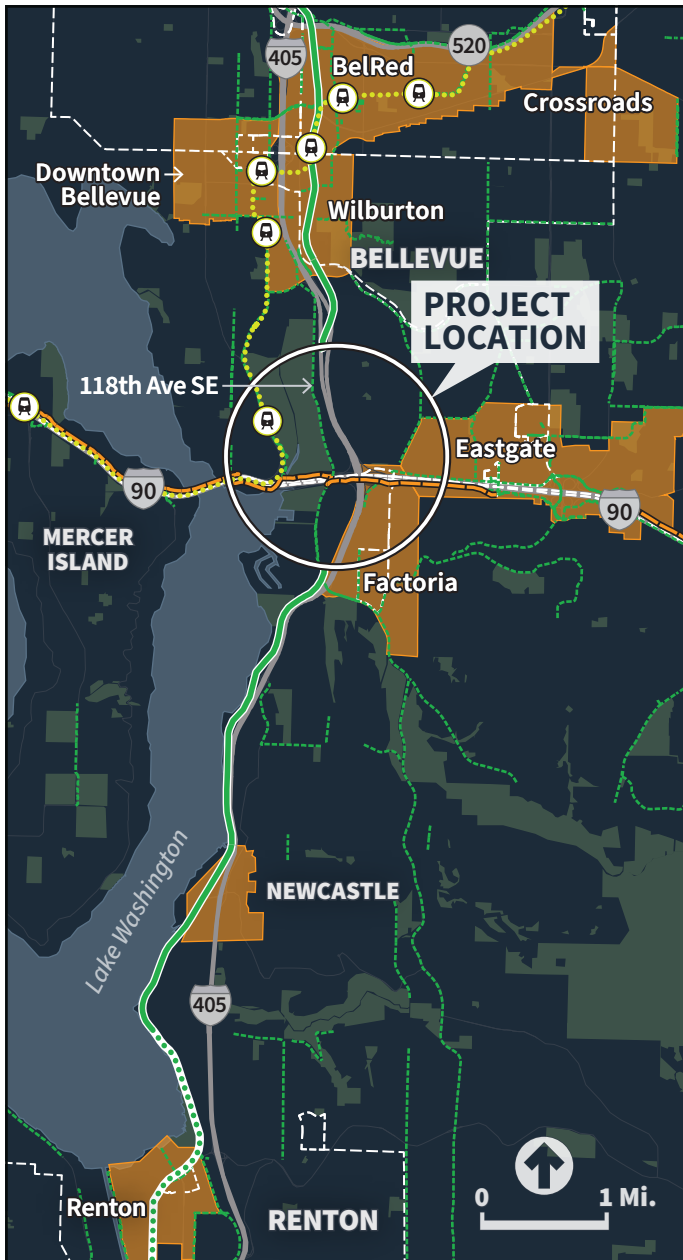
Higher rates of walking and biking result in measurable reductions of transportation-related emissions (and their harmful effects) and yield improved safety and quality of life outcomes for residents. Now is the time to fund this last major piece of Eastrail in King County.

Project Objectives

1. Eliminate the final major gap in the Eastrail, creating safe, and accessible connections for recreation and active transportation throughout the Eastside.
2. Reconnect residents in the diverse neighborhoods of Wilburton, Factoria, and Eastgate to rapidly growing employment hubs, transit, and essential services in Bellevue and Renton.
3. Support the PSRC’s goal to reduce emissions by 80% by 2050, via strategies that include active transportation.
4. Continue to implement exemplary collaboration through local government support, public-private partnerships, and inclusive community engagement.
5. Build on the success of the Eastrail program and past projects to complete the critical southern segment of the trail over I-90.

Project Description *continued*

FIGURE 2. REGIONAL MOBILITY CHALLENGE MAP



Project Description

The Project bridges the final gap in the southern end of the Eastrail. The Project will result in 1.7-miles of high-quality, shared use path, and provide the only separated crossing across I-90 within a mile for non-motorized transportation. Completing this segment is essential for the Eastrail to fulfill its potential as a key connector on the Eastside. The Project also includes an access ramp that allows critical connection to the MTSG Trail that further connects along I-90 to communities east and west of the Project area, including Seattle.

Current Design Status

To date, 19 miles of the Eastrail have been constructed, with a total of 21 miles that will be open to the public by 2030. The Project is one of the final unfunded segments within King County.

The Project is currently in the predesign phase, with preliminary design set to begin in Q3 of 2024. Parks is well-positioned to move into the design and construction phases. As the primary developer and operator of regional trails in our region, Parks is experienced in managing the design and construction of shared-use paths and does not anticipate any unusual technical challenges for this project. The Project will utilize design, material, and spatial standards that have been established previously through design and construction of other Eastrail segments.

The Project will also benefit from a King County Wastewater Treatment Division (Wastewater) project that, prior to initiation of the trail project, will utilize the existing I-90 steel bridge for a temporary sanitary sewer line bypass while rehabilitation is performed on the primary sewer line beneath I-90. This project partnership will result in substantial cost savings for the Wastewater Project, while also increasing Project readiness.

Eastrail History and Growth in the Puget Sound Region

The Eastrail is built on a railbanked railroad corridor, originally acquired by the Port of Seattle from the Burlington Northern Santa Fe (BNSF) Railway in 2009. Then called the “Eastside Rail Corridor” (ERC) it subsequently transferred into a shared ownership model, including several cities and agencies, and Parks. To coordinate the use and development of the Eastrail, the King County Council created the Eastrail Regional Advisory Council (RAC) through legislative action. This group initially comprised of property owners within

FIGURE 3. TRAIL PROFILE – ON-GRADE TRAIL



FIGURE 4. TRAIL PROFILE – TRAIL ON BRIDGE



King County expanded since 2017 to include Snohomish County, cities within King County, and Eastside non-profits. The RAC crafted a collective vision for the trail, including future funding opportunities and coordinating development planning. This history of cooperative leadership for the development of the corridor has led to remarkable success.

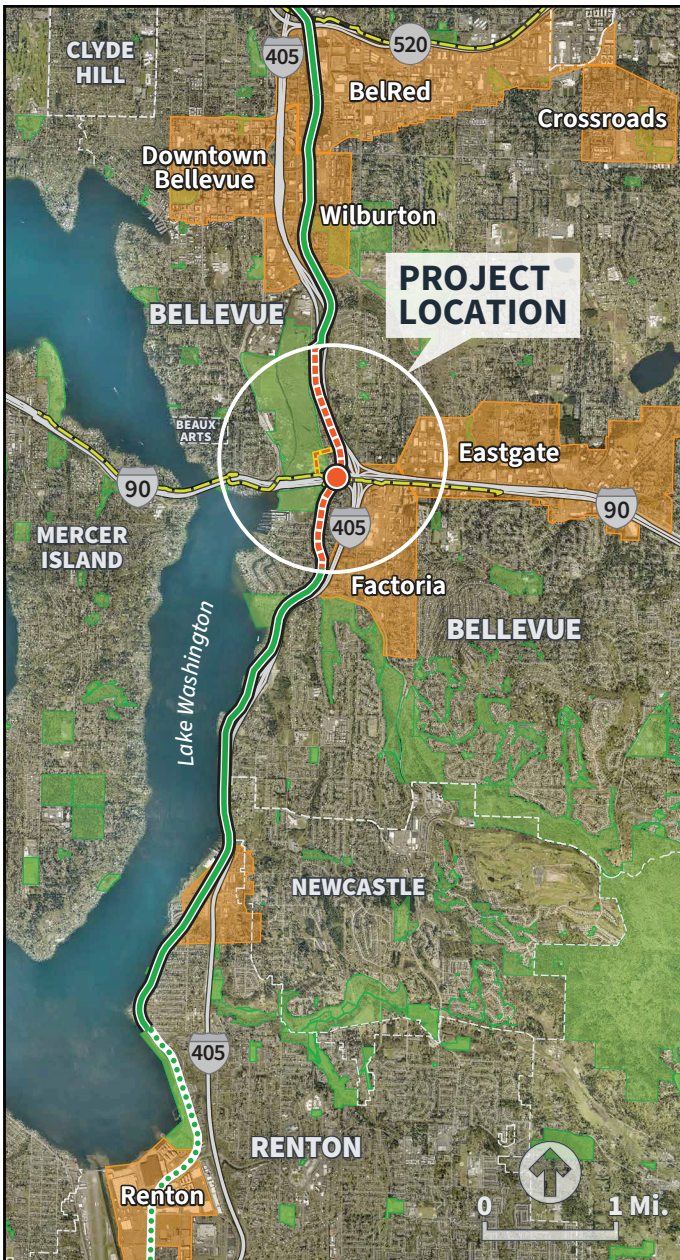
Development of the Eastrail is guided by the [Eastrail Master Plan](#), adopted by the King County Council in 2017.

The primary objectives include:









- Improve regional mobility – connect Eastside communities.
- Provide recreational opportunities and active transportation options.
- Incorporate Eastside heritage and culture.

Project Description *continued*

FIGURE 5. PROJECT LOCATION MAP



EASTRAIL GAP PROJECT LOCATION

 I-90 bridge retrofit	 Growth area
 Eastrail gap new trail	 I-90 Mountains to Sound, 520 trails
 Eastrail	 I-90 Eastrail connector
 Future Eastrail	 Park

PSRC’s [Vision 2050](#) anticipates another 1.5 million residents in the greater Puget Sound Region by 2050. Growth of that magnitude puts immense pressure on finite environmental resources and transportation systems, and demands huge investments in housing, and public infrastructure. The PSRC’s [Regional Growth Strategy](#) anticipates and plans for these stressors.

Ownership & Project Partners

Parks will be the owner and operator of the Project, and it is supported by a broad range of stakeholders including local cities, transit agencies, non-profit organizations, and private businesses. In addition to \$2M in funding from the current 2020-2025 Levy, Parks has already acquired partial Project funding commitments from Washington State and anticipates participation from local public and private sources to meet the funding need for the full Project cost.

Regional Context

The Project will link new transit-oriented developments in Renton and Bellevue and support expanded light rail and Bus Rapid Transit (BRT) ridership by providing first and final mile connections. This is critical to underserved and vulnerable communities, who are historically less dependent on cars and utilize transit, walking, and biking more frequently.

At the north end of the Project, Bellevue’s Wilburton neighborhood is being rezoned for high-density transit-oriented development in response to a new light rail station opening in the spring of 2024. The City of Bellevue anticipates an additional 33,000 housing units, and 77,000 jobs city-wide by 2044. The Wilburton neighborhood will have an additional 3,000 housing units, and 10,000 jobs by 2044. At the southern end of the Project, the City of Renton is experiencing growth in the Southport neighborhood.

Project Location

The Project is in King County, Washington, on a former rail line in the southern portion of the City of Bellevue, west of the interchange between I-405 and I-90. The Project is oriented north-south and is located between the shoreline of Lake Washington and the alignment of I-405.

The Project is in a designated urban area (2020 Census). It does not fall within an area of Persistent Poverty, Tribal Lands, or a Historically Disadvantaged Community, per the guidelines of the Notice of Funding Opportunity.

The project is in the following Census Tracts:

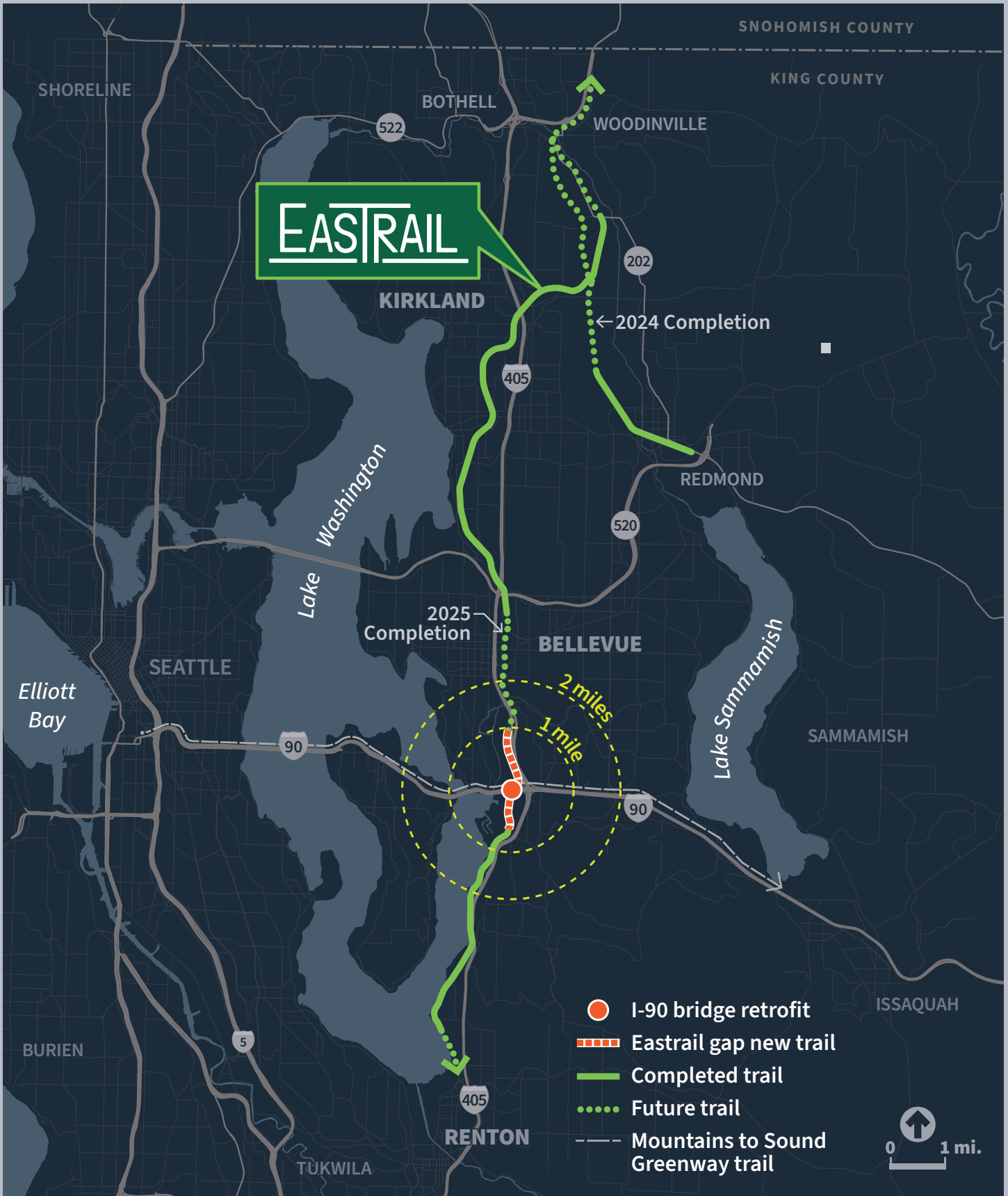
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2020: 239.02, 238.01, 247.01

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EASTRAIL • CLOSING THE GAP

Project Location



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04

EASTRAIL • CLOSING THE GAP

Merit Criteria

Introduction

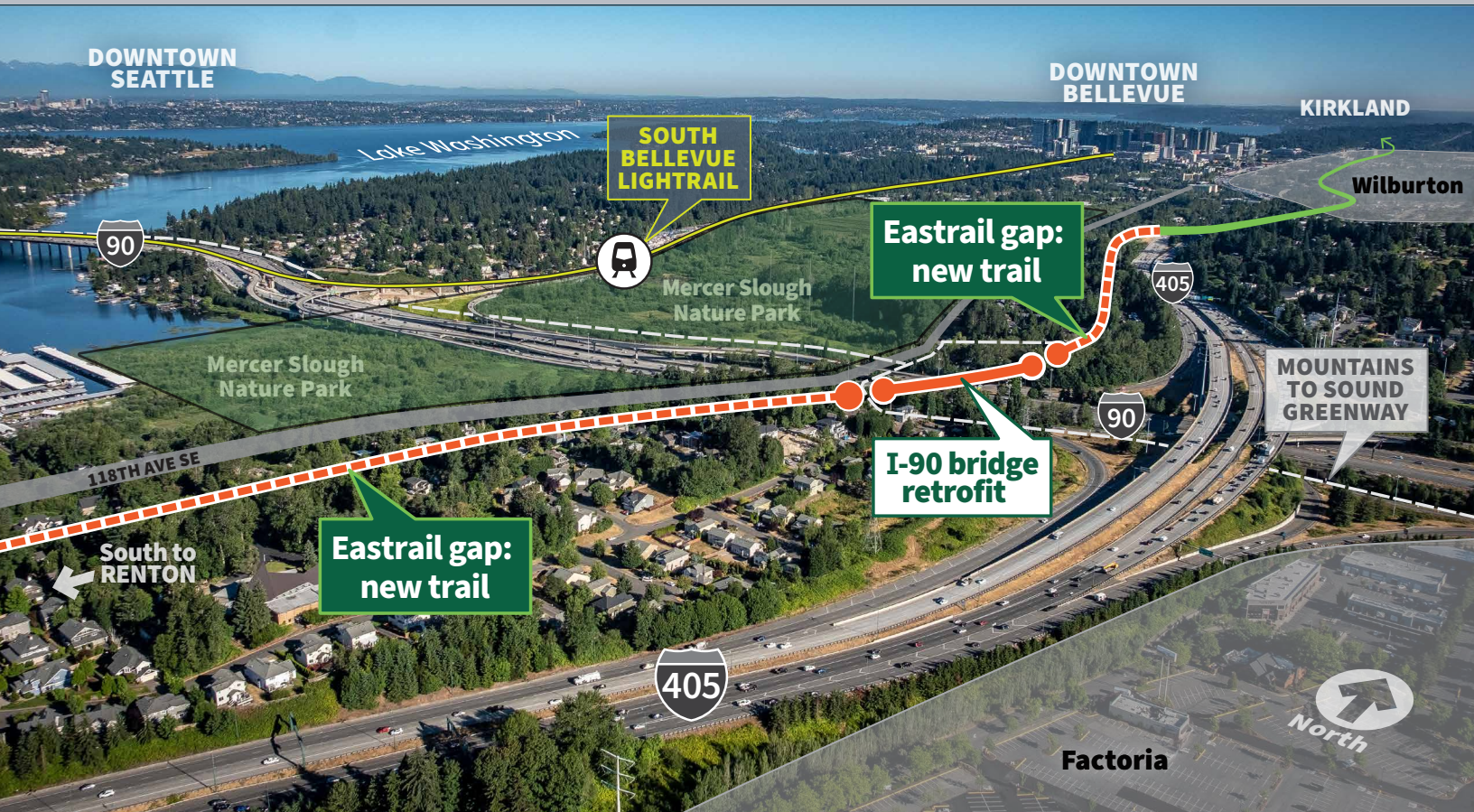
King County Parks (Parks) is applying for a \$25 million FY2024 RAISE Grant to close the final gap in the 26-mile southern portion of the Eastrail. The Eastrail Gap: I-90 Segment (Project) will connect the cities of Renton and Bellevue on a shared use path, allowing for access to the exceptional Puget Sound regional trail network. The Project reconnects communities across a major freeway and creates a safe route for recreation and active transportation users, who will benefit from a complete separation from busy roadways and intersections of alternative routes. A 22-foot trail width (including gravel shoulders) comfortably accommodates multiple modes, speeds, and abilities.

Two interstate highways, I-90 and I-405, currently create substantial barriers for mobility on the Eastside. I-405 limits east-west travel, but benefits from the existing Mountain to Sound Greenway Trail (MSGT.) I-90 bisects Bellevue, North and South but without a separated non-motorized crossing within a mile of the Project. By crossing

over I-90, Washington's only major east-west interstate, and connecting to the recently completed Mountains to Sound Greenway (MTSG) Trail segments passing under and over various I-405/I-90 interchange ramps and the Factoria Boulevard arterial, the Project increases accessibility to daily destinations within the region and re-connects communities long separated by these highways.

The Eastrail is a world-class regional trail that links the rapidly growing communities and employment hubs of the Eastside, improves safe access to transit, provides equitable access to jobs, and provides opportunities for recreation. The scope of work includes retrofitting an existing steel rail bridge that spans 16 lanes of I-90, repurposing a small wooden trestle and constructing 1.7 miles of new, paved on-grade trail to the north and south of I-90. The Project also includes a ramp to allow connection between the Eastrail and the I-90/MTSG Trail that further connects along I-90 to communities east and west of the Project area, including Seattle.

FIGURE 6. AERIAL PROJECT LOCATION



A partnership success story, 19 miles of the Eastrail has been funded, designed, and constructed (or is approaching completion) as of 2024. By 2030, when the Project is complete, at least 21 miles of trail will be open. Progress on this complex trail has been successful through collaboration between King County, and the surrounding cities of Bellevue, Kirkland, Renton, Redmond, and Woodinville; along with Puget Sound Energy, Sound Transit, and non-profit and private support, including Amazon, REI, Meta, Google, and Kaiser Permanente.

The Puget Sound region is one of the most dynamic, diverse, and fastest growing regions in the United States. Access to an exceptional quality of life, bolstered by stunning natural features, high-paying jobs, and a strong economy has attracted nearly half a million new residents since 1990 in King County alone *6. The region has prioritized investments in transit-oriented development and supporting infrastructure to create livable, walkable neighborhoods that provide direct connections between where people live, work, and play. Promoting a mode

shift toward more active transportation and creating opportunities for recreation constitutes a pivotal strategy in our growth plan. By doing so, we can minimize traffic delays, vehicle miles traveled (VMT), greenhouse gas emissions, and enhance public health.

The Eastrail development and Project aligns with key regional and local planning documents including:

- PSRC 2050
- PSRC Regional Transportation Plan
- City of Bellevue Comprehensive Plan
- King County Comprehensive Plan
- King County Strategic Climate Action Plan Biennial Update

The Project will directly support key elements of the Puget Sound Regional Council (PSRC) Vision 2050 Regional Growth Plan that includes:

- Provide opportunities for all
- Significantly reduce greenhouse gas emissions
- Keep the region moving
- Grow in centers and near transit
- Act collaboratively and support local efforts

FIGURE 7. MERIT CRITERIA SELF SCORE

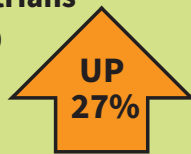
Criteria	Project Objective	Self Assessment	Merit Criteria Summary
a. Safety		 High	Shifting off roads and to active transportation, the shared-use path reduces the likelihood of serious and fatal collisions with vehicles.
b. Environmental Sustainability		 High	Supports regional climate goals and air quality improvement by encouraging more active transportation and recreation.
c. Quality of Life		 High	Facilitates access to transit, recreation, and essential destinations close to where residents live, work, and play.
d. Mobility & Community Connectivity		 High	Creates new connections between Bellevue and Renton by removing physical barriers and completing a significant gap in the existing network.
e. Economic Competitiveness & Opportunity		 High	Connects to and creates good-paying union jobs, and links to regional growth centers.
f. State of Good Repair		 High	Repurposes the existing railbed and restores existing bridges to have a “second life.”
g. Partnership & Collaboration		 High	Exemplary collaboration and partnerships bring the vision of the Eastrail to life.
h. Innovation		 Medium	Focused on reducing environmental impact, collecting real-time ridership data, innovative public-partnerships, and preserving a community art space.

Merit Criteria *continued*

a. SAFETY

Current routes to cross I-90 are high volume, high speed, and provide only painted shared-street bike facilities. The Project closes a gap in the current network and creates a safe alternative for pedestrians and cyclists to cross I-90. It provides a separated, shared-use facility with particular benefit for low-income and communities of color on the Eastside who are more likely to walk, bike, and take transit to daily destinations *7. Improving safety for pedestrians and cyclist are top priorities in every regional transportation plan, and for communities connected by the Eastrail. The [PSRC](#), City of Bellevue and, City of Renton have all adopted a Vision Zero plan or similar safety-focused plans. Vision 2050 calls for a [Safe Systems](#) approach to managing the risks for pedestrians and cyclists.

Fatalities/serious injuries among pedestrians and 2019



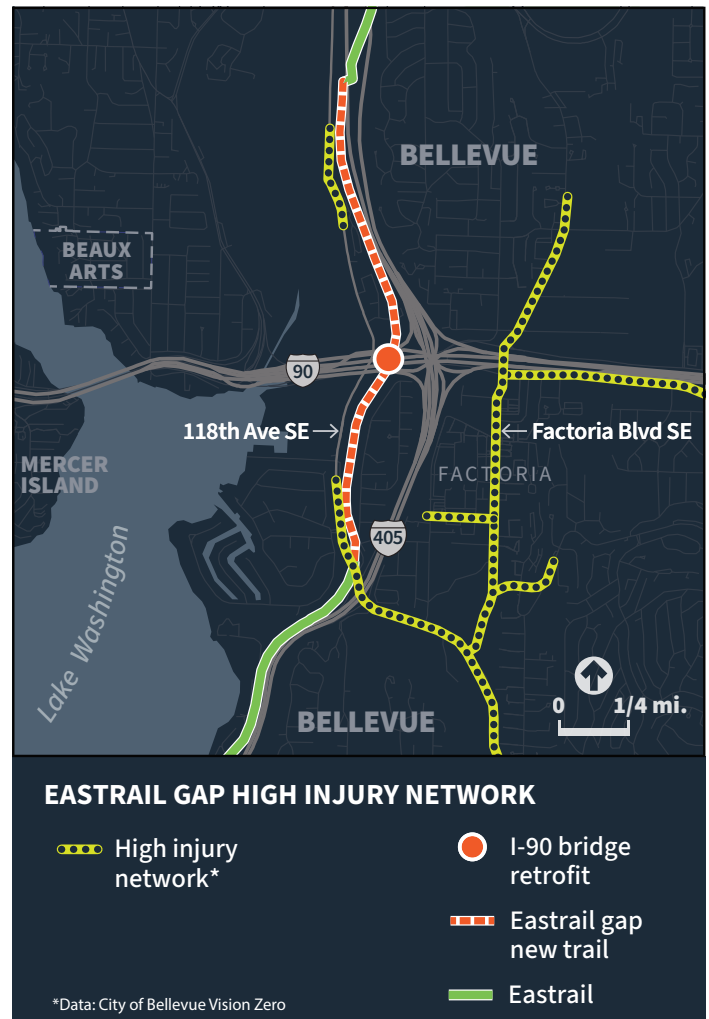
Source: PSRC *8

There are currently two locations for pedestrians, cyclists, and other wheeled users to cross I-90 within a 1-mile radius of the Project. One of these locations, 118th Avenue SE, is the primary route from which the Project seeks to capture non-motorized traffic. The road has an average daily traffic volume of 4,700 vehicles traveling approximately 35 MPH *9. This road is part of [Bellevue's High Injury Network](#); a subset of the city's streets where 83% of collisions occur on just 8% of the City's overall street network *10. Between 2013 and 2020, there were over 600 pedestrian and bike collisions city-wide in Bellevue, accounting for 48% of all fatal and serious injuries *11. Since 2013, there have been at least nine documented collisions involving cyclists or pedestrians on 118th Ave SE *11.

I used to commute from Seattle to Bellevue, and when the new 520 Bike Trail opened up, it was just a night and day difference...It was a lot more attractive to use that...even though I-90 was usually a lot more convenient for me getting over to Bellevue.

– Young Adult Survey Participant

FIGURE 8. HIGH INJURY NETWORK



Factoria Boulevard/Richards Road is located to the east of the Project area and is the other existing route that crosses I-90 in the Project vicinity. This is a significant arterial, with seven vehicle lanes at its widest point. There is a raised sidewalk on the west side of the road, but no dedicated bike lanes. While cyclists may feel safe riding on the sidewalk, the behavior is problematic for both pedestrians and vehicles. Studies have shown that the risk of a cyclist collision with a car is 1.8 times higher for cyclists riding on the sidewalk versus the road, and that jumps up to 5.3 times higher when riding against the flow of traffic *12.

Because off-street bike paths are proven to be the safest route for cyclists, construction of the Project is a proactive measure to complete the final gap that will significantly reduce the likelihood of serious or fatal injuries.

Based on a 2021 PSRC survey, residents expressed that one of the largest barriers to mode shift was “incomplete and unsafe” bicycle infrastructure especially when accessing transit *13. Bike trails as opposed to bike lanes were seen as a positive component of bicycle infrastructure.

Looking ahead to 2050, walking, biking, and transit, are forecast to account for approximately 32% of all work

trips made in the region, up from 17% now *14. PSRC found that low income and minority populations in the region are more likely to walk, bike, and take transit to work, putting them at increased safety risk on many current facilities *15. The Project would create a wide, safe, and accessible shared use path that will improve safety outcomes, especially for these groups, and create additional incentives for mode shift that are in line with the 2050 projections.

FIGURE 9. CONDITION OF EXISTING BIKE AND PEDESTRIAN ROUTES



118th Ave SE



Factoria Blvd SE

b. ENVIRONMENTAL SUSTAINABILITY

The Project builds on robust investment in shared-use paths and high-capacity transit in King County and beyond. Closing the Eastrail Gap over I-90 will make access to regional bus and light rail safer and more convenient, encouraging active transportation modes and fewer vehicle miles traveled (VMT), and contributing to the region’s ambitious goals to lower carbon emissions. The Eastrail corridor will provide habitat and air quality benefits by reducing VMT, preserving vegetation, and protecting water quality for local salmon.

King County is leading the way through continued investment and enrichment of the regional trail system to reduce overall greenhouse gas (GHG) emissions. By creating a safe route for active transportation, the Project incentivizes additional mode shift, especially for shorter trips. King County, the State of Washington, and our partner cities each have aggressive emissions reduction goals.

The [2020 King County Strategic Climate Action Plan](#) found that GHG emissions from transportation account for

State & Local Climate Goals	Aligned to support reduced transportation emissions by 2050.
Washington State	Reduce emissions by 95% below 1990 levels and achieve Net Zero.
King County	Reduce emissions by 80% from 2007 levels.

42% of all emissions in the County, with over half of that from on-road travel. To reduce our reliance on fossil fuels and associated impacts from greenhouse gases, heavy investments are being made in multimodal solutions that reduce transportation emissions. In addition to investments in transit and light rail, the region is making a shift to promote zero-emissions modes, such as active transportation. In Washington, multiple state and local plans provide guidance for reducing transportation-related emissions, and more recently, the National Transportation

Merit Criteria *continued*

Blueprint has provided guidance at the federal level – all of which clearly advocate for investments in the expansion of active transportation.

While per capita vehicle miles traveled (VMT) has declined in King County since 2017, the growing population has resulted in an 8% increase in total VMT *16. These statistics reflect the challenges of a growing population (through overall increases in VMT) while recognizing the growing momentum of mode shift to non-SOV transportation *17. King County has set a goal to reduce total VMT by 28% by 2050 (from a 2017 baseline). We know that in Bellevue, over 50% of the workforce commutes by car, but over 40% of those trips are usually less than 20 miles *18. Average bike trips in the region are typically 8 to 16 miles, so it can be assumed that a portion of the SOV trips could instead be by bike. Although right now that infrastructure feels incomplete to riders due to its fragmented nature.

The existing and planned transit-oriented developments in Bellevue, supported by active transportation networks, will reduce overall vehicle dependence, thereby removing cars from the road and alleviating traffic congestion, especially during peak hours where vehicles are more likely to experience significant traffic delays. Such improvements will result in reduced exposure to harmful pollutants.

The preservation of the old rail corridor also means that the existing tree canopy will be maintained, helping to remove pollution from the air and sequester carbon, which is especially critical given the Project’s proximity to the interstate highways. The extensive tree canopy will provide shade for trail users on hot days and coverage on rainy

days. Maintaining the tree canopy is in alignment with the [King County “3 million trees” initiative](#). Protection of native flora and fauna and an assessment of invasive species is included in the Project scope. Additionally, trail corridors are beneficial urban wildlife connectors.

King County is committed to excellence in design, including implementation of five required [sustainable design principles](#) on all capital improvement projects which include: 1) holding an eco-charette, 2) using an integrated design process, 3) accounting and mitigating for how a project will affect and be affected by climate change, 4) minimizing construction impacts/conducting a pre-design site assessment and plan for efficient and safe workflow, and 5) developing a Life Cycle Cost Assessment (LCCA).

King County Parks, which includes over 175 miles of regional trails, is the largest park system in the nation to receive a [Salmon Safe](#) designation. Because of the proximity to wetlands and its location within the Coal Creek Watershed, the Project will be subject to the requirements of the Salmon Safe certification. Improving our ability to access trails, open space, and natural areas is an important climate and public health strategy; trails provide opportunities for physical activity and recreation while spending time outdoors. The Project will connect residents to the Mercer Slough Natural Area, Wilburton Hill Community Park, Newcastle Beach Park, and the Coal Creek Natural Area. Additionally, there will be a direct connection to the I-90/MTSG Trail and Greenway National Heritage Area that stretches 100 miles from Ellensburg to Seattle, and encompasses dramatic landscapes of water, mountains, farms, and forests.

Trails of all kinds are places for recreation, exercise, and time outside. Trails are used for active transportation, whether for daily commuting or errand running, and during unique events or emergencies. Trails are also a crucial tool for making communities more resilient in the face of climate change and other emergencies.

– American Trails Association *19

C. QUALITY OF LIFE

The Project is a key component to livability in the growing, diverse, and increasingly dense Eastside. The Project expands mobility options for the majority-minority communities of Renton and Bellevue. It connects to mixed-use, low-income, and transit-oriented development (TOD) in regional growth centers and makes the transition out of cars convenient.

The Eastside has a reputation for being one of the best places to live in Washington. A robust employment market has driven strong population growth, including dense new TOD neighborhoods. King County residents experience an average of 77 hours of travel delays annually, causing frustration with a transportation network that has not kept pace with population and employment growth*20. To accommodate this, the region has invested significant resources into creating dense walkable communities for people to live, work, and play.

Municipalities are taking a comprehensive approach to improving quality of life in their communities by:

1. Encouraging high density development that provides employment and housing opportunities to all individuals.
2. Investing heavily in high-capacity transit including light rail, and Bus Rapid Transit (BRT). The region is also investing in innovative first and final mile solutions, and safer bike and pedestrian infrastructure.
3. Closing the gaps to create a seamless system for alternatives to single occupancy vehicle use.

Regional Growth Centers

The Project directly serves designated Regional Growth Centers and planned TODs in Bellevue and Renton. Vision 2050, the region's comprehensive plan for managing growth over the next three decades, is the guiding document for land use, housing, and transportation policy. The PSRC designated Downtown Bellevue and Renton as "Regional Growth Centers", which are characterized by compact, pedestrian-oriented development, with a mix of commercial, government, entertainment, and residential uses*21. These dense areas disincentivize the need for a car through efficient multi-modal transportation infrastructure.

We know that people in urban areas are more likely to walk or bike for transportation purposes*22. Within the Regional Growth Centers, it is expected that walking will account for up to 40% of daily trips. The Eastrail provides

a safe, high-standard facility for travel within and between some of the Eastside's fastest growing growth centers and TOD districts.

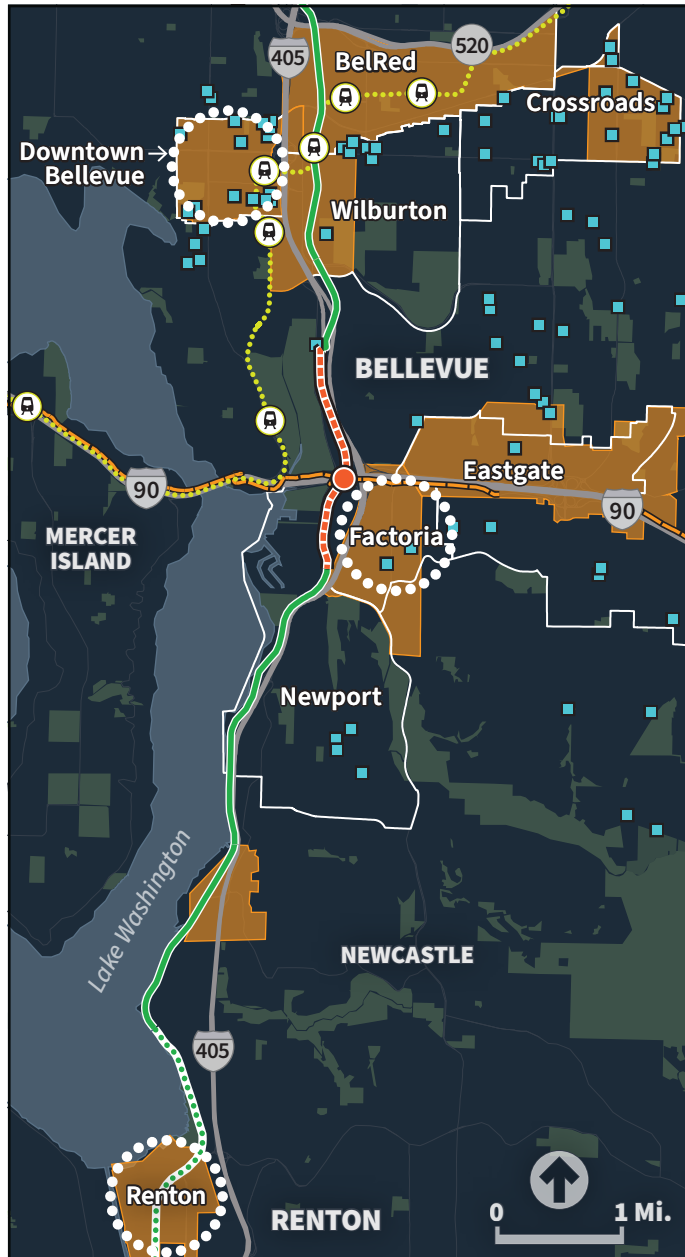
Additionally, the City of Bellevue has designated four transit-oriented development areas near Eastrail in Bellevue.

1. **Eastgate:** Spanning 1,500 acres, the neighborhood has a mixed-use development pattern that features a transit hub, college, light industrial, residential, and commercial uses. Eastgate also hosts a new permanent transitional housing facility. It includes a 100-bed emergency shelter for homeless men, a 95-unit permanent supportive housing project for homeless individuals, and a 300 unit "Workforce Housing" project for persons earning less than 60% of the average median income.
2. **Factoria:** A 387 -acre mixed-use development with high-density and suburban neighborhoods, a significant commercial district in Bellevue (including jobs for over 7,500 people, many of them at the T-Mobile headquarters office).
3. **Wilburton:** Located north of the Project area and east of Downtown Bellevue, this neighborhood is the next urban mixed-use development area in the city. The redevelopment galvanized changes to the Bellevue Land Use code (2024) that are supportive of high-capacity transit- and trail-oriented development, including high-density commercial and residential uses directly adjacent to the Eastrail.
4. **Spring District:** A 16-block revitalized urban, walkable neighborhood to the north of Downtown Bellevue and adjacent to the Eastrail. It is home to 800 residential units and 1.5 million square feet of office and commercial space, with another 500 residential units in the pipeline (including nearly 300 affordable units).

The Eastrail is exceptionally well integrated with Sound Transit, light rail and BRT stations, offering easy and frequent access to regional express transit. Six Sound Transit stations are within a one-mile radius of the Project, providing connections to other Eastside cities, Seattle, the University of Washington, and SeaTac airport. Eastrail's integration with transit increases the value of investments in both high-capacity transit and shared-use paths as the two modes have a demonstrated complementary relationship.

Merit Criteria *continued*

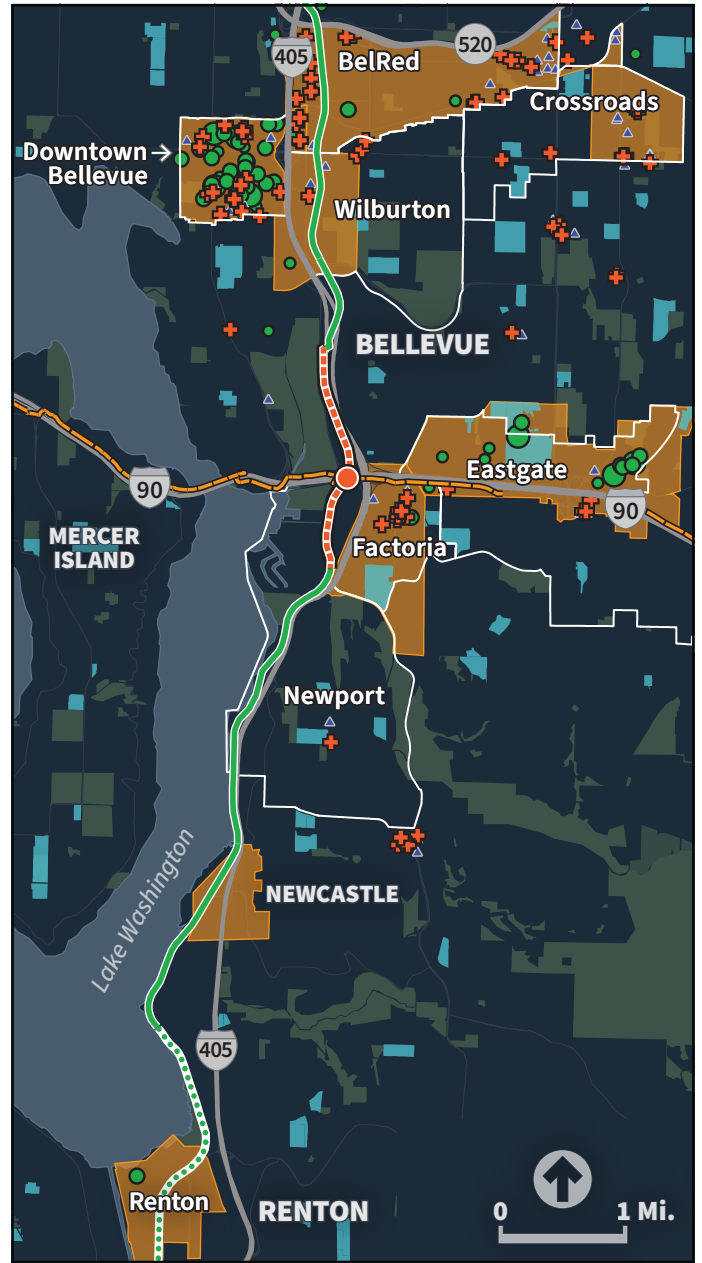
FIGURE 10. MIXED INCOME, DIVERSE DEVELOPMENT



MIXED INCOME, DIVERSE DEVELOPMENT

- Existing employment center
- I-90 bridge retrofit
- Neighborhood area
- Eastrail gap new trail
- Growth area
- Eastrail
- Affordable housing (80)
- Future Eastrail
- Link light rail
- Mountains to Sound Greenway trail
- Park

FIGURE 11. NEIGHBORHOODS AND DAILY DESTINATIONS



NEIGHBORHOODS, DAILY DESTINATIONS

- Major employer (60)
- I-90 bridge retrofit
- Healthcare (86)
- Eastrail gap new trail
- Grocery store (39)
- Eastrail
- School property
- Future Eastrail
- Growth area
- Mountains to Sound Greenway trail
- Park

PSRC concluded that people of color and low-income households are more reliant on transit and less likely to have a car or access to a vehicle. When it comes to walking, these groups walked more than the national average *24. Given that these populations will have higher rates of access to high-capacity transit in the future, it is essential to complete connections that are supportive and create a sense of belonging for incoming residents who are more inclined to walk, ride, roll, or take transit.

The USDOT Equitable Transportation Community Explorer tool shows that Bellevue is in the 69th percentile on the GINI Income Inequality Index, emphasizing the need to increase access to good jobs and expand affordable transportation options. Additionally, Renton is in the 80th percentile for residents with limited English proficiency. A zero-cost transportation connection for majority-minority populations in the cities of Renton and Bellevue is important for providing access to jobs and education for these populations.

The MTSG Trail, a 100-mile-long trail running east from the Seattle waterfront to central Washington, intersects the Eastrail near the I-90/I-405 interchange at I-90. Crowd-sourced data from Strava users indicate that there are over 70,000 recorded bike trips and 140,000 recorded walk and run trips in Bellevue annually, many of those

*...the secondary mode of transportation plays a significant role in individuals' likelihood and frequency of using [shared used paths, SUP]. The binary logistic regression analysis reveals that residents who use public transit as their secondary mode of transportation are nearly twice (1.7 times) as likely to use SUPs compared to those whose secondary mode is a motorized personal vehicle. This finding suggests that individuals who rely on public transit may see SUPs as a convenient extension of their travel options, allowing them to reach their destinations efficiently while enjoying the benefits of active transportation *23.*

on recreational shared-use paths*25. The Project will expand the benefits of this well-used trail by creating an essential north-south link in the shared-use path network. A supporting project by the City of Bellevue will construct a connection in 2026 between the Eastrail and the MTSG Trail via SE 32nd Street and 118th Ave SE, complementing the Project.

Regional trails are key community assets that have multiple benefits:

<p>1. Promote outdoor recreation and physical activity.</p>	<p>2. Create opportunities for social connection.</p>	<p>3. Connect neighborhoods.</p>	<p>4. Increase awareness for environmental issues.</p>	<p>5. Highlight areas of cultural or historical significance.</p>
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d. IMPROVE MOBILITY AND COMMUNITY CONNECTIVITY

The Project is a keystone component of the Eastside’s regional trail, and active transportation network. The Project will integrate with existing shared-use paths, BRT, and Eastlink light rail line, reducing trip times to access transit, and providing more ways to get to work, school, and play.

Steady growth in the region has transformed the Eastside. In coordination with increased employment and housing density, the region has put a premium on improving community mobility to create livable, walkable cities for residents to live, work, and play. PSRC is projecting that 59% of households will live within half a mile of high-capacity transit *26. Regional improvements that tangibly reduce delays, increase non-SOV mode share, and create connections between modes are identified in nearly all current and planned developments in the region.

The Project is part of the Leafline Trails Network, a 450-mile network connecting four counties. The Leafline Trails Network has a vision for a fully integrated 900-mile network that will provide safe and affordable recreation and transportation opportunities. Local governments, the state, and transit agencies have already made significant investments to complete major segments of this network. Projects in the area where usage will be amplified by the completion of the Project and have been identified

QUICK FACTS

By 2050, the average person will walk/bike 21% more than in 2018 *27.	Areas with more than 50% people of color walked and biked 12 minutes per day *28.
60% of bike trips on 118th Avenue SE are greater than 40 minutes *29.	Total Share of walk/bike trips in 2050 will increase from 14% to 20% *30.

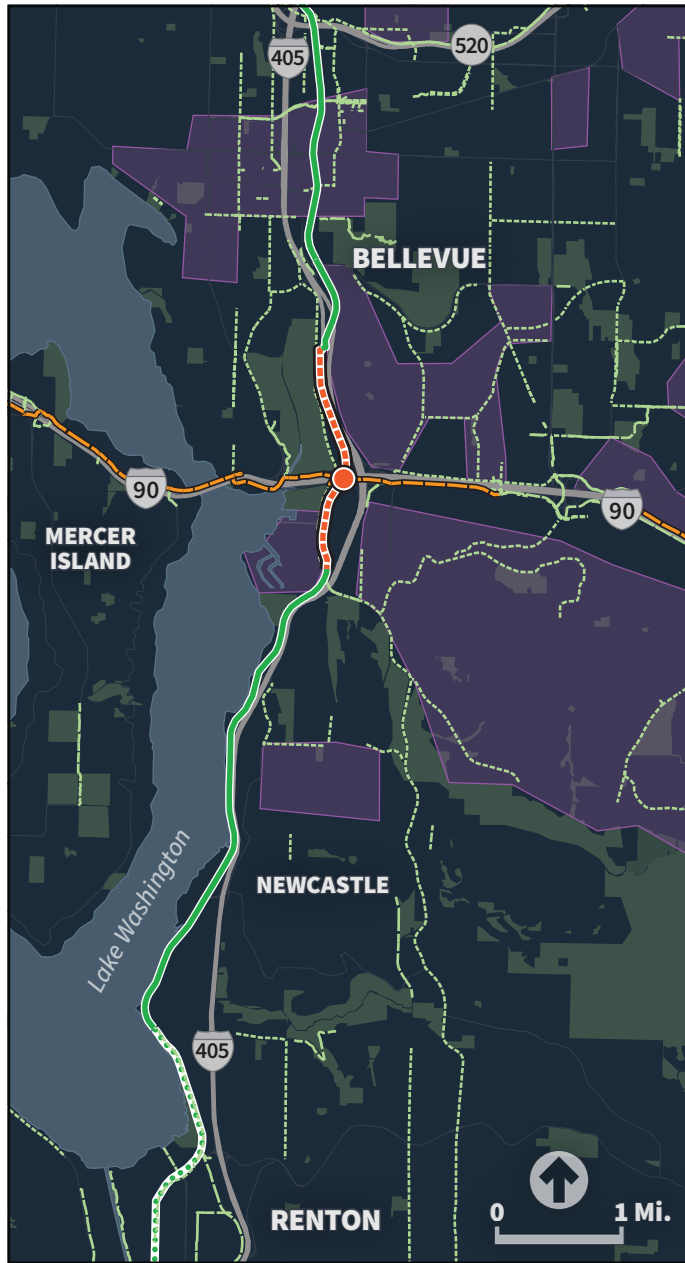
in Figure 12, Trail Network Map, and show segments of Eastrail that will be complete by 2028.

Sound Transit’s Eastlink light rail is scheduled to be fully operational in 2025 and is expected to have daily ridership of up to 52,000 people. The Sound Transit South Bellevue station, 0.75 mile to the west along the MTSG/I-90 Trail, will be one of six light rail stations within a mile of the Project. Additionally, the South Kirkland-Issaquah light rail line, scheduled to open in 2044, will have a stop to the east of the Project, approximately one mile away, on the north side of Factoria.

UNIVERSAL DESIGN PRINCIPLES

Equitable Use	Targeted community outreach, trail width provides sense of safety for all abilities, signage that accommodates disabilities/languages
Flexibility in Use	Trail width caters to multiple abilities and speeds, signage to educate users of proper trail use etiquette.
Simple and Intuitive Use	Trail corridor is well marked, flat grade, easy to navigate, additional wayfinding to navigate to connected routes
Perceptible Information	Wayfinding and signage will accommodate users with disabilities including sight impaired and provide alternatives for anyone with a language barrier.
Tolerance for Error	Additional safety protections on the bridge over I-90, trail is straight and does not have blind corners or limited line of sight, lighting installation
Low Physical Effort	No steep grades, smooth pavement, connector at SE 32nd Street will have ADA compliant grades.
Size & Space for Approach/Use	Clear line of sight, adequate space for multiple users to feel comfortable.

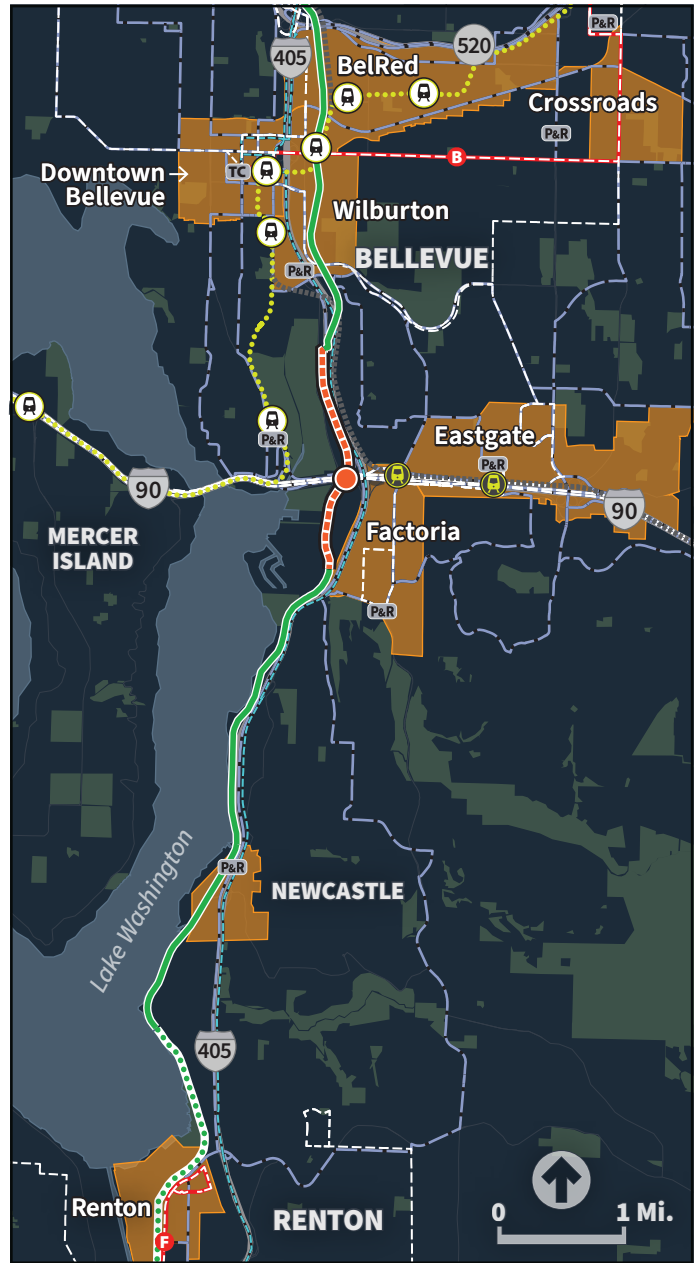
FIGURE 12. TRAIL NETWORK



EASTRAIL GAP TRAIL NETWORK

- Shared use path
- Bike lane
- Mountains to Sound Greenway trail
- High pedestrian network
- I-90 bridge retrofit
- Eastrail gap new trail
- Eastrail
- Future Eastrail
- Park

FIGURE 13. TRANSIT CONNECTIVITY BY 2030



EASTRAIL GAP TRANSIT CONNECTIVITY

- Frequent all-day route
- All day route
- RapidRide
- Future Stride BRT
- TC P&R Transit Center/Park & Ride
- Link light rail
- Future Link light rail
- I-90 bridge retrofit
- Eastrail gap new trail
- Eastrail
- Future Eastrail
- Growth area
- Park

Data: City of Bellevue, WA, King County, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management.

Merit Criteria *continued*

I-90 and its 16 lanes of freeway is a significant barrier in completing a safe, accessible, shared-use path. The Project will directly eliminate a significant gap for active transportation between the major growth centers of Bellevue and Renton and will connect the transit focused development areas of Factoria and Eastgate to downtown Bellevue.

The Eastside has a larger share of residents with limited English proficiency, and higher rates of immigrants, people of color, and low-income individuals who are shown to walk, bike, and take transit more often. The Project will be designed in accordance with ADA guidelines and incorporate principles of Universal Design, which creates a safe and welcoming experience for all users.

The shared-use path will accommodate multiple modes of recreation and active transportation including walking, running, rolling, biking (including e-bikes), and scooters. A 14-foot width and additional 3-foot gravel shoulders on

both sides provide a sense of comfort and safety to modes traveling at varying speeds. Access points to and from the trail will accommodate these modes as well. For example, the new ramp connection to SE 32nd Street will meet ADA standards despite a grade change of more than 12 feet.

Given the challenging topography of the Eastside and the distances many users travel for commuting in the region, the community's interest in the use of e-bikes is supported by survey data and "crowd sourced" Strava data. Based on the 2020 survey, 50% of trail users in the region are cyclists, and of these, 14% use e-bikes ^{*31}. Strava rider data show that about 7.6% of recorded bike trips in 2023 were on e-bikes ^{*32}. Legislation for code changes to allow for the use of Class 1 and Class 2 e-bikes is currently being reviewed by King County Council. By the time the trail is open, Class 1 and Class 2 e-bikes are likely to be permitted on the Eastrail, expanding access through and around the region.

FIGURE 14. EXISTING CONDITIONS – COAL CREEK PARKWAY LOOKING NORTH



e. ECONOMIC COMPETITIVENESS AND OPPORTUNITY

The Project will make positive contributions to the region's economic competitiveness as a desirable place to live and work. The Project will support the King County Equity and Social Justice Strategic Plan by increasing access to family wage jobs, and providing opportunities for people to move up career ladders in the construction industry.

King County supports job training and living-wage careers in the region. The [Priority Hire](#) and [Apprenticeship programs](#) have a unique focus on workforce training and placement with an emphasis on supporting communities of color and those living more than 200% below the federal poverty line ^{*33}. Priority Hire projects are subject to a [Community Workforce Agreement](#), which requires that unions prioritize the dispatch of Priority Hire workers, that wage rates and fringe benefits follow local collective bargaining requirements, and that a certain percentage of the workforce are Priority Hire workers. In King County, 45% of Priority Hire workers are people of color versus the national average of 24%. ^{*34}

The King County apprenticeship program is intended to create a skilled workforce that reflects the diversity of the county's population. In 2021 alone, the program resulted in 29% participation by minorities, and 15% by women; more than 92,000 apprentice labor hours, and \$3.5 million earned by apprentices. The Project will also be subject to [Executive Order E 1009.02](#) affirming the Washington State Department of Transportation's (WSDOT's) commitment to promoting equity in contracting. The Project contract will be assigned DBE (Disadvantaged Business Enterprise) participation goals by WSDOT prior to bidding. DBE goals are monitored by WSDOT through B2G Now, and contractors are subject to audit if they fail

to meet contractual requirements, and at the discretion of WSDOT and King County.

Closing the I-90 gap contributes to economic growth on the Eastside by supporting safe and convenient transportation and recreation options for future employees. Job growth has boomed since 2010 and PSRC projects that by 2050, 44% of the share of new jobs will be in the urban regional growth centers such as Bellevue ^{*35}. A regional trail that provides no cost recreation and transportation to and between these hubs is attractive to the recruitment and retention of employees, including employers with over 100 employees who are by State law and city codes to have a [Commute Trip Reduction Program](#) designed to reduce VMT and the proportion of commute trips by SOV mode.

The World Economic Forum identified, "access to affordable and diverse housing options linked via public transport, walking and cycling infrastructure to employment, education, local shops, public open space and parks, health and community services, leisure and culture" as a critical factor for livable communities ^{*36}.

Finally, the Project will support new and substantial tourism opportunities in the region by opening connections in all directions of travel. Connecting riders and walkers on the north-south Eastrail with the east-west I-90/MTSG trail is a key benefit of the completion of this Project. Recreational use peaks in the summer and on weekends, where riders are more likely to take longer trips and explore the areas outside of their immediate neighborhoods.

f. STATE OF GOOD REPAIR

The Project repurposes a former BNSF rail line into a multi-use trail, including restoration of an aging bridge over a 16-lane national interstate. When Burlington Northern Santa Fe (BNSF) chose to end freight rail service and give up the rail line, the region acted to preserve this unique and irreplaceable north-south corridor and repurpose it as a premier shared-use path.

An investment of \$265M has already been made within King County for the development and maintenance of the corridor. This includes substantial investments in the Wilburton Segment to the north, and Coal Creek Segment to the south, both which will open in advance of the Project and are the critical pieces of the transportation puzzle between Renton and Bellevue.

Critically for both the Eastrail and I-90, this Project funds restoration of the existing steel railroad bridge over the highway. Discussions with BNSF maintenance staff suggest that the railroad significantly reduced maintenance investment in the corridor as they were preparing to abandon the line, and that the steel bridge over I-90 has not had major maintenance completed since the 1990's. Parks completes regular bridge inspections to ensure that there is no imminent threat to the safety of highway users; however, the bridge would benefit from the completion of deferred maintenance and the application of new, modern paint to prevent corrosion and maintain the bridge in good condition.

FIGURE 15. RAIL AT 32ND TRESTLE LOOKING SOUTH



The Eastside Interceptor Rehabilitation, Section 8, Project will also aid in preparing the site for construction. From 2025 to 2026 the King County Wastewater Treatment Division (Wastewater) will utilize the Project corridor to place a temporary sanitary sewer diversion pipe while rehabilitation activities are completed on the current underground permanent pipe section. During this process, the rail ties will be removed, construction access will be established, and light grading may occur. Allowing use of the segment during this period benefits the schedule and budget of the Project by completing some site preparation and demolition prior to construction beginning.

The next life of the Project area includes the conversion of railbed to a well-lit, paved trail, and all necessary updates to the I-90 steel and 32nd Street trestle bridges, to add decades of new life to these infrastructures. These investments will be maintained by the King County Parks Operations and Maintenance (Parks O&M) team, who has been involved in the day-to-day management of trails across the county and helped to shape Eastrail design and material standards to prolong the lifespan of the trail and reducing overall lifecycle costs. Routine maintenance includes mowing, blowing, vegetation management, invasives removal, tree management, garbage pickup, and stormwater management. Site Management Plans include yearly inspection as well as other asset assessments like pavement inspections, bridge and trestle inspections, wetland mitigation monitoring, culvert and catch basin maintenance, and monitoring. Parks O&M is funded by a six-year parks levy that has consistently passed for multiple cycles with over 70% voter approval, demonstrating strong public support for developing, operating, and maintaining public facilities for recreation including Eastrail.

g. PARTNERSHIPS AND COLLABORATION

The Eastrail is an example of many hands making light work. Through sustained, and passionate partnership, the once former railroad is being transformed into an Eastside amenity and destination shaped by the needs of its users. Collaboration has taken many forms including public engagement, advisory councils, public-private partnerships, and co-design of community art.

From the beginning, Eastrail engagement tactics such as charettes, focus groups, online surveys and in person gatherings have focused on garnering input from diverse communities, ensuring that the facilities being built are facilities where everyone feels welcome.

King County's Office of Equity and Social Justice has an approach to [Community Engagement & Co-Creation](#) that has been standard practice during our Eastrail design processes. In striving to increase input from those residents most harmed by systemic racism, the Eastrail team has employed co-creation, where the community has been a thought-partner from the beginning of the process and community members and organizations are compensated for their time and input.

Many community-based organizations have been involved in the Eastrail master planning process, trail renaming effort, engagement during trail segment design, and post construction trail activation activities and will be included in the Project including:

- [Centro Cultural Mexicano](#)
- [Indian American Community Services \(IACS\)](#)
- [Eastside for All](#)
- [Friends of Bellevue Cross Cultural Center \(FBCSS\)](#)
- [4Tomorrow](#)
- [Immigrant Women's Community Center \(IWCC\)](#)
- [Global Social Business Partners \(GSBP\)](#)
- [Cascade Bicycle Club](#)
- [Move Redmond](#)
- [Eastrail Partners](#)
- [Mountains to Sound Greenway](#)
- [Leafline Trails Coalition](#)

Many of these groups will be consulted and involved in design development for the I-90 Segment.

Regional Coordination

The Eastrail Regional Advisory Council (RAC) is the legislatively created body tasked with coordinating the collaborative efforts of multiple corridor owners, stakeholders, and the community at large to transform this corridor to serve a vibrant, growing, and diverse community. This collaboration has led to smarter integration of dense commercial and residential development with access to transit, trails, civic centers, and recreation. These outcomes can be seen in Wilburton and Redmond at the end of the Redmond Central Connector.

Members include: Cities of Bellevue, Kirkland, Redmond, Renton, and Woodinville. King County. Snohomish County, Sound Transit, Puget Sound Energy, and Eastside Greenway Alliance.

Jobs and Housing Program

King County has implemented a Jobs and Housing Program that connects program participants to permanent housing. This program provides temporary jobs, career preparation, and housing and support services to people experiencing homelessness. Participants train with Parks employees to learn trades that support Eastrail and other parks assets. The average pay is between \$20 and \$25 per hour, and jobs come with health insurance and other benefits. Trainees can transition experience into permanent good-paying jobs.

As a key strategy of this effort, the city is actively pursuing a coordinated system of greenways that provide multiple benefits and functions for residents of the community. Greenways provide important non-motorized linkages between neighborhoods, schools, parks and activity areas. Examples of major greenway initiatives are the Eastside Rail Corridor [Eastrail] and the Mountains to Sound Greenway.

– [City of Bellevue Comprehensive Plan: Parks, Recreation and Open Space](#)

h. INNOVATION

The Project goes beyond typical shared-use path design; it will create a regional art destination, become a case-study in safe and accessible shared-use paths for recreation and transportation. Most notably, it is a blueprint for regional cooperation and partnerships to successfully plan and fund a major urban trail.

More than a Shared Use Path

The Project team sees this trail segment as a pathway, and a unique destination that contributes to the Eastside's sense of place. For decades, the inside walls of the I-90 steel bridge have become an informal, community-driven graffiti art space. Parks intends to continue that legacy by allowing the bridge to be a curated, rotating art space. Parks will work with their internal cultural and arts funding agency, 4Culture, to provide emerging artists a visible, vibrant arts space that allows residents and visitors to explore and experience the arts and culture that exists on the Eastside.

King County has developed an accessible and welcoming suite of wayfinding designs in response to public input requesting more informative, inclusive, and approachable signage. The new design standards rely upon an increased use of icons to make the signs more accessible to non-English speakers in addition to providing an increased

level of information highlighting trailside amenities and community connections, with the goal of increasing users' safety and creating a more welcoming trail system.

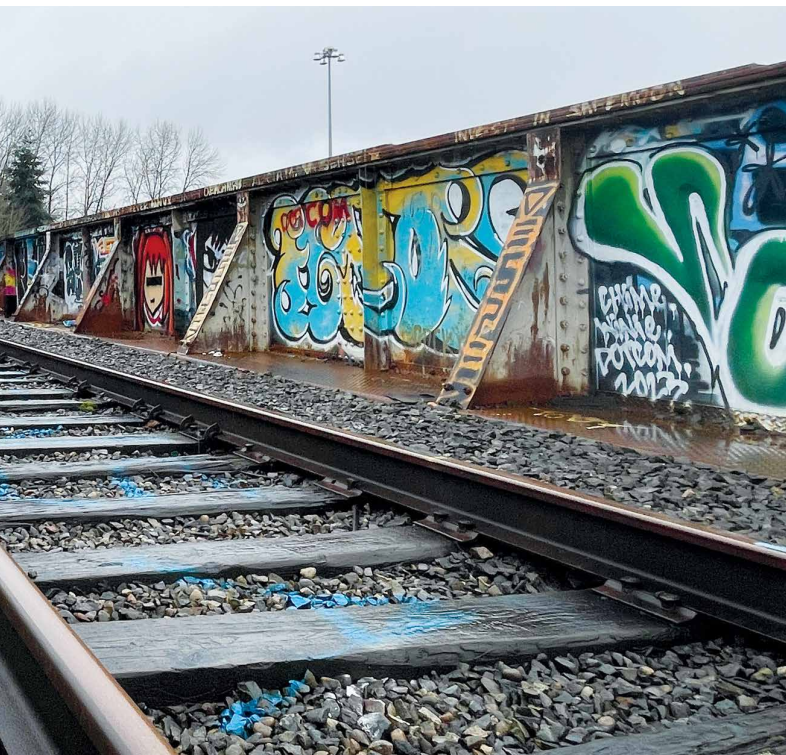
The Eastrail Segment to the north in the Wilburton neighborhood will act as a major destination locally and a model of trail-oriented-development in the Pacific Northwest. The Wilburton Framework Plan (2023) outlines ways adjacent developers must embrace the trail in the form of amenities, frontage paths for lower-speed use, and programmed spaces to activate and enliven the trail as a destination.

Regional Cooperation + Funding

The Eastrail's standing intergovernmental body, [Eastrail Regional Advisory Council \(RAC\)](#) has been meeting quarterly since 2013. The RAC has developed several detailed initiative vision documents that outline the measures needed to achieve the trails unique collaborative vision. These include a [2013 Creating Connections Report](#) and a 2019 Funding Commission report which spurred the creation of the non-profit Eastrail Partners. The RAC ensures an effective platform for Eastrail jurisdictions to coordinate on new and emerging challenges and opportunities in the effort to create a trail experience that is inviting for all. Example topics of recent importance include a coordinate arts plan, trail gaps, e-bikes, connections with commuter light rail.

The only trail project in the region with a dedicated non-profit, Eastrail Partners, has resulted in public-private partnerships that have advanced the timeline of project implementation and completion. This unique Eastrail partnership specific was demonstrated by the completion of the \$2.5M Northrup connector ramp. This project was designed and implemented by Eastrail partners with \$1M in funding support from both REI and Meta.

FIGURE 16. ART ON I-90 BRIDGE



05

EASTRAIL • CLOSING THE GAP

Project Readiness

The Eastrail Gap: I-90 Segment (Project) is currently in the pre-design phase. The Project, as part of the 26-mile Eastrail program, will benefit from established trail standards, familiar permitting processes, and prior project experience to reduce schedule and budget uncertainties. From 2025-2026, the King County Wastewater Treatment Division (Wastewater) will operate under a temporary-use agreement within the Project area to install a temporary on-grade sewer diversion pipe. The Wastewater Project will be complete, and the rail corridor returned to King County Parks (Parks) by 2027. Cultural resources and ecological impact assessments were completed for most of the 1.7-mile trail section as part of the Wastewater Project. Project consultations have been completed with King County Roads (Roads), the Certifying Agency for all state/federal funds received for Parks projects, as well as Washington State Department of Transportation (WSDOT), and Puget Sound Regional Council (PSRC), King County’s Metropolitan Planning Organization (MPO).

The schedule on the next page makes conservative assumptions based on recent regional trail projects in King County and allows sufficient time to complete the Project before the 2033 spending deadline.

Environmental Risk Assessment

Preplanning Activities

A Critical Areas Report (ESA, 2023) conducted as part of the upcoming Wastewater Project found eight wetlands within the I-90 Segment project area. Initial delineation, and aquatic resources reports indicate the Project does not directly discharge into protected waters, contain fish-bearing waters, or provide habitat for endangered species. Additional consultation with the U.S. Army Corps of Engineers (USACE) is needed to confirm if these wetlands qualify as “Waters of the U.S.” and require a Clean Water Act Section 404 Permit. The Project schedule assumes that a 404 Permit will be required and allows sufficient time for USACE review and approval.

A Cultural Resources Inventory was prepared (Historical Research Associates, 2022) to inventory and analyze cultural resources eligible under NHPA and WA State SEPA (WAC 197-11, RCW 27.44, RCW 27.53) requirements. The study area extended from the south end of the steel bridge at I-90 North into the Wilburton neighborhood of Bellevue. The report recommended that the Steel Bridge at I-90 and wooden trestle at 32nd Street were not eligible for NRHP listing, and Washington State SHPO concurred with this finding. The remainder of the Project APE, from south side of I-90 to Coal Creek Parkway, will be evaluated and documented by a consulting Cultural Resources team, with recommendations for Project determinations resulting from that fieldwork.

The remainder of the Project Area of Potential Effects (from the south side of I-90 to Coal Creek Parkway) will be evaluated and documented by a Cultural Resources consultant, who will perform additional field work and provide recommendations for the project determinations.

All property within the Project area is currently owned and maintained by Parks. No additional property acquisition is required. Existing minor encroachments on Parks property will be resolved by Q4 of 2027.

Grant Administration

All state and federal funds used for construction of the Project will be administered by King County Roads Services Division (Roads). Roads is the Certification Acceptance agency supporting Parks as the FHWA grants are administrated through WSDOT Local Programs for this Project. The Roads and Parks team have met with the WSDOT Environmental Policy Manager to confirm the required approvals, and accurate application/review timelines are accounted for in this application.

Regional Planning

The Project is included as a trail connection of high importance in multiple local and regional documents including the PSRC Regional Transportation Plan, the City of Bellevue Comprehensive Plan, the King County Comprehensive Plan, and King County Strategic Climate Action Plan Biennial Update. PSRC, the administering agency for the TIP/STIP has confirmed the following reviews/approvals for the Project.

Planning/ Design project added to TIP Jan. 2025	Construction/ Capital project added to Regional Capacity Plan Jan. 2026	Construction/ Capital project added to TIP Jul. – Dec. 2027
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PROJECT SCHEDULE

	2024	2025	2026	2027	2028	2029	2030	2031
Funding								
RAISE Application Due + Notice of Award	█ █							
Parks Levy Vote + Appropriation		█ █						
Local Fundraising			██████████	██████████				
Move Ahead WA Obligation + Spending		██████████	██████████	██████████				
RAISE Grant - Obligation				██████████	██████████			
RAISE - Contract Close Period								█
RAISE Grant - Reporting								█
Design + Approvals								
Design Planning + Coordination		██████████						
30% Package; Design + Estimate		██████████						
60/70% Package + Estimates			██					
SEPA			██████					
NEPA – Categorical Exception				██████				
– Section 106 – No Effect				██████				
– ESA Consultation – No Effect				██████				
Section 404				██████				
Section 401				██████				
TIP/STIPP		█	█	██████				
WA Dept. Ecology – Stormwater Permit					██████			
Permitting – Local/Other				██████	██████			
Bid Documentation + Revisions					██████			
Pre-Construction Activities								
Temp. Wastewater Diversion Project			██████████	██████████				
Encroachment Identification + Resolution		█		██████████				
Bid + Contractor Procurement					██████			
I-90 Segment Construction								
Demo/Earthwork/Walls						██████████	██████████	
Paving/Utilities							██████████	██████████
Bridge Rehabilitation							██████	
Finishes/Furnishings								██████
Project Opening								★

FEDERAL PERMITS/APPROVALS

- NEPA - Anticipate Categorical Exception
NEPA review has not begun. Parks, Roads, and WSDOT concur the Project is eligible for USDOT 4(f) Exception [Section 23 CFR 774.13(g)] items 1, and 2. A NEPA categorical exclusion will be prepared, and determination complete in 2026.
- Section 7 (Endangered Species Act) Compliance –
Anticipate determination “No Effect.”
- Section 106 (NHPA) Compliance – *Anticipate determination “No Effect.” WSDOT, on behalf of FHWA, will likely adopt the 2022 recommendation, and WA SHPO concurrence as Determination of Eligibility for the two existing bridges.*
- Section 404 (Clean Water Act) Permit –
Pending USACE review

STATE/LOCAL PERMITS/APPROVALS

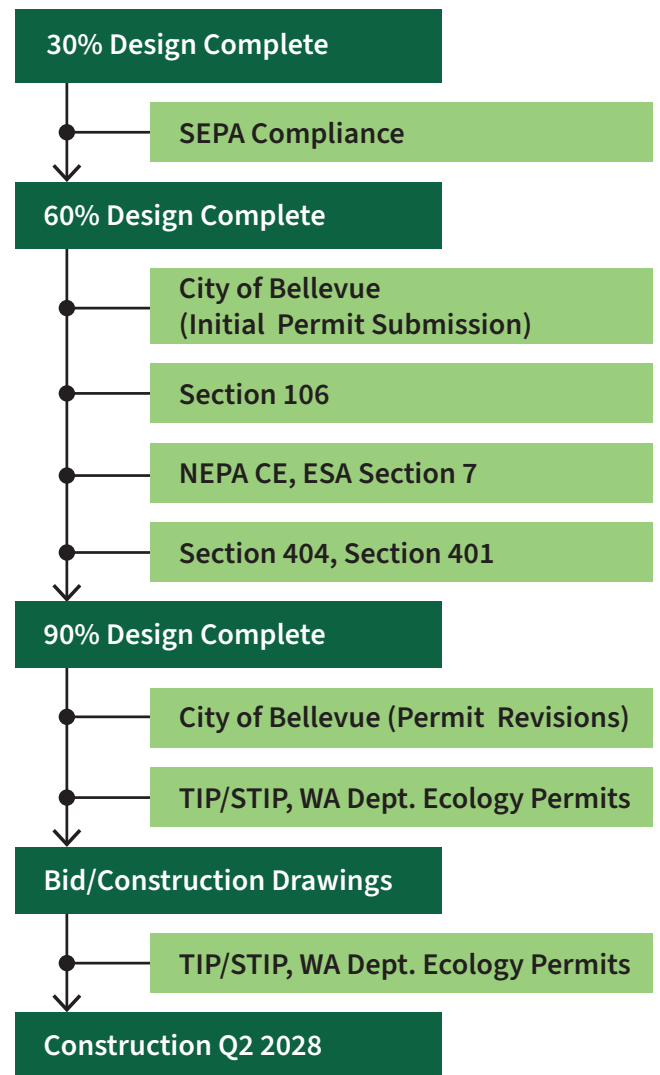
The following state and local permits are anticipated for the I-90 Segment:

- SEPA – *Anticipate Determination of Non-Significance*
- City of Bellevue – *Anticipate 2-3 submittals*
Critical Area Permit; Erosion, Demolition Permit, Clear and Grading Permit, ROW Use Permit, Utility Extension Permit
- WA State – *Anticipate 1-2 submittals*
Department of Ecology - Construction Stormwater General Permit (NPDES), Section 404 (Water Quality Certification)

Outreach/Engagement

The design of the Project is based on public engagement with communities throughout the Eastrail corridor. The communities around the Project have been included in Eastrail outreach since 2015 including the Eastrail Master Plan (2015), WSDOT Engagement for Coal Creek (2018-2019), and the Eastrail Wayfinding Engagement (2022), in partnership with the community-based-organization Eastside for All. A project-specific Community Engagement Plan will be developed and implemented to gather input from residents and businesses near the Project, and community members from the broader Eastside region. The Community Engagement Plan will include outreach to organizations, under-represented communities, and trail-side surveys on open Eastrail sections. Parks continually engages with regional tribes through a dedicated Tribal Liaison. Enthusiasm for the project can be demonstrated in the of letters of support received.

ANTICIPATED APPROVALS PROCESS















LETTERS OF SUPPORT

- **Government:** City of Bellevue, City of Renton, King County Executive and Council, Representative Adam Smith (WA 9th- District)
- **Regional Partners:** Eastrail Regional Advisory Council, King County Metro, Leafline Trails Coalition, Puget Sound Regional Council, Sound Transit, Washington State Department of Transportation
- **Business:** Amazon, Bellevue Chamber, Bellevue Downtown Association, Evergreen Health, KG Investment Properties, REI, Seahawks, Seattle Children’s Hospital, SRM Development, T-Mobile, Wright Runstad
- **Non Profit:** 4Culture, Cascade Bike Club, Eastrail Partners, Eastside for All, Mountain to Sound Greenway Trust, Move Redmond, Outdoors for All, Peace Peloton, Renton Regional Community Foundation, Transportation Choices, Washington Trails Association

Project Readiness *continued*

PROJECT RISK + MITIGATION

King County has consulted with internal and external Project partners to create the risk/mitigation chart. The Project Schedule includes generous assumptions about approvals timelines and, with the support of stakeholders, Parks confident the Project can be completed before September 2033.

Impact area	Likelihood	Magnitude	Risk	Mitigation strategy
Wetland Impacts	 High	 Moderate	Scope + Budget There are known wetlands within the Project area; impacts to these wetlands will require mitigation.	Parks has budgeted for this expense and has extensive experience with wetland mitigation, and if necessary, will purchase wetland mitigation banking credits.
Traffic control with WSDOT	 Moderate	 Moderate	Schedule The WSDOT review and approval process needed to finalize traffic control over I-90 could take longer than anticipated.	Parks has anticipated this risk and allowed additional time in the schedule based on past project experience.
Embankment stability at 32nd trestle	 High	 Moderate	Scope + Budget The slope embankment at the 32nd Street trestle may require additional reinforcement to support the ramp connection from 32nd Street.	The ramp from 32nd Street, and corresponding walls are included in the Project budget, and the current 30% budget contingency allows for further investigation/refinement of the design.
Federal approvals	 Low	 High	Schedule Current documentation assumes a NEPA Categorical Exclusion, a USDOT Section 4(f) Exception, a NHPA Section 106 determination of no-effect, and an ESA Section 7 determination of No Effect. If this is not the case, the approval timeline will extend.	State and local agencies have reviewed Parks and Roads anticipated approval processes. WSDOT concurs that the Project is eligible for a NEPA Categorical Exclusion and USDOT Section 4(f) Exception. An ESA Section 7 No Effect Determination is also likely because Parks anticipates no net new Pollution Generating Impervious Surfaces for the Project. WA SHPO has concurred that the 32nd Street Trestle and Steel Bridge are not eligible for NRHP.
Remaining project funds	 Low	 Low	Schedule Parks will not be able to secure remaining Project funds to complete the project.	This is unlikely given the 2021 Levy funded the Eastrail program specifically at \$50.5M. The Eastrail, and I-90 Segment, is a high priority project for King County.
Inflation + cost overruns	 Low	 Low	Schedule + Budget Construction costs are impacted by inflation and/or unforeseen conditions.	The current budget incorporates conservative contingency, and inflation assumptions. The Eastrail Program has a successful history of public-private investment and is confident stakeholders would support cost increases.

Technical Capacity Assessment

The Parks and Roads team has successfully managed millions of dollars of federally funded projects of similar scope, schedule, and complexity. The Roads grants program works with the project and engineering team members to successfully administer funds from grant application to closeout and currently manages over \$94.87M in grant funds. Roads has decades of experience in successful receipt and expenditure of federal funds, including funds directly from the Federal Highway Administration and the Office of the Secretary of the U.S. Department of Transportation, as well as federal funds

administered by WSDOT and PSRC. Roads is currently managing 29 active federal grants, with a combined value of \$110.46M

Parks will work with the Roads Contract Management Group to procure the project and ensure compliance at all levels and stages of the process. Roads operates under a WSDOT-approved Title VI Plan that ensures compliance across all phases and aspects of a project. The King County Centralized Procurement processes align with the Plan as well.

KING COUNTY PARKS PROJECT EXPERIENCE CHART

PAST PROJECT	SCOPE SUMMARY	PROJECT BUDGET	FHWA Funds	NEPA	Section 106	SEPA	Army Corps	WSDOT Receiving	TIP/STIP Approval	Encroachments	Bellevue Permits	Traffic Control	Wetlands	On-Grade Trail	Boardwalk Trail	Trail on Bridge	Retaining Walls	Public Art
ELST - South Segment Phase 1 & 2	3.6 miles of trail along East Lake Sammamish	\$27.5M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lake to Sound Segment A	1.1 mile trail under significant, operational railline. Pedestrian bridges.	\$5.5M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lake to Sound Segment B	1.5 mile trail in-road ROW along historic drive	\$8.5M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lake to Sound Segment C	1.8 mile trail through wetlands with grade mitigation	\$12M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
NE 8th Street Bridge	Pedestrian Bridge over major arterial with community art	\$30M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Lake Lanes/ I-405 Crossing	3 miles at-grade trail	\$23M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Wilburton Trestle	Trail on 1,000 foot long historic wooden trestle	\$38M	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Financial Completeness

Parks will complete design approvals and permitting of the Project prior to obligation of RAISE Funds. Parks is requesting \$25M (60%) of the \$41.9M construction costs from USDOT through the RAISE FY24 grant program. A combination of state and local funds will provide the balance of funds required to complete construction of the Project in advance of the 2033 spending deadline. See “Budget” section for more information on cost-estimates, fundings sources, and cost-sharing.

Sources

1. [PSRC, VISION 2050](#); Per the US Census, the 2022 King County population is approximately 2,266,000. The PSRC projects an additional 872,000 residents in the next 25 years, which is a growth rate of approximately 38%.
2. Key strategies for Vision 2050 are summarized in the [VISION 2050, Summary Booklet](#)
3. [Demographic Trends of King County](#)
4. [PSRC, Regional Transportation Plan \(2022\)](#), page 69
5. [PSRC, Regional Transportation Plan \(2022\)](#), page 108
6. [Demographic Trends of King County](#)
7. [PSRC, Connecting the Dots for Regional Transportation \(2021/2022\)](#), page 7
8. [PSRC, Regional Transportation Plan \(2022\)](#), page 9
9. Idax Traffic Counts, collected on behalf of the City of Bellevue, October 2023
10. [City of Bellevue, Vision Zero](#)
11. [City of Bellevue, Collision Stats \(2009-2020\)](#); The sum of total pedestrian/bike collisions city-wide between 2013 and 2020 is 651.
12. [Is It Dangerous to Bike on a City Sidewalk? | TekWay | StrongGo - Tactile Warning Systems](#)
13. [PSRC, Connecting the Dots for Regional Transportation \(2021/2022\)](#), page 7
14. [PSRC, Regional Transportation Plan \(2022\)](#), page 159
15. [PSRC, Regional Transportation Plan \(2022\)](#), page 8
16. [Washington State Department of Ecology, Greenhouse Gases](#)
17. [Biennial Update of King County's 2020 Strategic Climate Action Plan \(2023\) \(SCAP\)](#), page 18
18. [Biennial Update of King County's 2020 Strategic Climate Action Plan \(2023\) \(SCAP\)](#), page 30
19. Esri, 2023
20. [Trails as Resilient Infrastructure - American Trails](#)
21. [PSRC VISION 2050](#), page 24
22. [Regional Transportation Plan 2022-2050 \(psrc.org\)](#), page 58
23. [Understanding socio-demographic factors associated with shared-use-paths \(SUPs\) utilization - ScienceDirect](#) (generate formal ref.)
24. [Regional Transportation Plan 2022-2050 \(psrc.org\)](#), page 58
25. Strava 2024
26. American Trails, 2023
27. [PSRC, Regional Transportation Plan \(2022\)](#), page 18
28. [PSRC, Regional Transportation Plan \(2022\)](#), page 64
29. [PSRC, Regional Transportation Plan \(2022\)](#)
30. Replica, 2023
31. The estimated time savings for trail users was provided by the City of Bellevue, 2024
32. [King County Park's Proposed Title 7 Changes](#)
33. Strava, 2023
34. [King County Priority Hire Program](#)
35. [PSRC VISION 2050](#), page 34
36. [World Economic Forum, 2019](#)