

= soft, ongoing timeline for work or lack of specific timelines for deliverables  
 = specific timeline for work driven by deadlines or set deliverable schedule

ID	Recommendation Text	Primary Functional Home	Secondary Functional Home	Primary Owner(s) for Implementation	Key Non-Owners Needed	Addresses an Identified "Issue of Urgency"?	Timeline for Action								Deliverable(s)
							2014		2015 (some tasks will extend beyond 2015)						
<b>Steering</b>															
2A (re: I-405/I-90 Interchange)	Work together to engage the region's federal officials in discussions about the opportunity to enhance pedestrian, bicycle and transit mobility by successfully integrating the ERC into this key regional connection point.	steering	planning and policy development	KC, ST, PSE	Bellevue, (Renton?), WSDOT, PSRC	Y (#2)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
2A (re: I-405/I-90 Interchange)	Seek federal assistance to study this interchange for the purpose of identifying optimum crossings and connections. This study may require innovative approaches to creating connections through the maze of highway lanes, on and off ramps, and grade changes.	steering	capital operations and implementation	KC, ST, PSE	Bellevue, (Renton?), WSDOT, PSRC	Y (#2)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
2B (re: SR-520/I-405 Interchange)	Work together to engage the region's federal officials in discussions about the opportunity to enhance pedestrian, bicycle and transit mobility by successfully integrating the ERC into this key regional connection point.	steering	planning and policy development	KC, ST, PSE, Kirkland	Bellevue, WSDOT, PSRC	Y (#2)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
2B (re: SR-520/I-405 Interchange)	Seek federal assistance to study this interchange with the purpose of identifying optimum crossings and connections. This study may require innovative approaches to creating connections through the maze of highway lanes, on and off ramps, and grade changes.	steering	capital operations and implementation	KC, ST, PSE, Kirkland	Bellevue, WSDOT, PSRC	Y (#2)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
2C (re: Re-establish Rail Connection at Wilburton Tunnel Crossing)	In addition to working with state officials (since I-405 is a state highway), work with federal officials to secure support for reestablishing the rail connection across the highway.	steering		KC, ST, PSE	Bellevue, (Renton?), PSRC, WSDOT	Y (#3)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
2D (re: Regional Policies as Part of Federal Agenda)	The region [should] vigorously pursue state and federal resources to help with the development of the corridor, consistent with Recommendations Section 1A-1D.	steering		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT, PSRC	Y (#2 and #3)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	

**DISCUSSION DRAFT Work Program and Timelines- Sorted by Functional Home**

**12/5/2013**

3B (re: I-405 Right-of-Way Trail/Transit Opportunities)	Owners work with state officials to explore opportunities to address trail, high-capacity transit and utility improvements in the parallel public rights-of-way in the I-405 corridor and the ERC.	steering	planning and policy development	KC, ST, PSE, Kirkland	Bellevue (Renton?), WSDOT, PSRC	Y (#3)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
3C (re: SR-520 Interchange in Redmond)	Owners work with state officials, and coordinate with Sound Transit, to seek support for construction of improvements to the SR-520/SR-202 interchange. Because the Redmond Central Connector and SR-520 trails will be completed within the next two years, the owners should work with the state to move the "year of need" to as early as 2014.	steering		Redmond, KC, ST, PSE	WSDOT, PSRC,	Y (#3)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
4A (Sound Transit High-Capacity Transit Corridor Studies and Long-Range Plan Update)	Redmond, Kirkland, PSE and King County work with Sound Transit to review, discuss and comment on the ERC study, the development of the Long-Range Plan, and the Regional High-Capacity System Plan. The owners have expressed interest in ensuring that the corridor study and the Long-Range Plan update encompass the entirety of the public right-of-way in the corridor, including the ERC and the I-405 corridor.	steering	planning and policy development	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT, PSRC	Y (#8)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
4B (Multiuse Planning Considerations)	The owners recognize the ERC's unique potential to enhance mobility and transportation in the region by providing a non-motorized spine connecting regional trails and parks, bus and rail networks, schools, and residential and commercial centers. Owners should acknowledge the importance of developing an ERC trail, consistent with the corridor's long-term multiuse goals. Planning and design for such a trail will be done in full consultation with other owners, adjacent cities and communities, and the public.	steering	planning and policy development	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT, PSRC		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
4C (re: Sound Transit Operation and Maintenance Satellite Facility (OMSF) Siting)	The owners discuss the alternatives during their next phase of work (see Next Steps) and determine if they want to provide any comments on the Sound Transit OMSF EIS.	steering	planning and policy development	KC, ST, PSE, Redmond, Kirkland	Bellevue, WSDOT, PSRC	Y (#8)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5A (re: Mobility and Transportation Connections)	Work with the City of Renton to develop and finalize connections at the south end of the corridor with the Lake to Sound Trail and the Lake Washington Loop Trail.	steering	planning and policy development	KC, ST, PSE, Redmond, Kirkland	Renton		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5A (re: Mobility and Transportation Connections)	Work with Woodinville and Snohomish County to develop connections north to Snohomish County.	steering	planning and policy development	King County	Woodinville, Snohomish Co, Snohomish		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5B (re: Economic Opportunities)	The next phase of collaboration among the owners should address the potential timing and location of possible excursion service in the corridor.	steering	planning and policy development	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, PSRC		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	

5B (re: Economic Opportunities)	ERC owners work together to create zoning and development regulations that encourage private development to utilize this corridor as an amenity for area residents, customers and employees. (See also Recommendation 6A on Developing Consistent Policies.)	steering	planning and policy development	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, (PSRC??)			1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5G (re: Public Health)	Regarding high-capacity transit use and enhancement of transit connections in the corridor, see Recommendation 4A.	steering	planning and policy development	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, PSRC		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q		
6B (re: Transit Connections)	The owners work together to support projects that strengthen the connection between the ERC and transit services, such as the proposed improvements to the South Kirkland Park and Ride, the East Link crossing of SR-520 at Redmond Way, downtown Bellevue, the East Link light rail station at Overlake Hospital, and connections to park and ride lots at Eastgate, South Bellevue, and other locations. The recently approved King County Parks Levy includes funds to connect trails to park	steering	planning and policy development	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q		
8A (re: Naming and Branding)	Owners develop a strategy for branding the entire corridor. The brand identity should be done in a way that is sensitive to and honors the work already completed by Redmond, Kirkland, and Sound Transit (as mentioned in the RAC's Principles (see above), and recognizes the larger, grand vision of an eventual statewide and west coast rail and trail network. The goal of the brand should be to create an identity for the corridor that is easily recognizable, and establishes the ERC as a regionally significant corridor that will connect communities and enhance mobility.	steering		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville	Y (#5)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q		

8B (re: Funders Collaborative)	The owners work together to establish a funders collaborative composed of local and regional business, civic, community and philanthropic leaders to support the phased development and the long-term vision for the ERC. Creation of such a collaborative can build on two significant assets: (1) capitalize	steering		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish	Y (#7)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
8B (re: Funders Collaborative)	The owners stay united around a common vision and agree on a collaborative approach to development of the corridor, in order to attract and maintain a funders group. The corridor will have more appeal to funders as a new regional mobility and economic strategy, than as a collection of contiguous local trails.	steering		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish	Y (#7)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
8C (re: Stakeholder Jurisdictions)	ERC owners continue to work closely with state, regional and local non-owner jurisdictions as the next phase of collaborative planning develops. (See Next Steps.) King County will engage these jurisdictions in the corridor master planning work they will begin in 2014.	steering		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish	Y (#1)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
8D (re: State and Federal Representatives)	The owners reach out to state and federal officials to inform them about the first phase of the RAC's work, share the unified vision for the ERC, and begin to describe some of the opportunities and challenges in developing the corridor. As mentioned in Recommendations 2A and 2B, the owners will work with federal officials to secure funding support for planning to address the constraints at two of the largest and busiest highway interchanges in the region: I-90/I-405, and SR-520/I-405. The owners should begin by briefing the members of the Congressional delegation, the Governor and state legislators, and federal and state transportation officials.	steering		KC, ST, PSE, Redmond, Kirkland	WSDOT, PSRC, Governor's Office, Federal Legislators, State Legislators	Y (#1)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
8D (re: State and Federal Representatives)	To the extent the vision for connecting the ERC to corridors beyond Washington state boundaries captures the imagination of state officials, the owners may work with state or regional officials in other western states.	steering		KC, ST, PSE, Redmond, Kirkland	Other State Officials, Snohomish Co, PSRC	Y (#1)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
8E (re: The General Public and Interest Groups)	Owners continue to reach out to the general public and the variety of groups who have expressed interest in the ERC. By engaging the public and a broad range of interest groups, the future plans for the corridor will reflect the region's values, helping to ensure the necessary public support for its phased development. The owners conducting corridor planning should create inclusive public processes. Additionally, the owners' next collaborative planning process (see Next Steps) should include opportunities for the public and interest groups to engage with the owners.	steering		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish	Y (#1)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
<b>Planning and Policy Development</b>															
1A (re: VISION 2040 Policies)	ERC Owners identify specific policies in VISION 2040 to demonstrate that successful development of a multiuse ERC implements important multicounty goals.	planning and policy development		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT, PSRC	Y (#8)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
1B (re: Transportation 2040 Policies)	ERC owners participate in the update of Transportation 2040 to ensure that the RAC's vision for the ERC is compatible with the policies and priorities in Transportation 2040.	planning and policy development		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT, PSRC	Y (#4)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	

1B (re: Transportation 2040 Policies)	The region's transportation policy framework be revised to include the development of bicycle and pedestrian plans (where they do not already exist) as a critical element of improving the region's mobility network.	planning and policy development		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT, PSRC	Y (#4)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
1B (re: Transportation 2040 Policies)	The ERC be used to strengthen connectivity between transportation modes in the region.	planning and policy development		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT, PSRC	Y (#4)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
1C (re: Countywide Planning Policies)	The RAC recommends that King County incorporate policies on the regional significance of the corridor and its multipurpose uses into the Countywide Planning Policies. Any Regional Advisory Council recommendations about Countywide Planning Policies related to the ERC must be reviewed and approved by the RAC. RAC jurisdictions who are also members of the Growth Management Planning Council	planning and policy development		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
1D (re: King County Comprehensive Plan)	The RAC recommends that the King County Council incorporate policies on the regional significance of the corridor and its multipurpose uses into the King County Comprehensive Plan.	planning and policy development		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
4B (Multiuse Planning Considerations)	The owners coordinate their planning and actions to foster implementation of the multiuse vision and preserve or enhance opportunities now, and in the future, for high-capacity transit, trail and utility uses in the corridor.	planning and policy development	capital operations and implementation	KC, ST, PSE, Redmond, Kirkland	WSDOT, PSRC,	Y (#8)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
4C (re: Sound Transit Operation and Maintenance Satellite Facility (OMSF) Siting)	In the event one of the three alternatives (Lynnwood or the two adjacent to the ERC) is selected as the preferred alternative, the RAC will work with Sound Transit to develop plans that ensure public access and multiple uses, is consistent with the owner's vision for the ERC.	planning and policy development	capital operations and implementation	KC, ST, PSE, Redmond, Kirkland	Bellevue, WSDOT, PSRC	Y (#8)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	

4D (re: Develop the Corridor Consistent with Federal Railbanking Requirements)	The owners conduct all planning for the corridor consistent with the requirements of the federal Rails-to-Trails Act.	planning and policy development		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT, PSRC			1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5A (re: Mobility and Transportation Connections)	Work together, and with adjacent jurisdictions, to address the need for trail head parking to accommodate users of the future trail on the corridor.	planning and policy development		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish			1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5H (re: Public Safety)	Work with federal and state partners to create strategies for safe, efficient crossings at the busy intersections with major highway interchanges (e.g., I-405 and SR-520, I-90 and I-405, SR-520 and SR-202).	planning and policy development	capital operations and implementation	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, WSDOT, PSRC			1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
<b>Owner Day-to-Day Business</b>																
4B (Multiuse Planning Considerations)	Where owners have created coordination agreements between one another, work on planning and development activities will be done consistent with the agreements already in place. However, where partnership/coordination agreements do not exist, there is an open question about how the owners will resolve any outstanding conflicts when interests diverge. In the next phase of the collaborative planning process the owners should determine if additional partnership agreements are needed, how the owners will work with adjacent jurisdictions, and with or without new agreements, how integrated planning across multiple jurisdictions will be achieved.	owner day-to-day business	planning and policy development	KC, ST, PSE, Redmond, Kirkland				1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5C (re: Cultural Opportunities)	As King County and Kirkland develop master plans for their portions of the corridor, and Sound Transit develops art plans for the design of the East Link Hospital Station, design principles should be adopted that articulate the importance of including art and cultural displays in the corridor's development. Redmond can provide insight and assistance in identifying how to successfully incorporate art and culture into the design of the corridor. In addition, owners should work with local residents to help identify art, signage and design features that will reflect community identities. Local representatives can also help plan ways in which the corridor can support local cultural activities and celebrations.	owner day-to-day business		KC, ST, PSE, Redmond, Kirkland	4Culture, Bellevue			1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5D (Natural Areas)	The RAC recommends that owners protect important natural areas within and in close proximity to the corridor. In planning the overall user experience for the ERC, owners should integrate interactions between corridor users and the natural environment, especially in areas with unique and compelling natural features. Design of the places along the corridor where users will visit these features should provide appropriate protection of these natural areas while providing visitors with a	owner day-to-day business	capital operations and implementation	KC, ST, PSE, Redmond, Kirkland				1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	

5E (re: Scenic Vistas)	The owners developing corridor plans should identify the various points along the corridor where scenic vistas can be maximized. The owners will need to work together to plan future developments in a manner that is sensitive to outlook points and vistas. For example, location and design of utilities, fencing, landscaping and trail location could have an impact on iconic scenic vistas.	owner day-to-day business	capital operations and implementation	KC, ST, PSE, Redmond, Kirkland			1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5F (re: Historic Legacy)	The RAC recommends that the owners identify historic locations along the corridor as part of their work to develop their master plans. The identification of these sites could be incorporated in the design and development of the ERC. This work should include reaching out to tribal communities and local historic societies to help identify historic locations. The owners should also consider working with HistoryLink, an online historic encyclopedia, to create a narrative history of the ERC.	owner day-to-day business		KC, ST, PSE, Redmond, Kirkland	WDAHP		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5G (re: Public Health)	The owners work together to create seamless trail connections between the regional and local trail system, and work with federal and state partners to create plans for ERC trail crossings at major regional highway intersections and through neighborhoods.	owner day-to-day business	capital operations and implementation	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT PSRC		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5H (re: Public Safety)	Create common principles and standards for how arterial and local road crossings will be addressed, and when grade separation should be used. Some of these road crossings are small, such as those that connect several dozen homes to Lake Washington Boulevard in Renton, while other crossings are quite large and busy, such as NE 8th Street in Bellevue.	owner day-to-day business		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, PSRC (Sno CO and Sno ??)		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5H (re: Public Safety)	Work with individual cities to develop capital and funding plans for planned local road crossings (such as the NE 6th St. crossing in Bellevue).	owner day-to-day business		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5H (re: Public Safety)	Work with one another and with adjacent jurisdictions to address road and utility crossings when high-capacity transit service is provided on the corridor.	owner day-to-day business		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville (WSDOT?)		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	

5H (re: Public Safety)	Consider general trail safety standards, including access points, lighting, vegetation management, width of trail, adjacent surfaces, and congestion management, etc.	owner day-to-day business	capital operations and implementation	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5I (re: Equity)	Strategic public investments in the ERC must enhance use for all King County residents, furthering equity and social justice.	owner day-to-day business		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5I (re: Equity)	King County and the City of Renton continue their work to develop a connection between the ERC and the Lake to Sound Trail, which would link the communities of Renton, Tukwila, Burien, Normandy Park and Des Moines to the corridor.	owner day-to-day business	planning and policy development	King County	Renton		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5J (re: Sustainability)	The owners should continue the collaborative planning process begun in this RAC process. The best way to ensure sustainable development of the corridor over time is to continue to work together toward a common vision. Full development of multiple uses in the corridor will take decades. Development will occur in stages. Different uses and different geographic segments will be developed at different times. It is essential that as owners make interim or phased investments that they do so in a manner that does not foreclose options to achieve the multiuse vision.	owner day-to-day business		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish, WSDOT	Y (All)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
6A (re: Develop Consistent Policies, Regulations and Incentives to Use the Corridor as the "Front Door")	The owners work together to determine where they would like to create the type of requirements and incentives that encourage private development to utilize the corridor as an attractive amenity for all users, including residents, customers and employees (similar to what Redmond has adopted). This will require collaboration with adjacent jurisdictions who adopt local zoning regulations and building codes. The owners can also share best practices information with one another (from Redmond and other locations) about the different type of zoning, regulatory and incentive based practices that have worked at other locations.	owner day-to-day business	planning and policy development	KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish	Y (#7)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
7B (re: Pinch Points and Topographic Constraints)	The owners maximize available space in the corridor by supporting development approaches that conserve and facilitate shared use of space. The owners should support revisions to local codes to support development of uniform setbacks along the ERC.	owner day-to-day business		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
<b>Capital Operations and Implementation</b>															



1B (re: Transportation 2040 Policies)	The owners focus initially on the eight existing projects in the Transportation 2040 project list that relate to the ERC (five are King County projects, one is Kirkland, one is Redmond, and one is Snohomish County). The owners should determine whether the descriptions of these projects should change (particularly the King County projects) as a result of the RAC process.	capital operations and implementation		KC, ST, PSE, Redmond, Kirkland	PSRC	Y (#4)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
3A (re: Wilburton Tunnel Crossing)	Work with WSDOT to develop a plan for the construction and reconnection of pedestrian and bicycle access on the ERC as it crosses I-405. The plan should include a schedule for when the reconnection will occur, a funding strategy, and identification of an interim trail route that could be used before the project can be completed.	capital operations and implementation		KC, ST, PSE	Bellevue, (Renton?), PSRC, WSDOT	Y (#3)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
3A (re: Wilburton Tunnel Crossing)	Work with WSDOT to develop a plan for a connection over I-405 that could accommodate other transportation and utility uses.	capital operations and implementation		KC, ST, PSE	Bellevue, (Renton?), PSRC, WSDOT	Y (#3)	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
5A (re: Mobility and Transportation Connections)	Continue to work with Kirkland, Redmond and King County, who have begun discussions about how to connect the Redmond Spur with the ERC Main Line to create a more direct connection between downtown Redmond and Kirkland. Owners should support actions needed to make that linkage.	capital operations and implementation		KC, ST, PSE, Redmond, Kirkland			1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
6C (re: Corridor Management and Maintenance)	The owners establish a framework for effective channels of communication among their respective maintenance/management staffs. Staff will be encouraged to explore opportunities for collaboration, such as shared use of specialized equipment, sharing of information on environmental issues, planned maintenance activities, strategies to address noxious weeds, and opportunities for sponsorship and volunteer programs within the corridor. The owners should explore approaches for streamlining permit processes related to recurrent maintenance activities.	capital operations and implementation		KC, ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville, Snohomish Co, Snohomish		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
7A (re: Plan for Construction in the Bellevue Area)	Owners work with Sound Transit and the City of Bellevue to develop a plan for the use of the corridor during construction of the NE 4th Street crossing and the East Link light rail and Hospital Station. The plan should include potential detours for corridor users during the construction period, as well as longer-term plans for how multiple uses will be accommodated in the	capital operations and implementation		Sound Transit, King County, PSE	Bellevue		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	

7B (re: Pinch Points and Topographic Constraints)	King County, in its trail master planning process, develop a baseline inventory of natural and built features necessary to thoroughly analyze space constraints in the corridor. This inventory should incorporate input developed by Sound Transit as part of its HCT Corridor Analysis and also should include identification of public or undeveloped land adjacent to the corridor in areas where potential connections, access points and additional acquisition may be desirable.	capital operations and implementation		KC, working w/ ST, PSE, Redmond, Kirkland	Bellevue, Renton, Woodinville		1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
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