



Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN

2022–2050

**Addendum to the VISION 2050 Final Supplemental
Environmental Impact Statement**

April 2022



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 ||| SEATTLE, WA 98104•1035 ||| psrc.org ||| 206•464•7090

April 7, 2022

Dear Members of the Puget Sound Regional Council and Interested Parties:

The General Assembly of the Puget Sound Regional Council (PSRC) is scheduled to consider an updated Regional Transportation Plan for King, Kitsap, Pierce, and Snohomish counties on May 26, 2022. The updated Regional Transportation Plan (RTP) includes information updated since the last RTP adopted in 2018, including current information from demographic, transportation, and air quality forecasts and analysis tools; an updated financial strategy; and a revised project list. In 2020, PSRC adopted VISION 2050, the region's plan for growth, which informs the RTP. The 2022 Regional Transportation Plan is the subject of this Addendum to the Final Supplemental Environmental Impact Statement for VISION 2050. The draft RTP and all supporting documents are available online at psrc.org and from the Puget Sound Regional Council's Information Center at 206-464-7532.

Sincerely,

Erika Harris, AICP
SEPA Responsible Official
Puget Sound Regional Council

Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples, who live around the Salish Sea in what is now Washington State and the Canadian province of British Columbia. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection and legacy of respect for the land and natural resources. These sovereign tribal nations enrich the region through environmental stewardship, cultural heritage, and economic development, and collaborate with local governments to shape the region's future.

Fact Sheet

Description of Proposal:

The Puget Sound Regional Council (PSRC) is updating the Regional Transportation Plan, last adopted in 2018. The Regional Transportation Plan extending from 2022–2050 (RTP) is intended to reflect changes in the region and to support the adopted VISION 2050 Regional Growth Strategy and economic objectives through an integrated mobility, environmental, and financial strategy. This document is an addendum to PSRC’s VISION 2050 Final Supplemental Environmental Impact Statement (Final SEIS). The purpose of this addendum is to summarize the project additions and changes included in the RTP, to discuss the potential environmental impacts associated with the updates, and to identify any differences in impacts from what was identified in the VISION 2050 Final SEIS. This addendum is being prepared pursuant to the provisions of Washington Administrative Code (WAC) 197-11-706, WAC 197-11-625 and WAC 197-11-600(4)(c) and (e) as it adds analysis and information about the updated RTP but does not substantially change the analysis of adverse environmental impacts contained in the VISION 2050 Final SEIS.

The potential environmental impacts of the RTP are anticipated to be within the levels identified and analyzed in the VISION 2050 Final SEIS. Project-level environmental review will be conducted for each individual project, as appropriate.

This addendum complies with the State Environmental Policy Act (SEPA) rules under Revised Code of Washington 43.21C and WAC 197-11.

Lead Agency and Source of Proposal:

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, Washington 98104
206-464-7090 • psrc.org

Contact: Puget Sound Regional Council Information Center • 206-464-7532 • info@psrc.org

SEPA Responsible Official: Erika Harris, AICP, Puget Sound Regional Council

Authors and Principal Contributors:

Puget Sound Regional Council	Parametrix, Inc.
1011 Western Avenue, Suite 500	719 2nd Avenue, Suite 200
Seattle, Washington 98104	Seattle, Washington 98104

Licenses Required: No licenses are required.

Documents for SEPA Compliance:

VISION 2050 Final Supplemental Environmental Impact Statement, March 18, 2020

Regional Transportation Plan Final EIS 2018 Addendum, April 2018

Regional Transportation Plan Final EIS 2014 Addendum, April 3, 2014

Regional Transportation Plan Final EIS Addendum, May 7, 2012

Regional Transportation Plan Final EIS, March 19, 2010

Regional Transportation Plan Draft EIS, May 29, 2009

Scheduled Adoption Date of the 2022-2050 Regional Transportation Plan by PSRC's General Assembly: May 26, 2022.

Location of Document:

Available online at:

<https://www.psrc.org/our-work/rtp>

Copies available from:

Puget Sound Regional Council
Information Center

1011 Western Avenue, Suite 500

Seattle, Washington 98104

206-464-7532

Cost of Document to the Public: No cost for individual copies.

Table of Contents

Need for the Addendum.....	1
Summary of Plan Updates.....	1
Project Changes	2
Summary of Project Changes	2
Subsequent Environmental Review and Project Review Process.....	3
Additional Information.....	4
Transportation System Outcomes	4
Regional Emissions Analysis	5
Conformity Analysis.....	6
Environmental Justice	6
Conclusion	7
References.....	8

List of Tables

Table 1 – Change in Lane Miles.....	3
Table 2 – Regional Network Measures.....	4
Table 3 – Travel Mode Shares	5
Table 4 – Regional Emissions Analysis Results (tons/day)	5
Table 5 – PM _{2.5} and NO _x Emissions Analysis Results (lbs./day)	6

List of Attachments

- Attachment A – New Projects Added to the RTP
- Attachment B – Canceled Projects Removed from the RTP
- Attachment C – Projects With a Change to Financial Plan Status

Acronyms and Abbreviations

CO	carbon monoxide
CO ₂ e	carbon dioxide equivalent
EPA	Environmental Protection Agency
FEIS	Final Environmental Impact Statement
MOVES3	Motor Vehicle Emission Simulator
NO _x	nitrous oxides
PM	particulate matter
PSRC	Puget Sound Regional Council
RTP	Regional Transportation Plan
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
WAC	Washington Administrative Code

Need for the Addendum

The Regional Transportation Plan (RTP) for the central Puget Sound region (then called Transportation 2040) was adopted in May 2010 following the preparation and review of a plan-level State Environmental Policy Act (SEPA) Final Environmental Impact Statement (FEIS) (PSRC 2010). In May 2012, an addendum to the FEIS was adopted analyzing amendments to the plan to include new, modified, or deleted projects proposed since 2010 (PSRC 2012). Two additional addenda to the FEIS were adopted in April 2014 and April 2018 as part of the required 4-year updates to the plan (PSRC 2014, 2018).

The federal government and Washington State require regional transportation planning organizations and metropolitan planning organizations, such as the Puget Sound Regional Council (PSRC), to review and update regional transportation plans every 4 years. The required 2022 update of the RTP reflects changes since the plan was last adopted in April 2018 and responds to the priorities and growth strategy in VISION 2050 (PSRC 2020). The Draft Regional Transportation Plan (RTP) (PSRC 2022) also includes changes to the project list and updates to the financial strategy.

The additional information included in this addendum is based on the following:

- No change to the forecast for number of people and jobs in the region from the forecast in the VISION 2050 Final Supplemental Environmental Impact Statement (Final SEIS).
- Generally lower daily vehicle miles traveled, vehicle hours of travel, and vehicle hours of delay than the Preferred Alternative that was analyzed in the Vision 2050 Final SEIS.
- Changes or additions to the number of projects in the plan do not substantively change the overall number of lane miles from what was analyzed in the Vision 2050 Final SEIS.

The potential environmental impacts of the RTP are anticipated to be within the levels identified in the VISION 2050 Final SEIS. This addendum adds information regarding the potential environmental impacts of the RTP, but the analysis of significant impacts and alternatives from the VISION 2050 Final SEIS does not substantively change. Project-level environmental review will be conducted for each individual project, as appropriate.

Summary of Plan Updates

The 2022 RTP focuses on the following key policy areas:

- Access to transit
- Safety
- Equity

- Climate
- Local agency needs
- Future investments

The RTP builds on VISION 2050, acknowledging existing challenges and addressing current and future needs of the transportation system. The update focuses on providing subregional data, to help plan for long-term system investments to accommodate future growth and to support the updates to local comprehensive plans that will align with VISION 2050 and the RTP.

The RTP acknowledges the current impacts and disruptions due to the ongoing COVID-19 pandemic but recognizes the uncertainty and volatility regarding when and how the region returns to pre-pandemic travel behaviors. As a long-range transportation plan, the RTP remains focused on implementing VISION 2050 and addressing the needs and challenges of the transportation system within the 20+ year horizon.

Project Changes

Summary of Project Changes

There are a total of 404 regional capacity projects in the RTP, reflecting some new, completed, and cancelled projects. The RTP also includes some revisions to project scopes and schedules. The list of projects includes investments that are included in the plan's financial strategy (the "constrained plan") as well as investments that are not yet included in the financial strategy or regional air quality conformity determination, referred to as "unprogrammed" projects. Unprogrammed projects are more conceptual in nature and are not able to proceed to implementation until such time as they are amended into the financially constrained plan.

The complete list of current projects is provided in Appendix D to the RTP, and additional information on the financial strategy is included in Appendix J.

Thirty-seven new projects were added to the "full plan" (the full list of investments both within the financial strategy and those that are unprogrammed), 6 of which were added to the unprogrammed portion of the plan and 31 of which were added to the financially constrained plan. Twenty-one projects were moved from the unprogrammed plan to the constrained plan, and 8 projects were moved from constrained to unprogrammed. In addition, 22 projects have been cancelled since the 2018 RTP and 29 projects have been completed.

The constrained plan adds approximately 554 lane miles to the system by 2050, an increase of less than 5 percent. This increase is consistent with the range of lane mile changes analyzed in the VISION 2050 Final SEIS, which was approximately 581 miles. The change in number of lane miles is shown in Table 1.

Table 1 – Change in Lane Miles

Metric	VISION 2050 Comparison to Base Year			RTP Comparison to Base Year		
	Base Year 2014	2050 All Scenarios	Change in Number of Lane Miles	Base Year 2018	2050 Constrained Plan	Change in Number of Lane Miles
Lane Miles	13,948	14,529	581	13,940	14,494	554

A list of the new projects included in the RTP is in Attachment A; a list of the projects that have been canceled is in Attachment B; and a list of projects with a change to financial plan status is in Attachment C.

Overall, the project changes are consistent with what was analyzed in the VISION 2050 Final SEIS and the previous addenda. The potential impacts of the updated RTP are anticipated to be within the levels identified in the VISION 2050 Final SEIS. As shown in Tables 1 through 4, the change in number of lane miles, travel mode share, and emissions will be approximately the same as what was analyzed in the VISION 2050 Final SEIS, and the regional network measures, such as daily vehicle miles traveled and hours of delay, will be less than with VISION 2050.

No new significant adverse environmental impacts are anticipated as a result of the updated plan. Refer to the information below, the Draft RTP, and appendices for additional supporting information.

Subsequent Environmental Review and Project Review Process

The region or project sponsors are not committed to specific project outcomes based on the incorporation of the Regional Capacity Project List in the RTP. Those projects will be subject to additional planning and environmental review prior to implementation. Specifically:

1. Projects on the RTP’s Regional Capacity Project List will be subject to PSRC’s Project Approval process (“Candidate-to-Approved”), which contains criteria that must be met before these projects can be implemented. These criteria address project-level financial feasibility, completion of appropriate project-level environmental review processes, and other matters.
2. All projects will undergo project-level environmental review by the project sponsor, as appropriate.

Additional Information

Since the RTP was adopted in 2010 and updated in 2014 and 2018, more current information and modeling tools have become available, including land use and economic data, updates to the travel demand mode, and updates to the Environmental Protection Agency’s (EPA) Motor Vehicle Emission Simulator (MOVES3).

Transportation System Outcomes

The project changes in the RTP result in similar transportation impacts to those described in the VISION 2050 Final SEIS. The modeling tools, however, have been updated based on current information. To illustrate the transportation impacts and similarity to what was described in VISION 2050, the vehicle miles of travel and vehicle hours of travel are provided in Table 2. RTP Appendix I, Modeling Tools, describes the updated analysis.

As shown in Table 2, the updated modeling shows similar outputs for vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay as compared to the range of impacts tested in the VISION 2050 Final SEIS. The range of 2050 results analyzed for the RTP are either within the range of alternatives analyzed for environmental impacts as the VISION 2050 Final SEIS or in the case of delay are below, resulting in similar and—in the case of delay—lessened overall impacts.

Table 2 – Regional Network Measures

Metric	Base Year (2018)	RTP		VISION 2050 Alternatives
		2050 Constrained Plan	2050 Full Plan	
Daily Vehicle Miles Traveled	87,700,000	105,700,000	106,400,000	104,000,000 to 108,000,000
Daily Vehicle Hours Traveled	2,781,000	3,538,000	3,508,000	3,490,000 to 3,680,000
Delay (hours)	403,000	620,000	590,000	702,000 to 765,000

The travel mode share results summarized in Table 3 show a reduction in drive-alone trips and an increase in transit and nonmotorized trips for the RTP. The changes in the updated plan are also consistent with the range of impacts tested in the VISION 2050 Final SEIS and, in general, highlight an even greater switch away from driving alone to transit and nonmotorized modes of travel. These shifts are reflective of the combination of land use near high-capacity transit alongside transit access and network improvements for all users of the transportation system.

Table 3 – Travel Mode Shares

Mode	Base Year (2018)	RTP		VISION 2050 Alternatives
		2050 Constrained Plan	2050 Full Plan	
Drive Alone	68%	55%	55%	61% to 64%
Shared Ride	15%	14%	14%	13%
Transit	6%	13%	13%	9% to 10%
Nonmotorized	11%	18%	18%	14% to 15%

Regional Emissions Analysis

PSRC used the most recent version of EPA’s MOVES3 to develop emissions factors used to conduct the air quality analysis for the RTP. The regional air quality analysis estimates future regional motor vehicle emissions of criteria pollutants and greenhouse gases. These results, as shown in Table 4, reflect the continued improvements in vehicle and fuel technology and the turnover of the fleet over the next 30 years as well as the impacts from the land use policies and transportation investments in VISION 2050 and the RTP. The regional analysis for the RTP results in similar or lower emissions for all pollutants in 2050 when compared with the range of alternatives tested in the VISION 2050 Final SEIS.

Table 4 – Regional Emissions Analysis Results (tons/day)*

Pollutant	Base Year (2018)	RTP		VISION 2050 Alternatives
		2050 Constrained Plan	2050 Full Plan	
Carbon Dioxide Equivalent (CO ₂ e)	43,582	37,682	37,702	39,140 to 40,900
Carbon Monoxide (CO)	487.8	204.5	204.6	202.40 to 206.3
Ozone				
Nitrogen Oxides (NO _x)	79.6	21.2	20.8	21.1 to 21.8
Volatile Organic Compounds	18.9	5.9	5.9	6.3 to 6.4
Fine Particulates				
PM _{2.5}	2.25	1.52	1.51	1.54 to 1.62
PM ₁₀	6.32	6.73	6.63	7.41 to 7.86

* All emissions calculated using wintertime rates, except for volatile organic compounds, which are shown at their maximum during summer.

Conformity Analysis

PSRC is required to demonstrate that the RTP conforms to the State’s Implementation Plan for Air Quality. As illustrated in Table 5, the projects and programs in the plan are well within the established limits for the criteria pollutant for which conformity currently applies in the region—fine particulates (including the precursors of PM_{2.5} and nitrogen oxides [NO_x]). The region is in attainment of all other criteria pollutants.

The air quality impacts of the RTP would not be substantively different from those addressed in the VISION 2050 Final SEIS, would be less than the impacts anticipated in the 2018 RTP, and would fall below required limits. As a result of the analysis, PSRC determined that the RTP conforms to the Washington State Implementation Plan as required by the federal Clean Air Act and the state’s Washington Clean Air Act. More information is provided in Appendix G, Air Quality Conformity, of the RTP.

Table 5 – PM_{2.5} and NO_x Emissions Analysis Results (lbs/day)

	RTP	
	PM _{2.5}	NO _x
2017 Motor Vehicle Emissions Budget*	1,888	41,790
2017	663	22,816
2020	621	20,456
2026 Motor Vehicle Emissions Budget**	1,321	22,880
2026	495	13,374
2030	410	8,653
2040	413	6,167
2050	447	6,162

* Estimated emissions for years 2017 through 2025 must be less than the 2017 Motor Vehicle Emissions Budget.

** Estimated emissions for years 2026 and beyond must be less than 2026 Motor Vehicle Emissions Budget.

Environmental Justice

The RTP builds from VISION 2050 goals and policies for racial and social equity, applying an equity focus to all aspects of the plan, including the evaluation of existing and future conditions and the analysis of performance measures and regional outcomes. A detailed analysis is included in Appendix F, Regional Equity Analysis, of the RTP.

Conclusion

The updated transportation modeling with the RTP results in similar ranges of network changes as originally analyzed in the VISION 2050 Final SEIS. This is true for vehicle lane miles added, miles of travel, vehicle hours of travel, vehicle hours of delay, and regional mode shares for all trip purposes.

The updated air quality analysis also continues to meet all federal and state air quality requirements and provides a sufficient basis for PSRC to determine that the RTP conforms to the Washington State Implementation Plan, as required by the federal Clean Air Act and the state's Washington Clean Air Act. The RTP analysis results in similar or lower emission levels for all air pollutants, including greenhouse gases, compared to alternatives in the VISION 2050 Final SEIS. The RTP further includes additional information on the full Four-Part Greenhouse Gas Strategy to achieve the region's overall climate goals by 2050.

The RTP continues to focus on targeting transportation investments that ensure people can safely and equitably get to work and recreation, freight and goods movement can supply businesses and people, and ports can continue to function as regional and global gateways. The RTP identifies how the region will meet its transportation needs over the next 30 years (10 years beyond the 2018 RTP).

The net marginal effects of the plan changes are likely to reduce adverse environmental impacts and be within the levels described in the VISION 2050 Final SEIS. No new significant adverse environmental impacts are anticipated from the updated RTP.

References

- PSRC (Puget Sound Regional Council). 2010. Transportation 2040 Final Environmental Impact Statement. Issued March 19, 2010. Available at: <https://www.psrc.org/environmental-review-transportation-2040>.
- PSRC. 2012. Transportation 2040 Final Environmental Impact Statement Addendum. Issued May 7, 2012. Available at: <https://www.psrc.org/environmental-review-transportation-2040>.
- PSRC. 2014. Transportation 2040 Final Environmental Impact Statement 2014 Addendum. Issued April 3, 2014. Available at: <https://www.psrc.org/environmental-review-transportation-2040>.
- PSRC. 2018. The Regional Transportation Plan – 2018. Adopted May 31, 2018. Available at: <https://www.psrc.org/our-work/rtp>.
- PSRC. 2020. VISION 2050 Final Environmental Impact Statement. Issued March 18, 2020. Available at: <https://www.psrc.org/sites/default/files/v2050finaleis-march2020.pdf>.
- PSRC. 2022. Draft 2022-2050 Regional Transportation Plan. January 13, 2022. Available at: <https://engage.psrc.org/welcome-rtp>.

Attachment A – New Projects Added to the RTP

Sponsor	Title	Plan Status
Auburn	E Valley Highway Widening	Financially Constrained
Bothell	SR 527 (211th Street SE to north of SR 524)	Financially Constrained
Bremerton	SR 303 Two Way Left Turn Lane Replacement	Financially Constrained
Bremerton	Wheaton Way Business Access and Transit (BAT) Lane	Financially Constrained
Bremerton	Warren Avenue/Callahan Drive Roundabout	Financially Constrained
Kent	S 212th Street Multimodal Corridor	Financially Constrained
Kent	SR 516 (Canyon Drive/SE 256th Street) Multimodal Corridor	Financially Constrained
King County/Metro	ID# 1049: Kent Tukwila Seattle	Financially Constrained
King County/Metro	ID# 1028/3101: Crossroads Bellevue U District	Financially Constrained
King County/Metro	ID# 1999: Redmond Overlake South Bellevue	Financially Constrained
King County/Metro	Ballard to Pier 50 Seattle Passenger Only Ferry Route	Financially Constrained
King County/Metro	Kenmore to University of Washington Passenger Only Ferry Route	Financially Constrained
King County/Metro	Kirkland to University of Washington Passenger Only Ferry Route	Financially Constrained
King County/Metro	West Seattle Mobility Transit Hub	Financially Constrained
Kitsap Transit	North Kitsap (SR305 Corridor) Park & Rides	Financially Constrained
Kitsap Transit	Fast Ferry Docking Facility - Seattle	Financially Constrained
Lynnwood	Scriber Creek Trail	Financially Constrained
Maple Valley	SR 169 Widening (from SE 276th St to South City Limits)	Financially Constrained
Pierce County	112th St E, A St S to 18th Ave E	Financially Constrained
Redmond	Bel-Red Road Bicycle Facility	Financially Constrained
Renton	Grady Way Overpass	Financially Constrained
Sammamish	228th Ave SE Capacity Improvements from Issaquah-Pine Lake Rd to SE 43rd Way	Financially Constrained
Seattle	First Hill Street Car - Broadway Extension	Financially Constrained
Seattle	West Marginal Way Vision Zero Projects	Financially Constrained
Seattle	Seattle Transit Priority Lanes	Financially Constrained
Shoreline	148th Street Non-Motorized Bridge	Financially Constrained
Tacoma	South 21st Street (Jefferson to Tacoma Ave)	Financially Constrained
Tacoma	Portland Avenue: I-5 to 72nd St E	Financially Constrained
Tacoma	Orchard St/Lakewood Dr: S 56th St to S 74th St	Financially Constrained
Tacoma	S 74th/72nd St: S Cedar St to Waller Rd	Financially Constrained
Tacoma	South Tacoma Way from Pine Street to South 47th St	Financially Constrained
Federal Way	S 356th - 1st Ave S to SR 99	Unprogrammed
Fife	62nd Ave Pedestrian Bridge Over Interstate 5	Unprogrammed
Kent	I-5 Regional Trail	Unprogrammed
Kent	Kent-Des Moines Multimodal Transportation Hub	Unprogrammed
Pierce Transit	HCT: Route 4 Corridor Lakewood to Puyallup	Unprogrammed
WSDOT Olympic Region	SR 410/254th Ave E to Cole St - Widening	Unprogrammed

Attachment B – Canceled Projects Removed from RTP

Sponsor	Title
Bothell	Parking Garage (Bothell)
Bothell	Bothell-Everett Highway Corridor (228th Street SE to I-405)
Community Transit	North Snohomish Co. Park & Ride
Edmonds	Edmonds Street Flyover
Kent	Willis Street BNSF Grade Separation
King County	140th/132nd Avenue SE
King County/Metro	ID# RR 1025: Kenmore to Overlake via Totem Lake
King County/Metro	ID# RR 1026: East Redmond to Kirkland via Redmond
King County/Metro	ID# RR 1075: Renton Highlands to Rainier Beach via Renton
King County/Metro	ID# RR 1515: Kent to Twin Lakes via Star Lakes
Kitsap County	Silverdale Way - Chico to Byron Street
Kitsap County	Newberry Hill Rd SR3 to Chico/Silverdale Way Roundabout
Pierce County	176th St E
Sammamish	Issaquah Fall City/Duthie Hill Road
Tacoma	Portland Ave Arterial Improvements for Freight/Transit
Tukwila	Strander Blvd/SW 27th St Extension
WSDOT Northwest Region	I-5 @ Airport/Industrial Way
WSDOT Northwest Region	US 2: Monroe Bypass Phases 2 & 3
WSDOT Northwest Region	SR 18: Tiger Mountain Park Entrance to Deep Creek Widening
WSDOT Northwest Region	SR 524: SR 527 to 39th Ave SE Widening
WSDOT Northwest Region	SR 524: 39th Ave SE to SR 522 Widening
WSDOT Northwest Region	US 2: Trestle Widening - Stage 2

Attachment C – Projects with a Change to Financial Plan Status

Sponsor	Title	Financial Plan Status	Financial Plan Status Change Type
Bainbridge Island	Agate Pass Bridge Replacement	Unprogrammed	Financially Constrained to Unprogrammed
Bainbridge Island	Sound to Olympics Trail Segment	Unprogrammed	Financially Constrained to Unprogrammed
Community Transit	Swift BRT Green Line Extension to UW Bothell Campus	Unprogrammed	Financially Constrained to Unprogrammed
Community Transit	Swift BRT Silver Line - Airport Road to Cathcart Way (Everett)	Unprogrammed	Financially Constrained to Unprogrammed
Kent	212th Street BNSF Railroad Grade Separation	Unprogrammed	Financially Constrained to Unprogrammed
Snohomish Co.	CT - Snoqualmie Valley Trail	Unprogrammed	Financially Constrained to Unprogrammed
Tacoma	Trail To The Mountain	Unprogrammed	Financially Constrained to Unprogrammed
WSDOT NORTHWEST REGION	I-405 Corridor: SR 520 to NE 70th Pl Northbound Auxiliary Lane	Unprogrammed	Financially Constrained to Unprogrammed
Bremerton	6th Street or 11th Street Road Diet	Financially Constrained	Unprogrammed to Financially Constrained
Covington	SR 516 - 204th Avenue SE to East City Limits	Financially Constrained	Unprogrammed to Financially Constrained
Covington	SR 516 - 192nd Avenue SE to 204th Avenue SE	Financially Constrained	Unprogrammed to Financially Constrained
Federal Way	21st Ave SW	Financially Constrained	Unprogrammed to Financially Constrained
Federal Way	City Center Access Complete Project	Financially Constrained	Unprogrammed to Financially Constrained
Federal Way	City Center Access Project - Phase 1 (SB Ramp Modifications)	Financially Constrained	Unprogrammed to Financially Constrained

Sponsor	Title	Financial Plan Status	Financial Plan Status Change Type
Lynnwood	I-5/44th Avenue Interchange Improvements	Financially Constrained	Unprogrammed to Financially Constrained
Lynnwood	44th Ave W (SR 524 Spur)	Financially Constrained	Unprogrammed to Financially Constrained
Maple Valley	SR 516 (Kent-Kangley Road), 213th Place SE to 238th Avenue SE	Financially Constrained	Unprogrammed to Financially Constrained
Maple Valley	SR 169 Widening (from SE 244th Street to SE 260th Street)	Financially Constrained	Unprogrammed to Financially Constrained
Marysville	88th St NE (36th Ave NE to NB I-5 Ramp)	Financially Constrained	Unprogrammed to Financially Constrained
Pierce County	72nd St E	Financially Constrained	Unprogrammed to Financially Constrained
Pierce County	122nd Ave E, 146th St Ct E to 136th St E	Financially Constrained	Unprogrammed to Financially Constrained
Pierce Transit	HCT: Route 2 Corridors - Downtown Tacoma to Tacoma Community College to Lakewood	Financially Constrained	Unprogrammed to Financially Constrained
WSDOT Northwest Region	I-405 Corridor: SR 520 Interchange	Financially Constrained	Unprogrammed to Financially Constrained
WSDOT Olympic Region	SR 3/Imperial Way to SR 16 - Widening	Financially Constrained	Unprogrammed to Financially Constrained
WSDOT Olympic Region	I-5: Thorne Lane to SR 512	Financially Constrained	Unprogrammed to Financially Constrained
WSDOT Olympic Region	SR 16/SR 160 to SR 3 - Widening	Financially Constrained	Unprogrammed to Financially Constrained
WSDOT Olympic Region	SR 3: SR 304 to Loxie Eagans Blvd - HOV Widening	Financially Constrained	Unprogrammed to Financially Constrained
WSDOT Olympic Region	SR 3/SR 16 to SR 304 - HOV Lanes	Financially Constrained	Unprogrammed to Financially Constrained
WSDOT Olympic Region	SR 3/SR 304 Interchange - Reconstruct Interchange	Financially Constrained	Unprogrammed to Financially Constrained