



Regional Transportation Plan

Final Environmental Impact Statement 2018 Addendum

**April 2018
Puget Sound Regional Council**



Puget Sound Regional Council

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

April 5, 2018

Dear Member of the Puget Sound Regional Council or Interested Parties:

The Regional Transportation Plan for King, Kitsap, Pierce, and Snohomish counties is scheduled to be adopted at the meeting of the General Assembly of the Puget Sound Regional Council on May 31, 2018. The plan includes updated information since the last version, including current information from updated demographic, transportation, and air quality forecasts and analysis tools; an updated financial strategy; and a revised project list. These updates are the subject of this Addendum to the Final Environmental Impact Statement for the Regional Transportation Plan. These documents are all 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

Regional Transportation Plan Final EIS

2018 Addendum Fact Sheet

April 5, 2018

Description of Proposal:

This document is an addendum to the Final Environmental Impact Statement (FEIS) for the Puget Sound Regional Council's (PSRC) Regional Transportation Plan, which was previously called Transportation 2040 (PSRC 2010). The purpose of this 2018 Addendum is to assess and document the environmental impacts of the updated plan and compare the level of environmental impacts to those identified for the original plan in the FEIS. PSRC is updating the Regional Transportation Plan to include:

- Current information from updated transportation, demographic, and air quality forecasts and analysis tools
- An updated financial strategy
- Updated regional project information

These major elements of the plan focus on system preservation, sustainable transportation revenue sources, and multimodal transportation strategies. Further, they focus on linking land use and transportation, public health, emissions reduction, access for special needs populations, and strategies to promote an efficient use of the transportation system.

The net marginal effects of the updated plan changes are likely to reduce significant adverse environmental impacts and be within the levels described in the FEIS. Thus, this addendum adds analysis and information regarding the environmental impacts of the plan, but does not substantially change the analysis of significant impacts and alternatives of the plan as adopted in 2010. Project-level environmental review will be conducted by the project sponsor 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 Chapter 197-11 of the Washington Administrative Code.

Lead Agency and Source of Proposal:

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Licenses Required: No licenses are required.

Documents for SEPA Compliance:

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 2018 Regional Transportation Plan by PSRC's General Assembly: May 31, 2018

Location of Document and Supporting Technical Reports:

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

Copies available from:
Puget Sound Regional Council
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Cost of Document to the Public: No cost for individual copies.

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Acronyms

CAFE	Coporate Average Fuel Economy
CO	carbon monoxide
CO _{2e}	carbon dioxide equivalent
EPA	U.S. Environmental Protection Agency
FEIS	Final Environmental Impact Statement
I-5	Interstate 5
MOVES	Motor Vehicle Emission Simulator
MPOs	metropolitan planning organizations
NOx	nitrogen oxides
PM _{2.5}	particulate matter 2.5 micrometers in diameter or less
PSRC	Puget Sound Regional Council
RTPOs	regional transportation planning organizations
SEPA	State Environmental Policy Act
SR	State Route
ST3	Sound Transit 3
WSDOT	Washington State Department of Transportation

Need for the Addendum

The Regional Transportation Plan 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); in April 2014, another addendum to the FEIS was adopted as part of the required 4-year update to the plan (PSRC 2014).

The federal government and Washington State require regional transportation planning organizations (RTPOs) and metropolitan planning organizations (MPOs), such as the Puget Sound Regional Council (PSRC), to update regional transportation plans every 4 years. The required 2018 update of the plan reflects changes since the plan was last amended in April 2014. The update of the plan also includes changes to the project list as well as revisions to the financial strategy for the plan.

This 2018 Addendum to the FEIS documents the changes to two core elements and assesses the environmental effects of the project changes in the 2018 Regional Transportation Plan (PSRC 2018).

Core Elements

The Regional Transportation Plan includes two “core elements” that have evolved since 2010 and affect the plan’s evaluation process:

- Updated Regional Transit Network with Sound Transit 3 and Transit Agency Long Range Plans
- Financial Strategy Update

To keep the region moving, the transportation system must provide travel options and the financial strategy must show that there are sufficient funds to operate and maintain the system. The regional transit network and the integration with the high-capacity transit network has been a major work item for the region and is an integral part of the travel options provided in the plan. The financial strategy was also updated to reflect a shift towards a different type of user fee in the form of road usage charges across the system. The road usage charges would occur in the latter half of the plan’s implementation to help finance the plan and manage demand.

Regional Transit Network

The region’s transit agencies have developed integrated long-range transit plans that provide additional travel options with more frequent and direct connections to the regional high-capacity transit network. This integration of the bus and rail transit networks better connects the region’s travelers to the high-capacity transit system that was approved by voters as a part of Sound Transit 3 (ST3) in November 2016. Sound Transit prepared a SEPA environmental impact statement for their long-range plan in 2014 (Sound Transit 2014). The Sound Transit Long Range Plan included all of the ST3 investments.

Financial Strategy Update

To meet federal requirements, the Regional Transportation Plan must make reasonable financing assumptions and account for revenue sources that can be reasonably expected. The

financial strategy acknowledges that new funding sources are needed. Traditional sources of revenue, such as the federal and state fuel tax, are eroding due to increased average fuel efficiency of vehicles and recent overall reductions in vehicle miles traveled per capita. PSRC’s revenue strategy is based on phasing in user fees that are more explicitly tied to the use of the system, as well as a range of traditional taxes to provide a more stable and reliable funding source for the local and regional transportation infrastructure. Appendix P of the 2018 Regional Transportation Plan, Financial Strategy Background, provides additional details regarding transportation financing. A key assumption difference between 2018 and prior versions of the plan is the replacement of a limited access highway tolling system with a road usage charge.

While there have been some revisions over time, the overall framework of the financial strategy remains consistent with Transportation 2040—a transition to greater reliance on user fees to replace fuel taxes to help ensure a balanced financial program.

Project Changes

Summary of Project Changes. There are a total of 420 regional capacity projects in the Regional Transportation Plan, reflective of the current status and evolution of projects throughout the region. This includes some new projects, completed projects, canceled projects, and other revisions to project scopes of work or schedules. The project list contains investments that are included in the plan’s financial strategy (hereafter referred to as the “plan”), but also contains investments that are identified as “Unprogrammed,” which are not included in the financial strategy or in the regional air quality conformity finding. The full list of investments—both within the financial strategy and Unprogrammed—are referred to as the “full plan.”

Of the 420 total projects in the “full plan,” 313 are submitted to the financially constrained plan. Forty-seven projects were canceled since the last version of the plan, and an additional 81 were determined to be below the threshold of the “regional capacity projects” definition; these projects are reflected as programmatic investments in the plan and their costs are included in the financial strategy. Of the remaining existing projects, the majority of the projects had specific clarifying revisions, either to the title, description, location, or completion date. Finally, 110 new projects were submitted to the full plan, 18 of which are in the Unprogrammed portion of the plan.

As shown in Exhibit 1, the percent change in lane miles with the 2018 Regional Transportation Plan compared to the base year (2014) would increase by 3 percent with the 2040 Constrained Plan, and 5 percent with the 2040 Full Plan. This percent change is consistent with the range of lane mile changes analyzed in the plan FEIS.

**Exhibit 1
Percent Change in Lane Miles**

Metric	Base Year (2014)	2018 Regional Transportation Plan – Comparison to Base Year		Percent Change from the Base Year across the Range of Alternatives from the FEIS
		2040 Constrained Plan	2040 Full Plan	
% Change in Regional Lane Miles	-	3%	5%	3% to 9%

Exhibit 2 lists the new projects in the plan and Exhibit 3 lists the canceled projects. The complete list of current projects is provided in Appendix G of the 2018 Regional Transportation Plan.

**Exhibit 2
New Projects in the Regional Transportation Plan**

Sponsor	Title	Plan Status
Auburn	Auburn Way S (SR 164) 32nd Street SE to City Limit	Financially Constrained
Auburn	Auburn Way S (SR 164) Poplar to 32nd Street SE)	Financially Constrained
Auburn	M Street NE Widening (E Main Street to 4th Street NE)	Financially Constrained
Auburn	M Street SE Corridor Improvements (8th Street SE to Auburn Way S)	Financially Constrained
Bainbridge Island	Agate Pass Bridge Replacement	Financially Constrained
Bainbridge Island	Sound to Olympics Trail Segment	Financially Constrained
Bellevue	Bellevue Way SE Southbound HOV Lane	Financially Constrained
Bonney Lake	Fennel Creek Trail	Financially Constrained
Bothell	SR 527 Add Southbound Lane from SR 524 to 220th Street SE	Financially Constrained
Community Transit	Core or Swift BRT - Swift Blue Line Extension N 185th Street	Financially Constrained
Covington	SR 516 - 185th Place SE to 192nd Avenue SE	Financially Constrained
Edmonds	Edmonds Street Flyover	Financially Constrained
Everett	41st Street Rucker Avenue Freight Corridor Phase 2	Financially Constrained
Fife	70th Avenue E Railroad Crossing	Financially Constrained
Fife	I-5 / 54th Avenue E Interchange	Financially Constrained
Fife	I-5 / Port of Tacoma Road Interchange	Financially Constrained
Kent	S 224th Street Extension 84th Avenue S to 104th Avenue SE (SR 515/Benson Highway)	Financially Constrained
King County/Metro	West Seattle Passenger Only Ferry Terminal	Financially Constrained
King County/Metro	Eastside Rail Corridor to Lake to Sound Connector	Financially Constrained
King County/Metro	I-405 Corridor Park and Ride Expansion	Financially Constrained
King County/Metro	I-5 North Corridor Park and Ride Expansion	Financially Constrained
King County/Metro	I-5 South Corridor Park and Ride Expansion	Financially Constrained
King County/Metro	I-90 Corridor Park and Ride Expansion	Financially Constrained
King County/Metro	ID# 1009: Bothell to UW via Kenmore	Financially Constrained
King County/Metro	ID# 1027: Totem Lake to Eastgate via Kirkland	Financially Constrained
King County/Metro	ID# 1030: Overlake to Renton via Eastgate	Financially Constrained
King County/Metro	ID# 1033: Renton to Auburn via Kent	Financially Constrained
King County/Metro	ID# 1041: SODO to Burien via Delridge	Financially Constrained
King County/Metro	ID# 1052: Twin Lakes to Green River College via Federal Way	Financially Constrained
King County/Metro	ID# 1056: Highline College to Green River College via Kent	Financially Constrained
King County/Metro	ID# RR 1014: Loyal Heights to U District via Green Lake	Financially Constrained
King County/Metro	ID# RR 1025: Kenmore to Overlake via Totem Lake	Financially Constrained
King County/Metro	ID# RR 1026: East Redmond to Kirkland via Redmond	Financially Constrained

**Exhibit 2
New Projects in the Regional Transportation Plan (continued)**

Sponsor	Title	Plan Status
King County/Metro	ID# RR 1043 Alki - Burien - West Seattle	Financially Constrained
King County/Metro	ID# RR 1061: Interbay - Madison Park via Capitol Hill	Financially Constrained
King County/Metro	ID# RR 1064: U. District to Othello via Capitol Hill	Financially Constrained
King County/Metro	ID# RR 1075: Renton Highlands to Rainier Beach via Renton	Financially Constrained
King County/Metro	ID# RR 1202: Seattle CBD - Sand Point - Green Lake	Financially Constrained
King County/Metro	ID# RR 1515: Kent to Twin Lakes via Star Lakes	Financially Constrained
King County/Metro	Interurban Trail (South) Redevelopment	Financially Constrained
King County/Metro	SR 167 and SR 169 Corridor Park and Ride Expansion	Financially Constrained
King County/Metro	SR 522 Corridor Park and Ride Expansion	Financially Constrained
Kirkland	100th Avenue NE Roadway Design & Improvements	Financially Constrained
Kitsap County	Ridgetop Boulevard- South	Financially Constrained
Kitsap County	Silverdale Way Byron-Anderson Hill Road	Financially Constrained
Kitsap Transit	BRT From Port Orchard Ferry Transit Center to Bethel and Highway 160	Financially Constrained
Kitsap Transit	Kingston Park and Ride	Financially Constrained
Kitsap Transit	Puget Sound Industrial Area Park and Ride	Financially Constrained
Kitsap Transit	West Bremerton Transit Center	Financially Constrained
Maple Valley	SR 169 Widening (from 228th Avenue SE to SE 244th Street)	Financially Constrained
Maple Valley	SR 169 Widening (from Witte Road SE to SE 240th Street)	Financially Constrained
Marysville	172nd Street NE (SR 531) Improvements	Financially Constrained
Marysville	84th St NE (83rd Avenue NE to SR 9)	Financially Constrained
Marysville	SR528 Widening	Financially Constrained
Muckleshoot Indian Tribe	SR 18 Eastbound Off-Ramp	Financially Constrained
Pacific	Stewart Rd (8th Street E)	Financially Constrained
Pierce County	112th Street E/S	Financially Constrained
Pierce County	Canyon Road E Southerly Extension, 224th Street E to 196th Street E	Financially Constrained
Pierce County	Canyon Road E, 187th Street E to Frederickson Industrial Park Road E	Financially Constrained
Pierce County	Canyon Road Freight Corridor Improvements, 106th Street E to 99th Street Court E	Financially Constrained
Pierce County	Pipeline Trail (Cross County Commuter Connector)	Financially Constrained
Redmond	Redmond Way Westbound Right Turn Lane - 168th Avenue NE to 164th Avenue NE	Financially Constrained
Redmond	Redmond Way Widening - East Lake Sammamish Parkway to SR 520	Financially Constrained
Redmond	SR 520 Auxiliary Lanes	Financially Constrained
Renton	Logan Avenue N	Financially Constrained
Renton	Park Avenue North Extension	Financially Constrained
Renton	Renton BRT Improvements	Financially Constrained

Exhibit 2
New Projects in the Regional Transportation Plan (continued)

Sponsor	Title	Plan Status
Renton	South 2nd Street	Financially Constrained
Renton	South 3rd Street	Financially Constrained
Seattle	2nd Avenue Protected Bike Lane Extension	Financially Constrained
Seattle	4th / 5th Avenue Protected Bike Lane	Financially Constrained
Seattle	Center City Connector Extension - Seattle Center	Financially Constrained
Seattle	Pine - Pike Protected Bike Lane	Financially Constrained
Seattle	Seattle Central Business District ITS	Financially Constrained
Seattle	SODO Area ITS	Financially Constrained
Seattle	Third Avenue Transit Spine	Financially Constrained
Shoreline	SR-523 (N/NE 145th Street) & I-5 Interchange	Financially Constrained
Snohomish Co.	128th Street SW/Airport Road	Financially Constrained
Snohomish Co.	164th Street SE/SW	Financially Constrained
Sound Transit	Downtown Seattle LRT tunnel	Financially Constrained
Sound Transit	Infill Light Rail Station: NE 130th Street	Financially Constrained
Sound Transit	Infill Light Rail Station: South Boeing Access Road	Financially Constrained
Sound Transit	Infill Light Rail Station: South Graham Street	Financially Constrained
Sound Transit	Link LRT extension from downtown Seattle to Ballard	Financially Constrained
Sound Transit	Link LRT extension from downtown Seattle to West Seattle	Financially Constrained
Tacoma	Portland Avenue Arterial Improvements for Freight/Transit	Financially Constrained
Tacoma	Puyallup Avenue Transit Supportive/Complete Street Arterial Improvements	Financially Constrained
Woodinville	Sammamish River Bridge and Road (SR 202)	Financially Constrained
WSDOT Northwest Region	I-405 Corridor: Downtown Bellevue Access NE 4th Street to SR 520	Financially Constrained
WSDOT Northwest Region	I-405 Corridor: SR 520 to NE 70th Place, Southbound Auxiliary Lane	Financially Constrained
WSDOT Northwest Region	SR 531: 67th Avenue to SR 9 Widening	Financially Constrained
WSDOT Olympic Region	SR 167/SR 512 to 15th Street SW - Core HOV	Financially Constrained
Bremerton	West Bremerton Road Diet	Unprogrammed
Covington	SR 516 - 192nd Avenue SE to 204th Avenue SE	Unprogrammed
Covington	SR 516 - 204th Avenue SE to East City Limits	Unprogrammed
Des Moines	Kent-Des Moines Road (Segment 1)	Unprogrammed
Des Moines	Kent-Des Moines Road Improvements (Segment 2)	Unprogrammed
Des Moines	Kent-Des Moines Road (Segment 3)	Unprogrammed
Federal Way	City Center Access Phase 5	Unprogrammed
Pierce County	122nd Avenue East	Unprogrammed
Pierce County	94th Avenue East, 136th Street E to 144th Street E	Unprogrammed
Pierce County	94th Avenue East, 144th Street E to 152nd Street E	Unprogrammed
Pierce County	94th Avenue East, 152nd Street E to 160th Street E	Unprogrammed
Pierce County	Rhodes Lake Road East	Unprogrammed

**Exhibit 2
New Projects in the Regional Transportation Plan (continued)**

Sponsor	Title	Plan Status
Pierce Transit	HCT: Route 2 Corridors - Downtown Tacoma to Tacoma Community College to Lakewood	Unprogrammed
Pierce Transit	HCT: Route 3 Corridor - Downtown Tacoma to Lakewood Transit Center	Unprogrammed
Shoreline	Ballinger Way - NE 205th Street to 19th Avenue NE Access Control	Unprogrammed
Shoreline	Trail Along the Rail	Unprogrammed
WSDOT Northwest Region	I-405 Corridor: SR 167 Interchange SR 181 to SR 167	Unprogrammed
WSDOT Olympic Region	SR 104/Kingston Ferry Terminal Traffic Circulation - Mobility	Unprogrammed

BRT = bus rapid transit; HCT = high-capacity transit; HOV = high-occupancy vehicle; ITS = intelligent transportation systems; LRT = light rail transit; RR = Rapid Ride

**Exhibit 3
Canceled Projects**

Sponsor	Title
Bellevue	Coal Creek Parkway
Community Transit	Core or BRT - Mukilteo Speedway
Community Transit	Core or BRT - SR 531 I-5 to downtown Arlington
Community Transit	Core or BRT - SR 528, I-5 to SR 9
Community Transit	Core or BRT - US 2 Everett to Monroe (via Avenue D and 2nd Street in Snohomish)
Community Transit	Core or BRT - SR 9 Bothell to Arlington
Community Transit	Core or BRT - 228th Street Edmonds Ferry, SR 104, 228th, 236th, 228th to SR 9
Community Transit	Core or BRT - 20th Street US 2 to SR 9
Community Transit	Core or BRT - 35th Avenue SE Bothell to Everett
Community Transit	Core or BRT - SR 522 Monroe to Bothell
Edmonds	Edmonds Terminal Relocation/Expansion Phase I
Edmonds	Edmonds Terminal Relocation/Expansion Phase II
Enumclaw	SR 410, Farman to East City Limits
Enumclaw	SR 410, 244th Avenue SE to Mountain Villa Road / Watson Street N to Farman Street
Everett Transit	Everett Station Parking Structure
Federal Way	S 348th Street
Kent	S 212th Street
Kent	West Valley Highway
Kitsap Transit	SR 303 (North of Bremerton/Riddell) Park and Ride
Kitsap Transit	SR 16 Park and Ride (Mullenix)
Kitsap Transit	Phase II and Phase III SR 305 Corridor Park and Ride s
Kitsap Transit	Bainbridge Island Multimodal Center
Mukilteo	Ferry Holding Lanes
Pierce County	Military Road S/152nd Street E
Pierce Transit	Fife I-5 Park and Ride
Redmond	Bel-Red Road

**Exhibit 3
Canceled Projects (continued)**

Sponsor	Title
Redmond	East Lake Sammamish Pkwy
Renton	Duvall Avenue NE
Renton	New Park and Ride Lot-Renton Urban Center North
Sound Transit	Renton HOV Access/N 8th
Sound Transit	S 200th Park and Ride
Sound Transit	New Permanent Sounder Station at Edmonds Crossing
Sound Transit	LRT Ballard, Seattle, West Seattle
Sound Transit	BNSF - Eastside
Sound Transit	New Station in North Sumner
Tukwila	E Marginal Way
Woodinville	SR 202 Intersection Corridor Improvement (CCRP)
WSDOT	US 2: SR 204 to Bickford
WSDOT	I-90: Eastgate to West Lake Sammamish Parkway (Lakemont) - Added Aux. Lane
WSDOT	I-90, WB auxiliary lane, West Lake Sammamish Parkway to Sunset Way
WSDOT	I-5: 220th Street SW to 44th Avenue W
WSDOT	East D Street Slip Ramps at SR 509
WSDOT	I-90 at SR 18
WSDOT	SR 104, Pine Street intersection to proposed ferry terminal
WSDOT	SR 525, SR 526 to Proposed Mukilteo Multimodal Terminal
WSDOT	I-90, West Lake Sammamish Parkway Roundabout
WSDOT	I-405 Corridor: SR 522 to I-5 (DT Woodinville Transit Center)

BRT = bus rapid transit; HOV = high-occupancy vehicle; LRT = light rail transit

Overall, the project changes are consistent with the FEIS and the previous addenda. The transportation impacts of the updated plan are likely to reduce adverse environmental impacts and be within the levels identified in the original FEIS. No new significant adverse environmental impacts are anticipated as a result of the updated plan. Refer to the exhibits below and the Regional Transportation Plan and appendices for additional supporting information.

Subsequent Environmental Review and Project Review Process. Incorporation of the Regional Capacity Project List in the Regional Transportation Plan does not commit the region or project sponsors to specific project outcomes. The projects will be subjected to additional planning and environmental review processes before implementation, as follows:

1. Projects on the Regional Transportation Plan'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 Regional Transportation Plan was adopted in 2010 and amended in 2014, more current information and modeling tools have become available. This includes the latest land use and economic data, updates to the travel demand model, and updates to the U.S. Environmental Protection Agency’s (EPA) motor vehicle emissions software, MOVES2014a.

Transportation System Outcomes

The project changes in this plan update result in transportation impacts that remain similar to those described in the plan FEIS. The modeling tools for transportation have been updated to use current information. The resulting regional network measures, such as vehicle miles of travel, vehicle hours of travel, and delay and average speed are provided in Exhibit 4 below.

Additional details about the updated analyses are provided in Appendix R, Analysis Tool Documentation, of the 2018 Regional Transportation Plan.

Exhibit 4
Regional Network Measures

Metric	Base Year (2014)	2018 Regional Transportation Plan		Percent Change, 2018 Regional Transportation Plan Compared to Base Year (2014)	Percent Change from the Base Year across the Range of Alternatives from the FEIS
		2040 Constrained Plan	2040 Full Plan		
Daily Vehicle Miles Traveled	80,603,000	97,418,000	97,991,000	22%	18% to 39%
Daily Vehicle Hours Traveled	2,433,000	3,101,000	3,076,000	26%	22% to 44%
Delay (hours)	458,000	689,000	659,000	44%	6% to 72%
Average Speed (miles per hour)	33.1	31.4	31.9	-4%	-10% to 3%

The updated modeling shows similar rates of change between the base and future year models for vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay and average speed as compared to the range of impacts tested in the plan FEIS.

The travel mode share results summarized in Exhibit 5 show a reduction in the drive-alone trips and an increase in transit and nonmotorized trips for the 2018 Regional Transportation Plan. The changes in the updated plan are also consistent with the range of impacts tested in the plan FEIS.

**Exhibit 5
Travel Mode Shares**

Mode	Base Year (2014)	2018 Regional Transportation Plan		Percent Change, 2018 Regional Transportation Plan Compared to Base Year (2014)	Percent Change from the Base Year across the Range of Alternatives from the FEIS
		2040 Constrained Plan	2040 Full Plan		
Drive Alone	40%	38%	38%	-2%	-2% to 2%
Shared Ride	39%	36%	36%	-3%	-4% to -3%
Transit	3%	5%	5%	2%	0% to 2%
Nonmotorized	17%	21%	21%	4%	1% to 4%

Note: Numbers do not add to 100 due to rounding.

Regional Emissions Analysis

PSRC updated its modeling tools to include the latest land use dataset, improvements to the travel demand model, and use of MOVES2014a (Motor Vehicle Emission Simulator), as required by EPA. The regional air quality analysis estimates future regional motor vehicle emissions of criteria pollutants and greenhouse gases. These results reflect the continued improvements in vehicle and fuel technology and the turnover of the fleet over the next 30 years.

**Exhibit 6
Regional Emissions Analysis Results (tons/day)**

Pollutant	Base Year (2014)	2018 Regional Transportation Plan		Percent Change, 2018 Regional Transportation Plan Compared to Base Year (2014)	Percent Change from the Base Year across the Range of Alternatives from FEIS
		2040 Constrained Plan	2040 Full Plan		
Carbon Dioxide equivalent (CO _{2e})*	47,710	37,751	37,946	-21%	24% to 38%
Carbon Monoxide (CO)	871	237	238	-73%	-16% to -29%
Ozone					
Summer Nitrogen Oxides (NO _x)	152	23	23	-85%	-75% to -78%
Summer Volatile Organic Compounds	51	8	8	-85%	-48% to -54%
Fine Particulates					
Winter PM _{2.5}	5	1	1	-72%	-69% to -72%
Winter NO _x	152	23	23	-85%	not applicable**

* The numbers above for the 2018 Regional Transportation Plan represent the results from the analysis of the plan policies and investments using PSRC's suite of models and EPA's current MOVES software, which incorporates the adopted Corporate Average Fuel Economy and greenhouse gas standards. The numbers above do not incorporate further efforts the region could pursue as outlined in the plan's Four-Part Greenhouse Gas Strategy, which provides a comparison to a 2006 base year; additional information is provided in Appendix E, Climate Change Analysis, of the Regional Transportation Plan update. Note that at the time of the original FEIS, the Corporate Average Fuel Economy (CAFE) standards were not yet updated.

** Winter NO_x was not analyzed in the original FEIS; this precursor to fine particulates was identified for analysis as part of the subsequent regional conformity process (see section below).

Conformity Analysis Results

The region must also meet federal and state transportation conformity requirements to ensure that the Regional Transportation Plan will not impede the region from meeting and maintaining air quality standards. As illustrated in Exhibit 7 below, 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 air quality impacts of the Regional Transportation Plan would not be substantially different from those addressed in the plan FEIS. As a result of the analysis, PSRC determined that the Regional Transportation Plan 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 D, Regional Air Quality Conformity Analysis, of the 2018 Regional Transportation Plan.

Exhibit 7 Conformity Analysis Results

	PM _{2.5} (pounds per day)	NO _x (pounds per day)
2017 Motor Vehicle Emissions Budget*	1,888	41,790
2017	1,295	34,843
2020	1,046	27,249
2026 Motor Vehicle Emissions Budget**	1,321	22,880
2026	618	14,019
2030	567	11,722
2040	438	5,981

* 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 the 2026 Motor Vehicle Emissions Budget.

Environmental Justice

While updating the analyses, PSRC ensured that affected minority and low-income residents benefit from the 2018 Regional Transportation Plan and are not negatively affected disproportionately. The updated plan invests heavily in transit and paratransit services, and continues to invest in special needs transportation services. The plan continues to meet regional air quality requirements. The plan is not anticipated to affect environmental justice populations disproportionately. Refer to Appendix B, Equity Analysis Report, of the 2018 Regional Transportation Plan for more information.

Conclusion

The updated transportation modeling with the 2018 Regional Transportation Plan results in similar ranges of network changes as originally analyzed in the plan FEIS. This is true for vehicle miles of travel, vehicle hours of travel, vehicle hours of delay, average network speed, 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 Regional Transportation Plan conforms to the Washington State Implementation Plan, as required by the

federal Clean Air Act and the state's Washington Clean Air Act. The 2018 Regional Transportation Plan changes are anticipated to result in lower emission levels compared to the plan FEIS.

The updated plan continues to focus on linking land use, transportation, public health, access for special needs populations, and strategies to promote an efficient use of the transportation system. The net marginal effects of the plan changes are likely to reduce adverse environmental impacts and be within the levels described in the plan FEIS. No new significant adverse environmental impacts are anticipated as a result of the updated plan.

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