

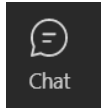
US 2 Trestle Capacity Improvements & Westbound Trestle Replacement PEL Study

Resource Agency Committee (RAC) Meeting #1

March 27, 2024

Introductions

Please introduce yourself in the chat: Name, Organization, Role



Invited today:

- Federal Emergency Management Agency (FEMA)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Muckleshoot Tribe
- National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA NMFS)
- Puget Sound Clean Air Agency
- Sauk-Suiattle Tribe
- Snohomish Conservation District
- Snoqualmie Indian Tribe
- Stillaguamish Tribe
- Suquamish Tribe
- Swinomish Tribal Indian Community
- Tulalip Tribes
- US Army Corps of Engineers
- US Coast Guard
- US Environmental Protection Agency
- US Fish and Wildlife Service
- Washington Department of Archaeology and Historic Preservation
- Washington Department of Ecology
- Washington Department of Fish and Wildlife
- Washington Department of Natural Resources
- WSDOT
- Yakama Nation

Presenter Introductions

Kyengo Ndile

WSDOT Project Engineer

OT Kedelty

WSDOT Project Manager

April Delchamps

WSDOT Planning

Josh Shippy

WSDOT Traffic

Lisa Sakata

WSDOT Environmental

Chris Wellander

Study team, Project Manager

Jen Rash

Study team, Communications Lead

Meeting Purpose

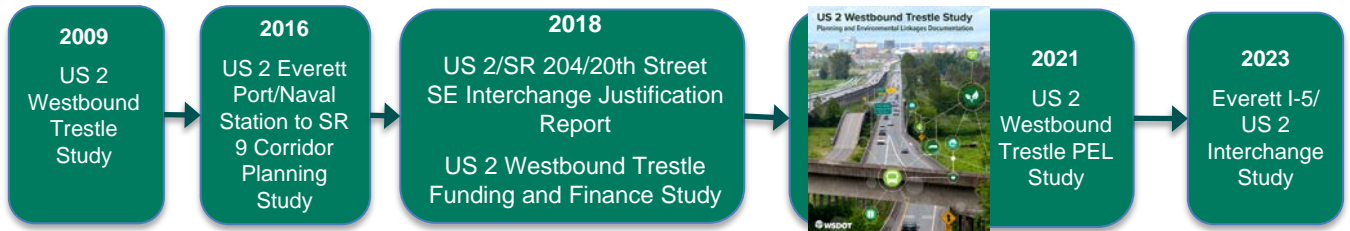
- Develop common understanding of current PEL process
- Gather feedback on the draft Purpose & Need

Agenda

- PEL study overview
 - Background
 - Objectives & schedule
 - Role of the RAC and other committees
- Study updates and engagement
- **DISCUSSION:** Draft NEPA Purpose and Need and Supporting Data
- Next steps and adjourn

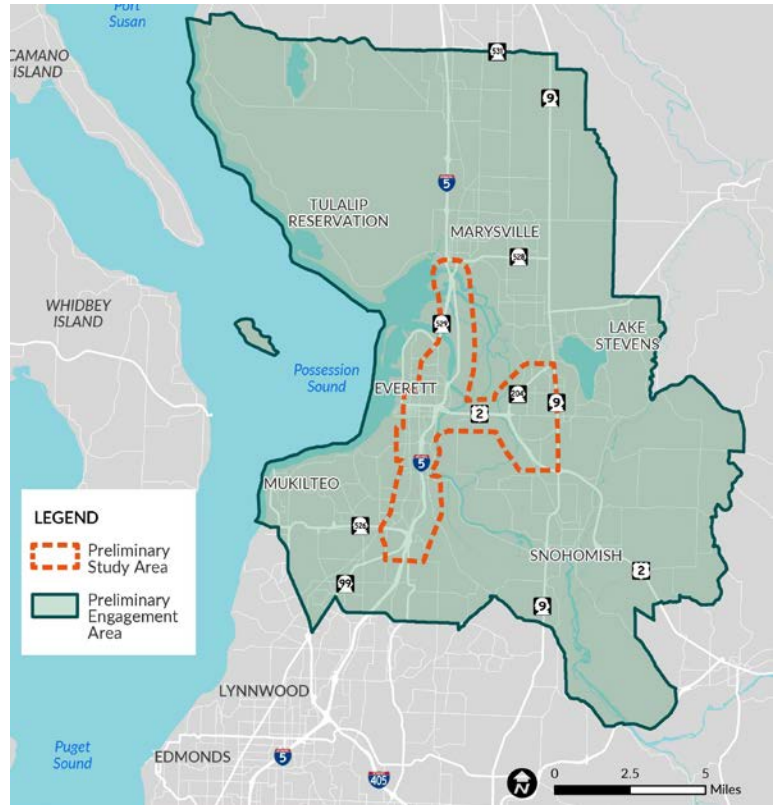
PEL Study Overview

Previous studies



Building on recommendations

- Expanded study area
- Multimodal emphasis
- Robust tribal, agency, and community engagement

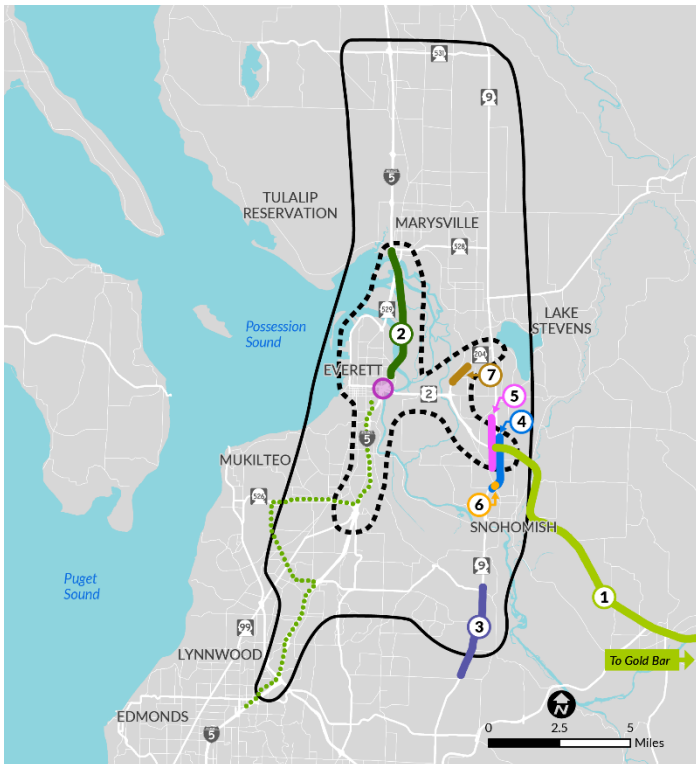


US 2 Trestle PEL Study Objectives

WSDOT is using the 23 U.S.C 168 PEL authority with the objectives to:

- Hear from a broad range of voices
- Streamline the future NEPA process by:
 - Defining and Adopting a NEPA Purpose and Need
 - Completing the Preliminary Screening of Alternatives and Elimination of Unreasonable Alternatives
 - Incorporating Planning Documentation and Analysis

Coordination "Sandbox"



US 2 WB TRESTLE PROJECT

DTA modeling area

Primary traffic analysis area

PROJECTS

WSDOT

- US 2/Corridor Safety Improvements – Stage 1
- I-5/Marine View Dr to SR 528 – Peak Use Shoulder Lane & I/C Improvements
- SR 9/176th Street SE to SR 96 – Widening
- SR 9/Bunk Foss Creek & Cemetery Creek – Fish Passage
- SR 9/US 2 Vic – NB Peak Use Shoulder Lane
- SR 9/Bickford Ave Bridge – Painting
- SR 204 UNT to Ebey Slough – Fish Passage

Transit

TBD

Local Agency

TBD

PLANNING

WSDOT

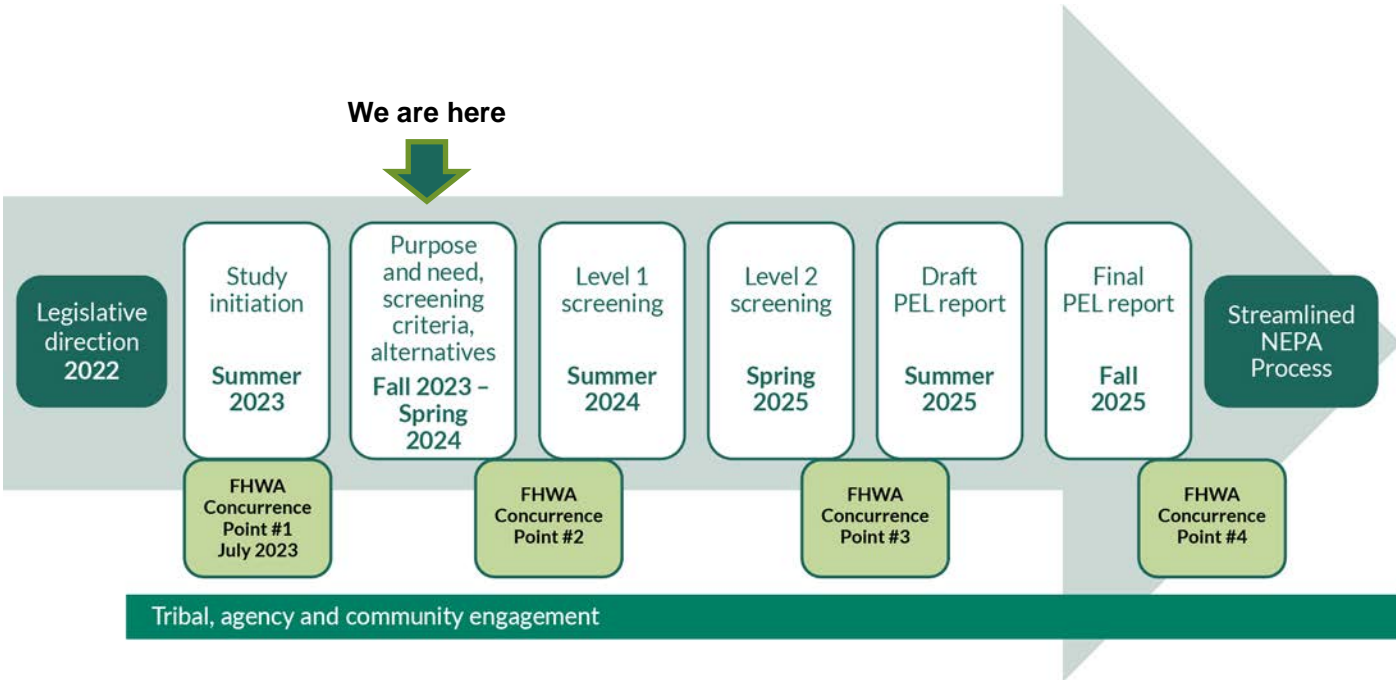
TBD Cascadia: High Speed Rail and I-5 Program
(High Speed Rail Planning and I-5 Master Plan)

Others

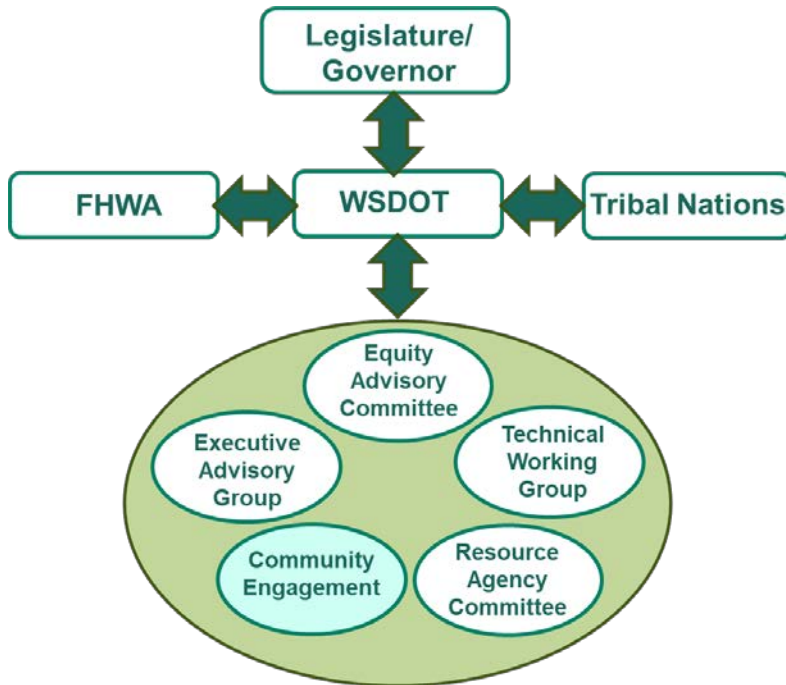
- I-5/US 2 Interchange (Everett)
- Everett Link Extension
- TBD Community Transit Projects

US 2 Trestle PEL Study Status

We are here



Decision-making Structure



RAC Roles and Responsibilities

- Represent agencies/tribes and their respective areas of jurisdiction and expertise in the US 2 Trestle PEL Study area.
- Attend or be represented at four (4) RAC meetings.
- Review and provide written comments on materials prior to meetings when necessary.
- Complete follow-up tasks after meetings when necessary.

Study Team Responsibilities

- Provide background materials, data, and collect public input
- Be available to RAC members to answer questions and inform the discussion
- Report back to RAC members on:
 - What we hear from community engagement
 - How the study team considered and addressed RAC input

PEL Committee/Group Meeting Schedule

TWG/RAC/EAG #1

- Purpose and Need statement
- Existing and future No Build transportation conditions
- Review and comment on community profile



We are here

TWG #2

- Analysis framework and screening criteria
- Review options for Level 1 screening

TWG #3 RAC/EAG #2

- Level 1 screening results
- Begin packaging system alternatives

TWG #4

- Level 2 analysis update

TWG #5 RAC/EAG #3

- Level 2 evaluation results and potential effects

TWG #6 RAC/EAG #4

- PEL findings, alternatives to take into NEPA, next steps

TWG = Technical Working Group
RAC = Resource Agency Committee
EAG = Executive Advisory Group

Study Updates and Engagement

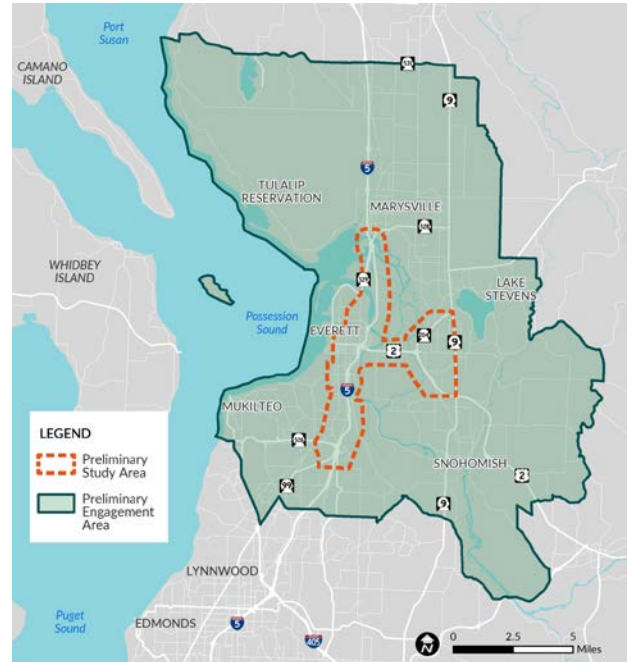
Community Engagement

Objectives:

- Ensure public input is meaningfully incorporated throughout the PEL study process and into the final PEL report
- PEL engagement meets the intention and requirements of the HEAL Act to center engagement with vulnerable populations and overburdened communities within the expanded study area.
- Collaborate with study area agencies and jurisdictions to validate data and alternatives.

Community Profile

- Engagement area: 300,000+ people; 120,000+ households
- Translation needs: Korean, Russian, Spanish, Tagalog, and Vietnamese
- 33% BIPOC (13% Hispanic)
- 22% below federal poverty level
- 13% report a disability
- 5% of households without vehicle
- Health and income disadvantages along I-5 in Everett and in the city of Snohomish



Community Listening Sessions

14 Completed Sessions

- Asian Service Center
- BIKES Club of Snohomish County
- Community Foundation of Snohomish County
- Connect Casino Road
- Delta Neighborhood Association
- Everett Station District Alliance
- Homage Health Services
- Lake Stevens Community Food Bank
- Lake Stevens School District
- Pioneer Human Services
- SCCIT
- Sharing Wheels Community Bike Shop
- Snohomish County Transportation Coalition
- Westmont Holly Neighborhood Association

1 Upcoming Session

- Lake Stevens Community Resource Center

CBO Listening Sessions: Key Themes

General

- Trestle and eastern connections are bottlenecks, especially at peak travel times
- People and organizations in east Snohomish County rely on trestle to get to Everett for work, medical appointments, and social/human services
- Peak traffic affects working people and families without flexible work or appointment schedules
- Lack of viable alternatives to driving alone across trestle

Active Transportation

- Difficult access to existing active transportation facilities across Ebey Island (from US 2/SR 204 and I-5)
- Westbound access is high stress, safety concerns crossing high-traffic SR 204
- Eastbound access is poorly signed, hilly for non-electric bikes
- Safety concerns with debris on existing shared-use path and low barrier between highway traffic
- Travel across Ebey Island is important connection to existing regional trails (Centennial, Interurban)

Transit

- Insufficient service between Everett and Lake Stevens
- Desire for BRT service and HOV or transit-only lane across trestle
- Interest in on-demand or micro-transit options, especially for more rural communities

Tolling

- Some support for tolling US 2 trestle if time savings or reliability benefits
- Widespread acknowledgment of potential hardships for low-income households, especially with cost of living increases
- Interest in measures to offset impacts on low-income populations

Engagement milestones

Timeline	Outreach Milestones
Winter 2024	<ul style="list-style-type: none">• Publish website• Finalize communications plan• Conduct listening sessions
Spring 2024	<ul style="list-style-type: none">• Establish and facilitate first PEL committee meetings• Purpose and Need online open house
Winter 2025	Public review of draft alternatives (online open house)
Summer 2025	Public review of the draft PEL report

Draft NEPA Purpose & Need and Supporting Data **DISCUSSION**

What is a Purpose and Need?

- Identifies the transportation needs that compose the purpose for conducting the PEL study.
- Provides the framework for identifying a reasonable range of alternatives.
- *Consistent with 23 U.S.C. 168, this PEL Study intends to adopt the Purpose and Need statement into the future National Environmental Policy Act review process.*

Draft NEPA Purpose

The purpose of this PEL Study is to develop long-term, equitable transportation solutions to 1.) improve **multimodal mobility** to and across the US 2 trestle, 2.) improve **safety** to and across the US 2 trestle, and 3.) address the **resiliency** of the westbound trestle.

Draft NEPA Need Statements

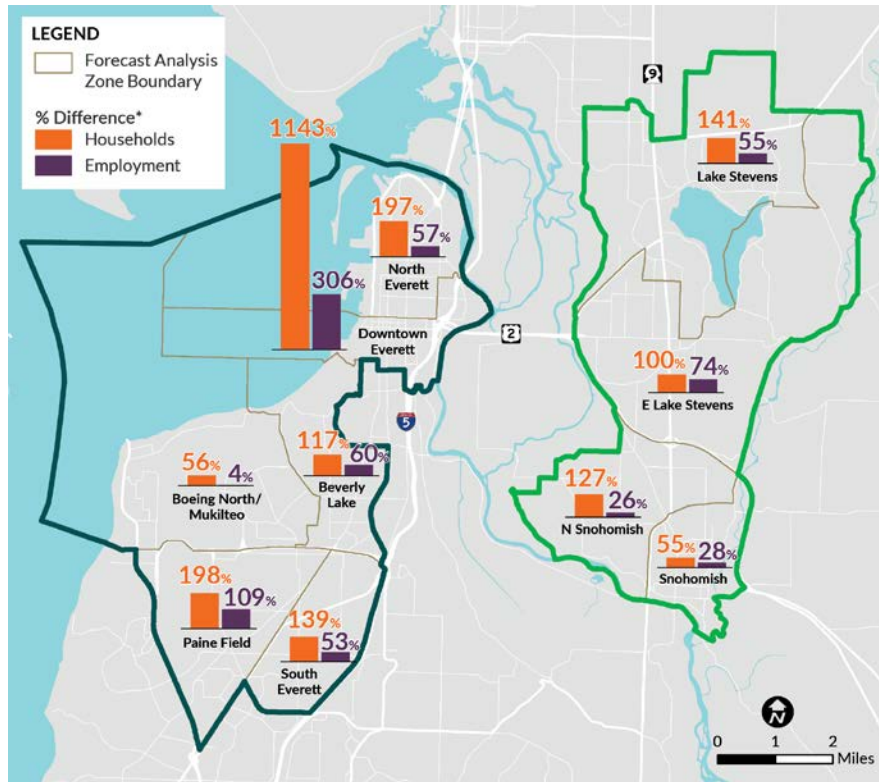
Multimodal Mobility: The US 2 trestle faces challenges accommodating all transportation modes, which limits equitable travel options.

- *Vehicular* – All motorized vehicles using the US 2 trestle face recurring traffic bottlenecks during the weekday morning and afternoon peak travel periods.
- *Freight* – Recurring bottlenecks affect the reliability of freight truck movement across US 2, which is a designated freight route for the movement of goods.
- *High Occupancy Vehicles (HOV) and Transit* – Due to a lack of dedicated facilities, existing HOV and transit using the US 2 trestle face the same bottlenecks as general purpose traffic.
- *Active Transportation* – There are no bicycle and pedestrian facilities on the westbound trestle, existing bicycle and pedestrian facilities on the eastbound trestle do not serve all ages and abilities, and there are missing connections to existing active transportation facilities at either end of the trestle.

Land Use

Projected Growth 2018 to 2050

- Household and employment growth is highest in downtown Everett
- Population and employment growth is higher west of the trestle
- There are 3 times the number of households and more than 9 times the number of jobs west of the trestle



West Side		
	HOUSEHOLDS	EMPLOYMENT
2018	44,000	104,400
2050	150,000	194,400
% Difference*	+241%	+86%

East Side		
	HOUSEHOLDS	EMPLOYMENT
2018	23,500	14,700
2050	49,800	21,200
% Difference*	+112%	+44%

* from 2018 to 2050

Recurring Traffic Bottlenecks AM Peak (Westbound)

Bottleneck locations:

- SR 204/20th Street on-ramp
- US 2/SR 204 ramp
- US 2/I-5 ramp connection

Existing travel time variability:

12 to 22 minutes

(3 to 13 minutes of delay)

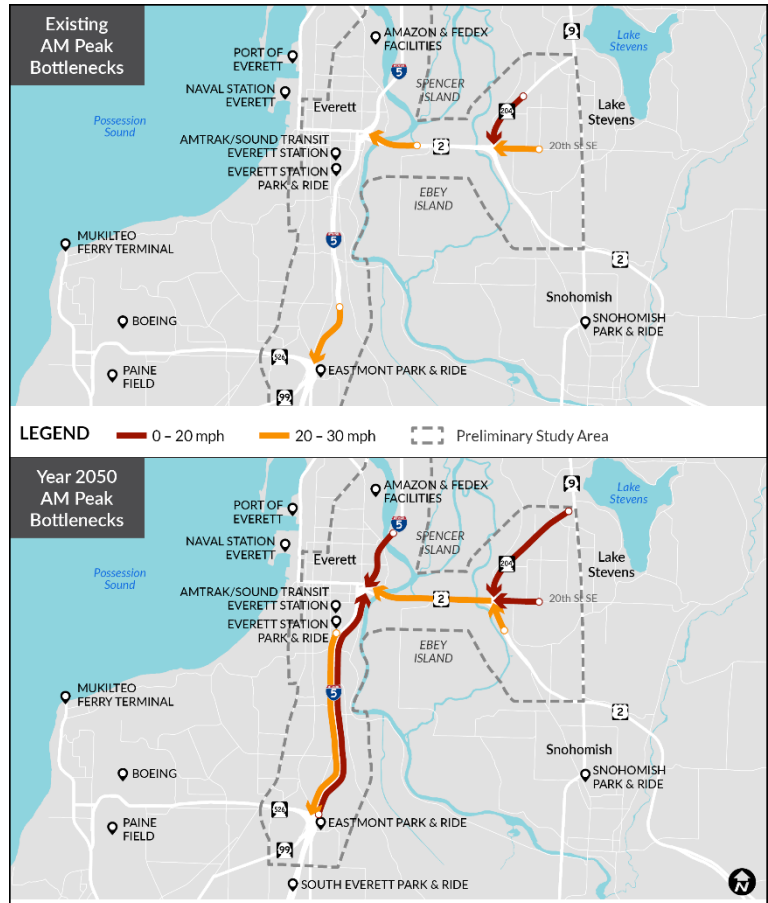
Existing speeds:

Under 30 mph for all travel modes (55 mph posted speed limit on trestle)

2050 projected travel time variability:

18 to 48 minutes

(9 to 39 minutes of delay)



Recurring Traffic Bottlenecks PM Peak (Eastbound)

Bottleneck locations:

- SR 204 at Sunnyside Blvd
- East end of the trestle
- US 2/I-5 ramp connection

Existing travel time variability:

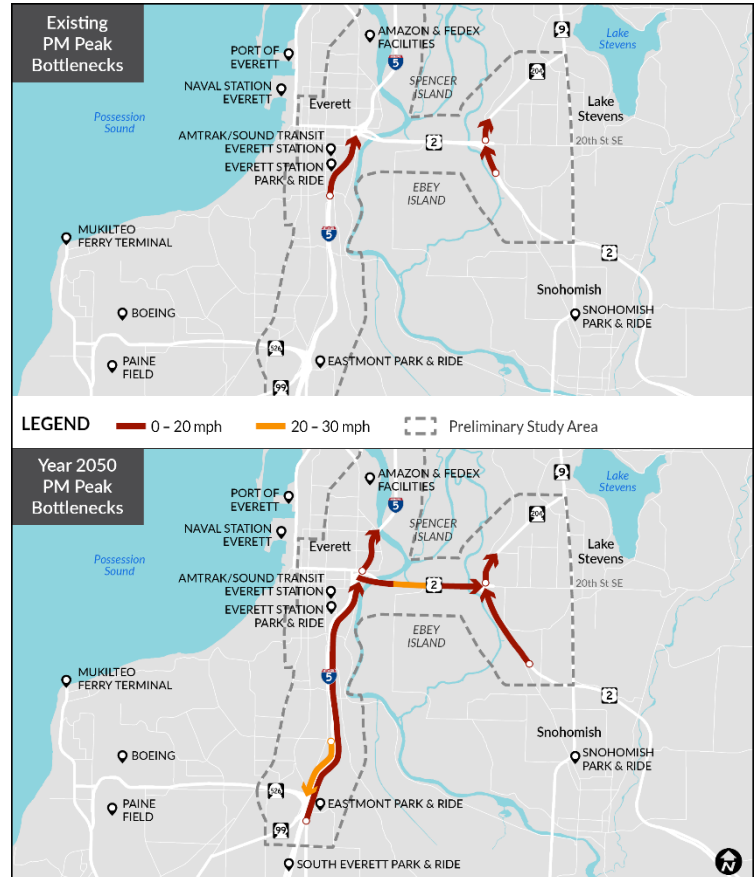
18 to 20 minutes
(9 to 11 minutes of delay)

Existing speeds:

Under 30 mph for all travel modes
(55 mph posted speed limit on trestle)

2050 projected travel time variability:

36 to 42 minutes
(27 to 33 minutes of delay)



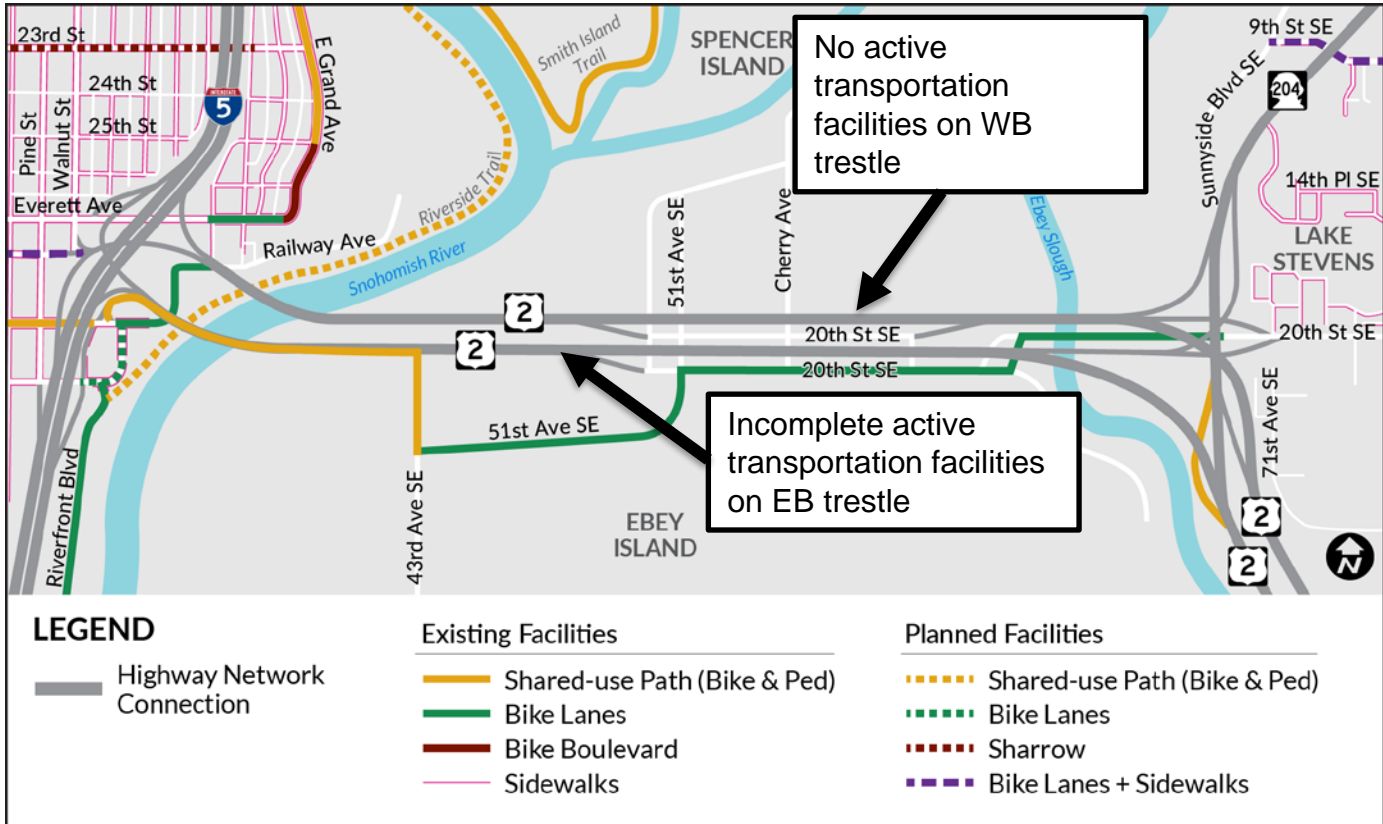
Freight Use of the US 2 Trestle

- US 2 is a T2 Freight Economic Corridor (carrying an average of 2,800 trucks per day and over 9 million tons of freight per year).
- US 2 provides direct access between eastern and western Washington.
- Major freight facilities and industrial centers use US 2, including the Port of Everett, Everett Boeing plant, and Naval Station Everett.
- US 2 trestle westbound: Freight vehicles approximately 17% of morning traffic and 7% of afternoon traffic.
- US 2 trestle eastbound: Freight vehicles approximately 14% of morning traffic and 9% of afternoon traffic.

Low Existing High-Occupancy Vehicle (HOV) and Transit Use

- No HOV facilities on US 2 trestle
 - US 2 trestle westbound: HOV trips approximately 3% of traffic in the morning.
 - I-5, in the preliminary study area, has a dedicated HOV lane and HOV trips represent 13-28% of traffic.
- No transit facilities on US 2 trestle
 - 9-10 buses per hour use the US 2 trestle in the peak direction (westbound in the morning and eastbound in the afternoon).
 - Existing bus ridership approximately 200 people during the morning peak period and 260 people during the evening peak period.

Lack of Active Transportation Facilities



Draft NEPA Need Statements

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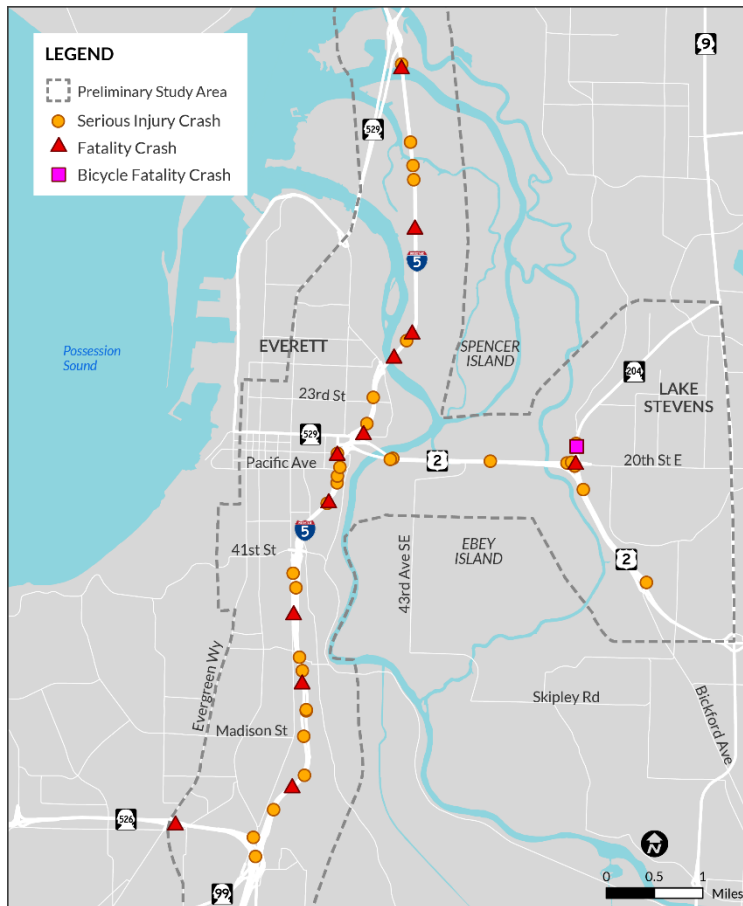
Draft NEPA Need Statement

Safety: Serious injury and fatal crashes are reported on WSDOT facilities in the preliminary study area.

Serious and Fatal Crashes in the Preliminary Study Area

From 2018-2022

- 3,708 total crashes in preliminary study area, including:
 - 32 serious injuries
 - 11 fatalities
- 644 total crashes on US 2 trestle and ramps, including:
 - 9 serious injury crashes
 - No fatal crashes
 - 4 pedestrian-related crashes
- No reported bicycle-related crashes (1 fatal crash in 2017 at the SR 204 ramp to westbound US 2)

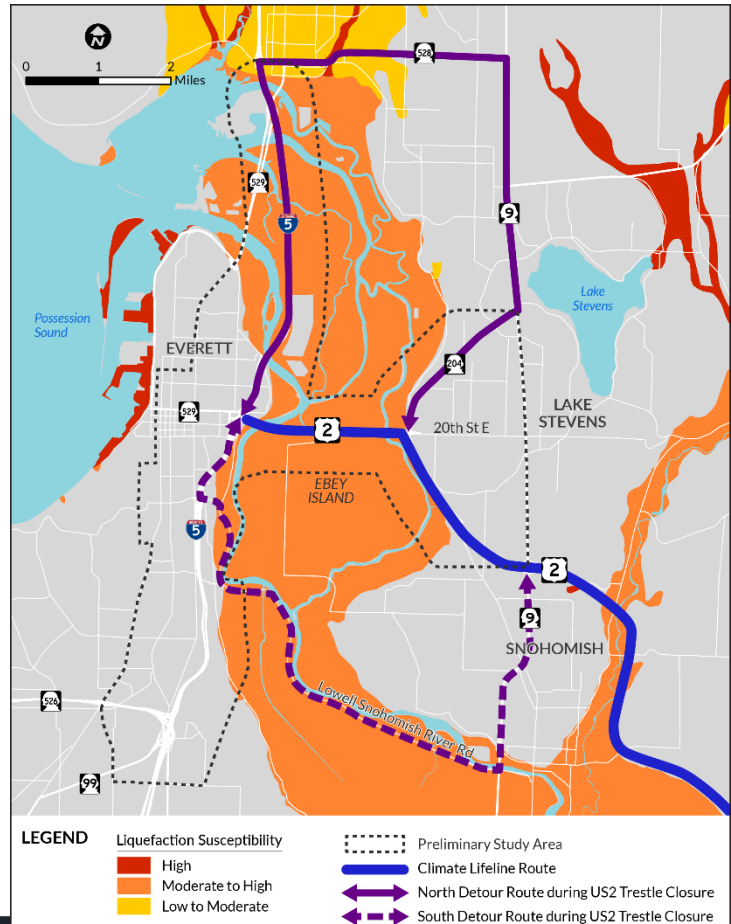


Draft NEPA Need Statement

Resiliency: The westbound US 2 trestle lacks resiliency, which presents a risk of disrupted travel on this critical route.

Existing risks to transportation system resiliency

- **Seismic Resilience:** Westbound trestle is vulnerable to instability in the event of liquefaction from seismic activity.
- **Asset Management:** Westbound trestle is classified as functionally obsolete; planned shutdowns and lane closures require lengthy detours.
- **Climate and Natural Hazard Resilience:** US 2 is identified as a highly critical asset/lifeline route in WSDOT's Climate Impact Vulnerability Assessment.
- **Operational Resilience:** Ongoing maintenance costs related to log jams and culvert repairs.

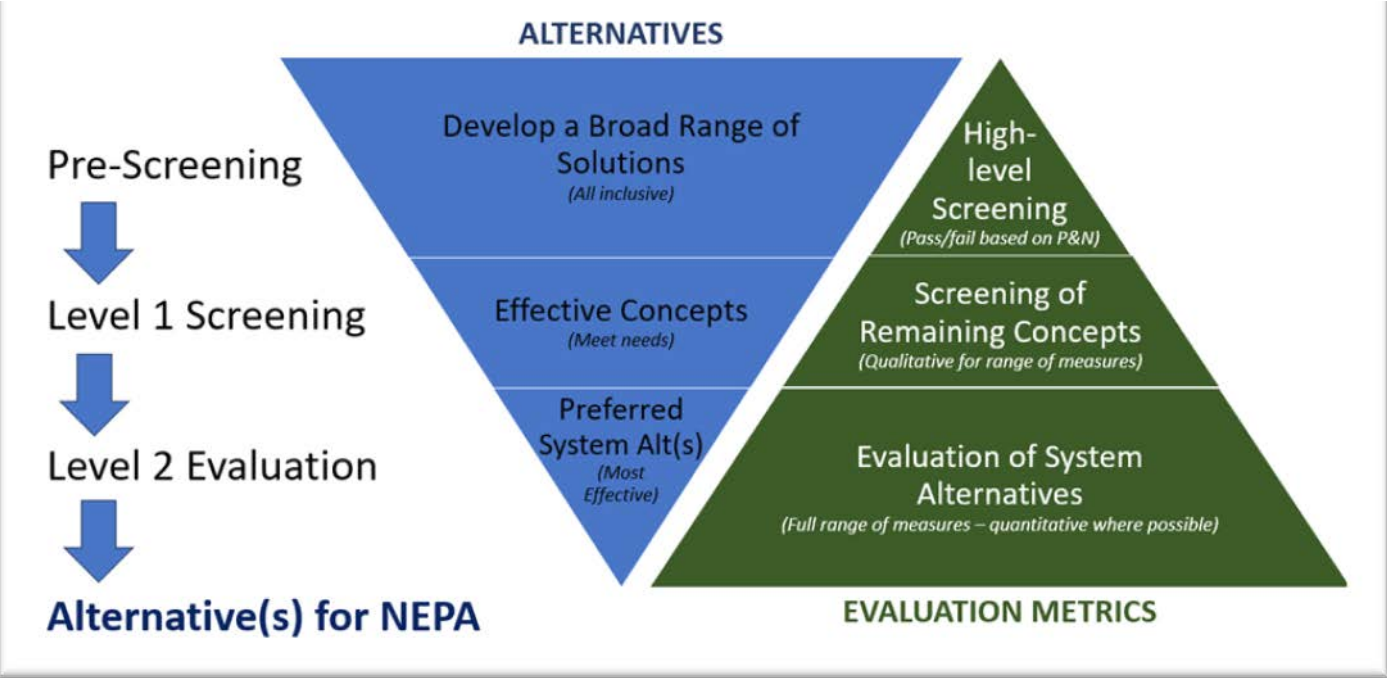


Next Steps

Upcoming Activities

- Purpose & Need comments by April 1
- Executive Advisory Group Meeting 1, late April
- Public online open house and survey, May
- FHWA Concurrence Point #2, mid-summer
- Study team to begin developing analysis framework and screening criteria, review options for Level 1 screening
- RAC Meeting #2, early fall

Evaluation Framework



PEL Committee/Group Meeting Schedule

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Next Meeting

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Contacts

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PEL Study website:

https://wsdot.wa.gov/construction-planning/search_projects/us-2-trestle-capacity-improvements-westbound-trestle-replacement