

US 2 Trestle Capacity Improvements & Westbound Trestle Replacement PEL Study

RESOURCE AGENCY COMMITTEE (RAC) MEETING #2

January 29, 2025

Safety Moment



SAFETY

TAKE 2 TO THINK IT THROUGH

wsdot.wa.gov/safety



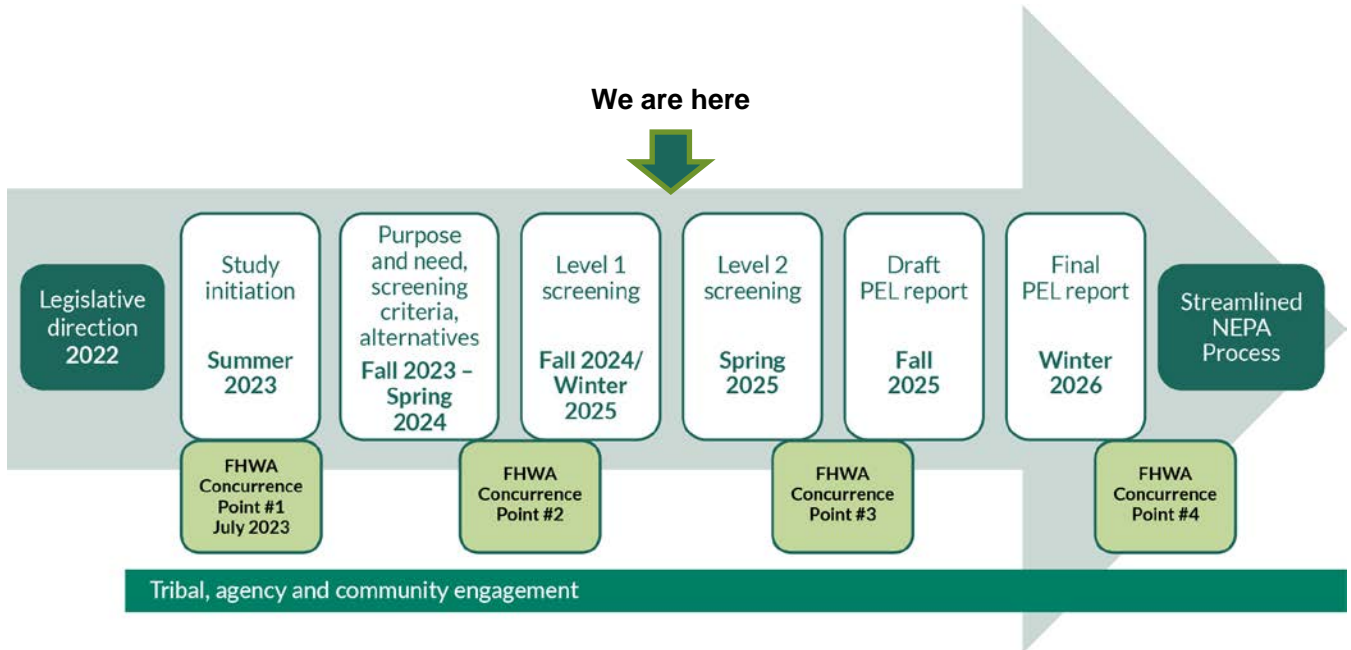
Introductions

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

US 2 Trestle PEL Study Status



RAC Meeting Progression

We are here



TWG/EAG/ RAC #1

- Purpose and Need statement
- Existing and future No Build transportation conditions

TWG #2

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

TWG #3 EAG/RAC #2

- Environmental existing conditions
- Pre-screening & Level 1 screening results
- Discuss packaging concepts into Level 2 system alternatives

TWG #4

- Level 2 screening analysis update

TWG #5 EAG/RAC #3

- Level 2 evaluation results and potential effects and benefits

TWG #6 EAG/RAC #4

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

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

RAC Meeting #2 Purpose

Seek input on:

- Environmental Existing Conditions Report
- Pre-screening and Level 1 screening results
- Process to develop preliminary Level 2 system alternatives

Agenda Overview

- Study progress and updates
- Environmental Existing Conditions Report
 - Discussion
- Concept Evaluation Update
 - Review Pre-screening and Level 1 results
 - Discuss Level 2 screening and forming system alternatives
- Next steps and adjourn

Study Progress & Updates

RAC Meeting #1 Recap

- PEL Study overview
- Study updates and community engagement
- Draft Purpose & Need

Community 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
Summer/Fall 2024	<ul style="list-style-type: none">✓ TWG Meeting 2✓ Online open house follow-up
Winter 2025	<ul style="list-style-type: none">❑ TWG Meeting 3 and EAG/RAC Meeting 2
Spring 2025	<ul style="list-style-type: none">❑ Public review of draft alternatives
Fall 2025	<ul style="list-style-type: none">❑ Public review of the draft PEL report

Online Open House and Survey

Response Period: May 14 - June 7, 2024

Objectives

- Gather feedback on US 2 user experiences and priorities
- Obtain input on draft NEPA Purpose & Need
- Public notice of intent to adopt the Purpose & Need into future NEPA review process

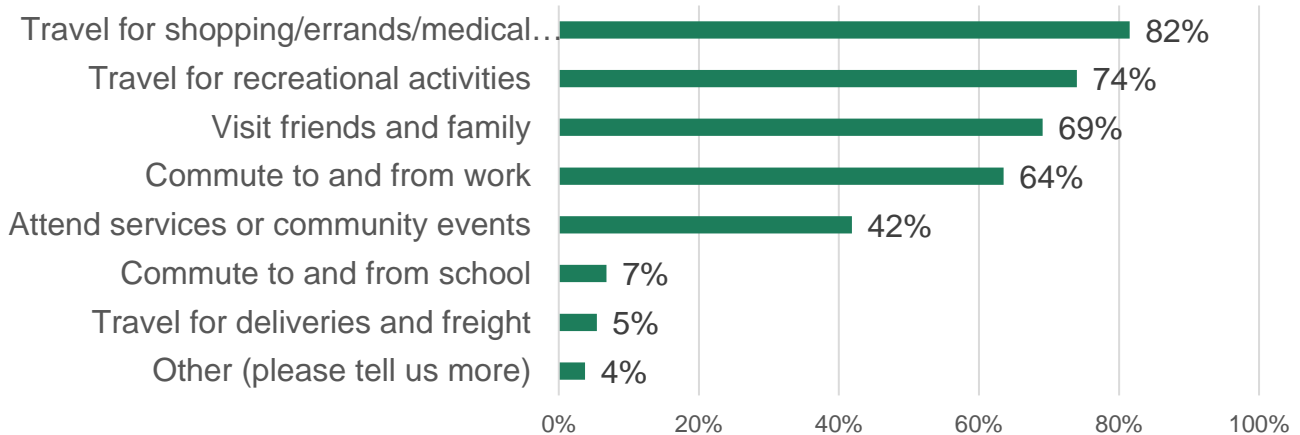
Final Participation Statistics

- 3,964 user survey responses
- 140 online form comments
- 5 voicemail comments

Types of trips are more than commuting

What types of trips do you take on the US 2 trestle? Select all that apply.

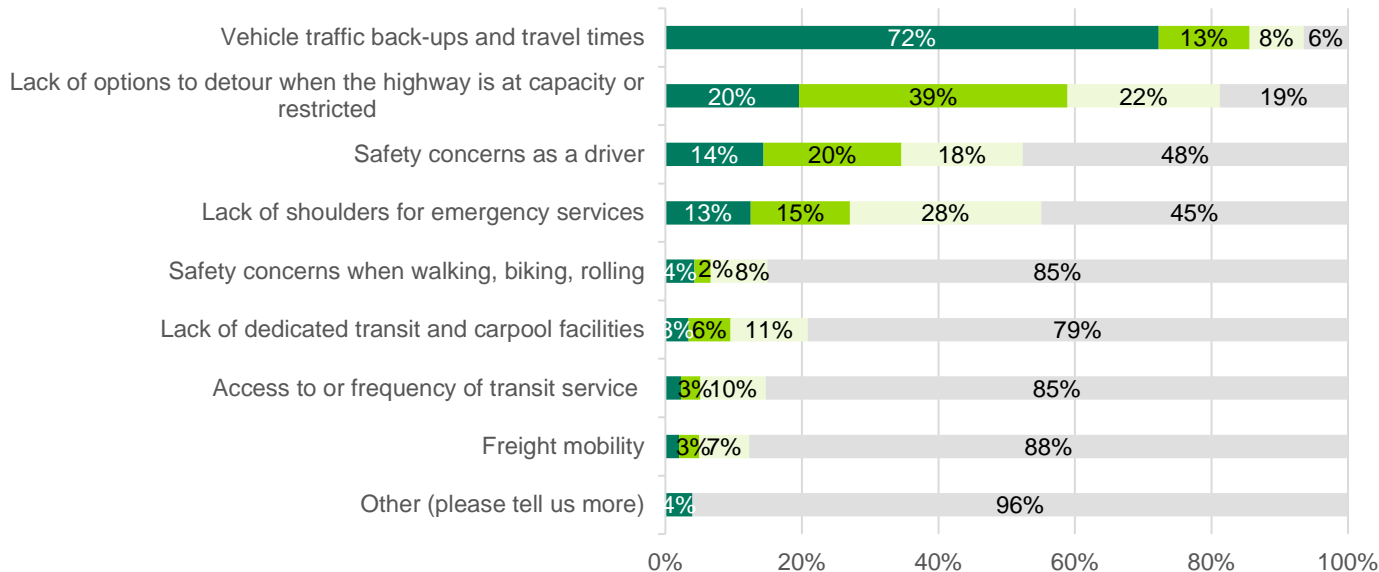
(n = 3,960)



What are the three biggest challenges when traveling on or near the US 2 trestle? Please rank 1-3, with 1 as biggest challenge.

(n = 3,967)

■ Ranked 1
 ■ Ranked 2
 ■ Ranked 3
 ■ Not Ranked



Draft NEPA Purpose and Need

Purpose statement

The purpose of this PEL Study is to develop long-term transportation solutions connecting to and across the US 2 trestle to improve multimodal mobility, safety and resiliency while equitably serving communities.

Previous version: 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 and 3.) address the resiliency of the westbound trestle.

Draft NEPA Purpose and Need

Multimodal Mobility Need statement

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

Draft NEPA Purpose and Need

Safety Need statement

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

Draft NEPA Purpose and Need

Resilience Need statement

Resiliency: The US 2 trestle, which is identified as a primary transportation facility and critical asset, needs improvements to enhance the resilience of the statewide transportation system and to reduce the risks of disrupted travel.

- Seismic resilience – The structures that comprise the US 2 trestle, including its east and west connections, do not meet current seismic design standards.
- Asset management – WSDOT needs to achieve and sustain a state of good repair for the US 2 trestle and reduce related lane closures that can limit or disrupt both directions of travel.
- Climate and natural hazard resilience – The US 2 trestle, which is identified as a highly critical asset for travelers and freight, needs to maintain its function during extreme weather events.
- Operational resilience – The US 2 trestle requires improvements to support and enhance safety for WSDOT staff and properties and to improve response and recovery from incidents.

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

PEL Study FHWA Concurrence Point 2

FHWA concurred with the draft NEPA Purpose and Need on August 29, 2024

Concurrence Point 2 Memorandum

- Documents the process to develop the draft NEPA Purpose and Need statements
- Memo attachments include:
 - Existing and Future No Build Transportation Conditions Memorandum, including the Transportation Methods and Assumptions Memorandum
 - Preliminary Study Area Limits and NEPA Purpose and Need Statements Memorandum
 - Transportation System Resiliency Need Supporting Data Memorandum

Environmental Existing Conditions Report

Environmental Existing Conditions

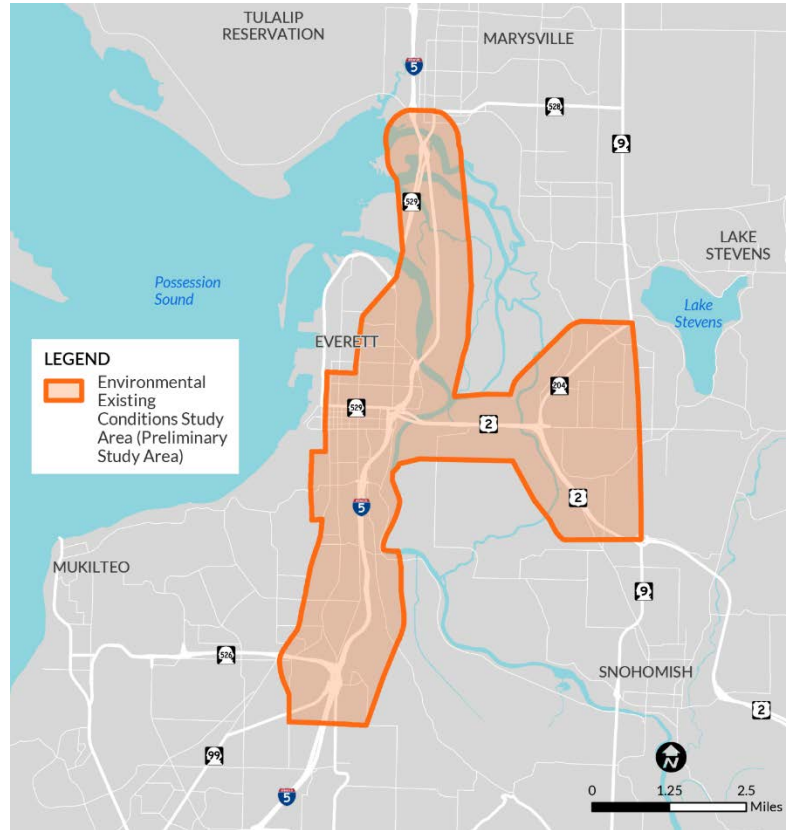
Desktop review of Preliminary Study Area for 16 topics:

1. Earth (geology and soils)
2. Air quality
3. Greenhouse gas emissions
4. Stormwater best management practice sites and retrofit priorities
5. Wetlands and other waters (including mitigation sites and navigable waters)
6. Chronic environmental deficiencies
7. Climate vulnerability
8. Special flood hazard areas
9. Habitat connectivity
10. Fish passage barriers
11. Threatened and endangered species (plants and wildlife)
12. Noise walls
13. Hazardous materials contamination sites
14. Publicly owned parks, recreational areas, and refuges
15. Cultural resources
16. Environmental Justice/HEAL Act (community profile)

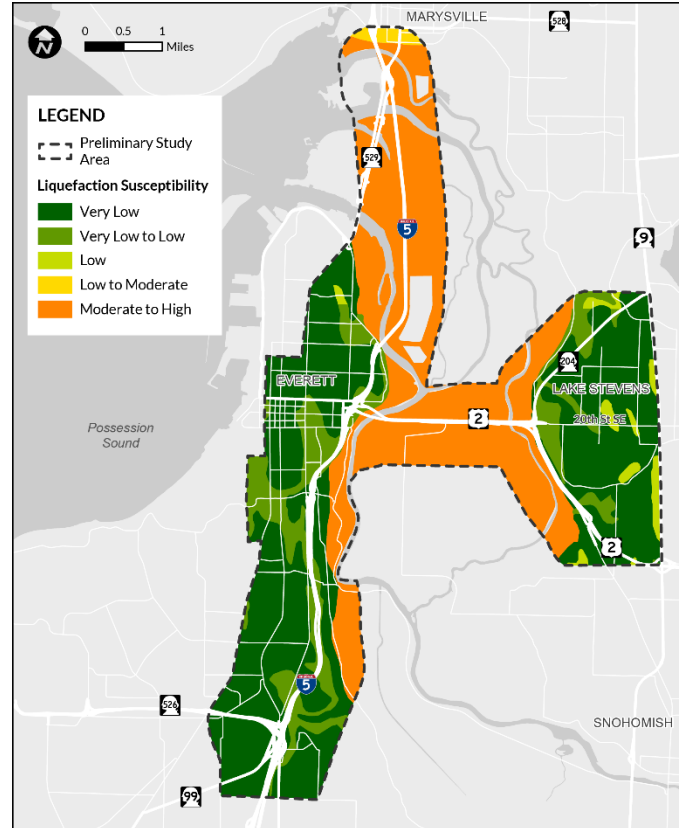
Environmental Existing Conditions Report

Preliminary Study Area

- Entirely within Snohomish County
- Includes areas of potential direct effects and areas of traffic pattern influence
- Generally ½ mile on either side of major roadways (I-5, US 2, SR 204)

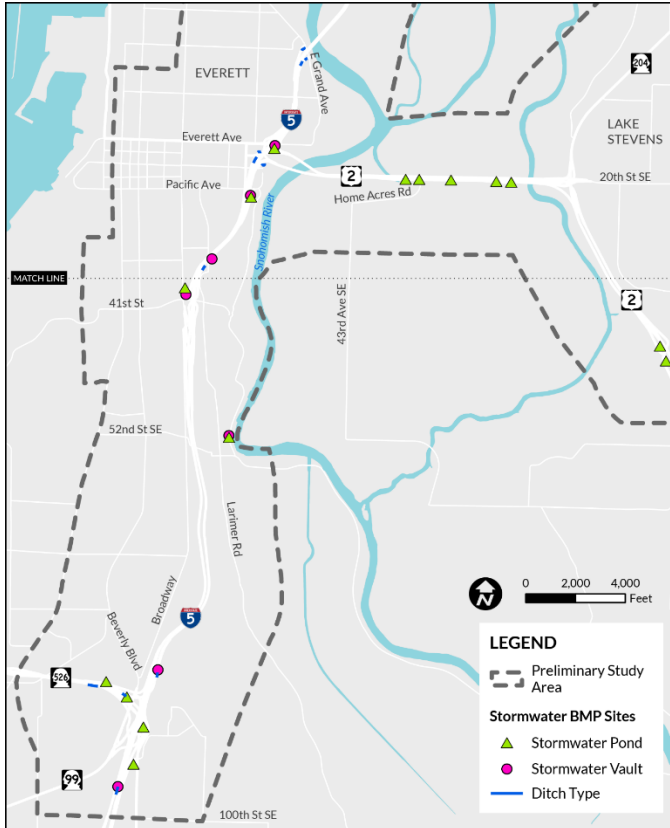


Environmental Existing Conditions Earth (Geology and Soils)

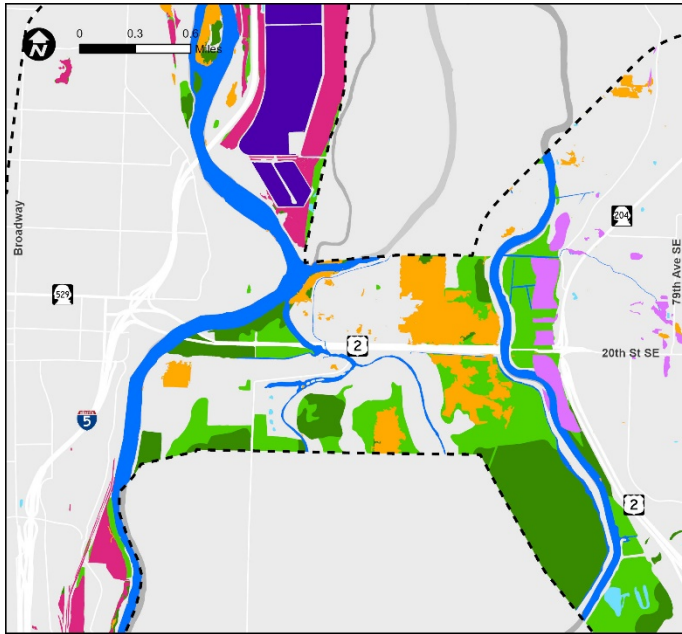


Environmental Existing Conditions

Stormwater Best Management Practice Sites and Retrofit Priorities



Environmental Existing Conditions Wetlands and WSDOT Environmental Mitigation Sites



LEGEND

- Preliminary Study Area
- City of Everett Wetland
- Snohomish County Wetland
- City of Lake Stevens Wetland

NWI Wetland Type

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland

- Freshwater Forested/ Shrub Wetland
- Freshwater Pond
- Lake
- Riverine



LEGEND

- Preliminary Study Area
- Environmental Mitigation Site

- Everett Bridges
- Everett HOV
- Ebey Slough Stage 2
- Ebey Slough Stage 3
- Lake Stevens Rd
- Lake Stevens Rd

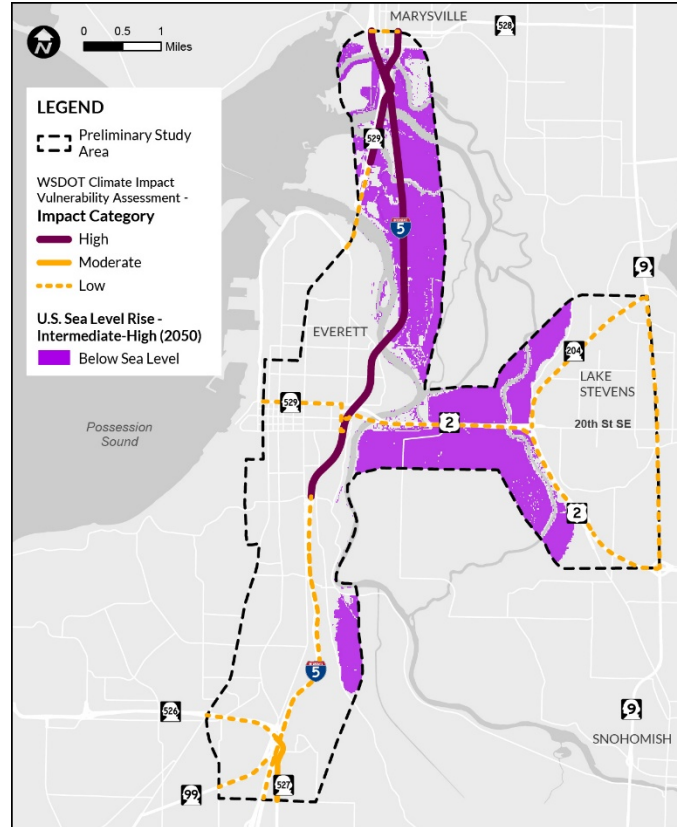
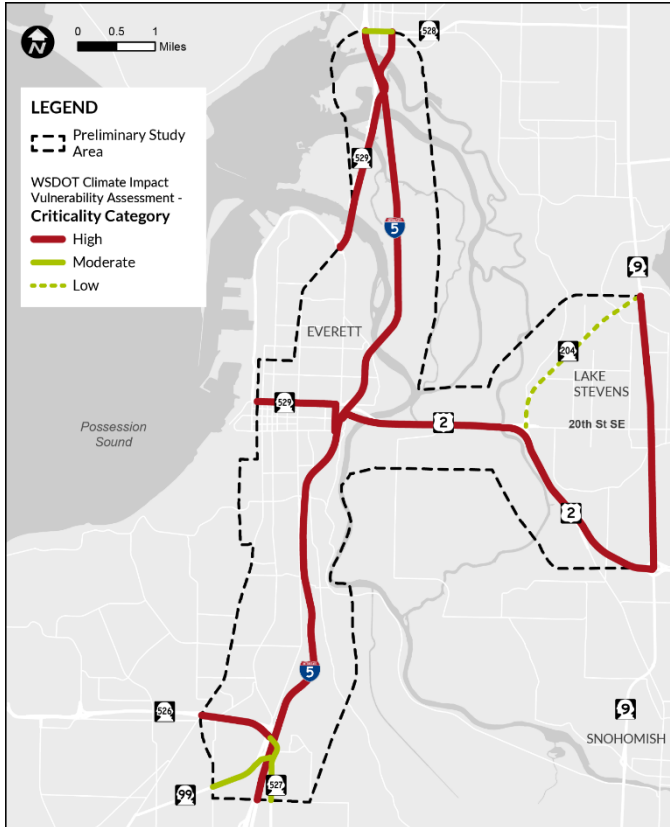
Environmental Existing Conditions

Streams and Navigable Waterways



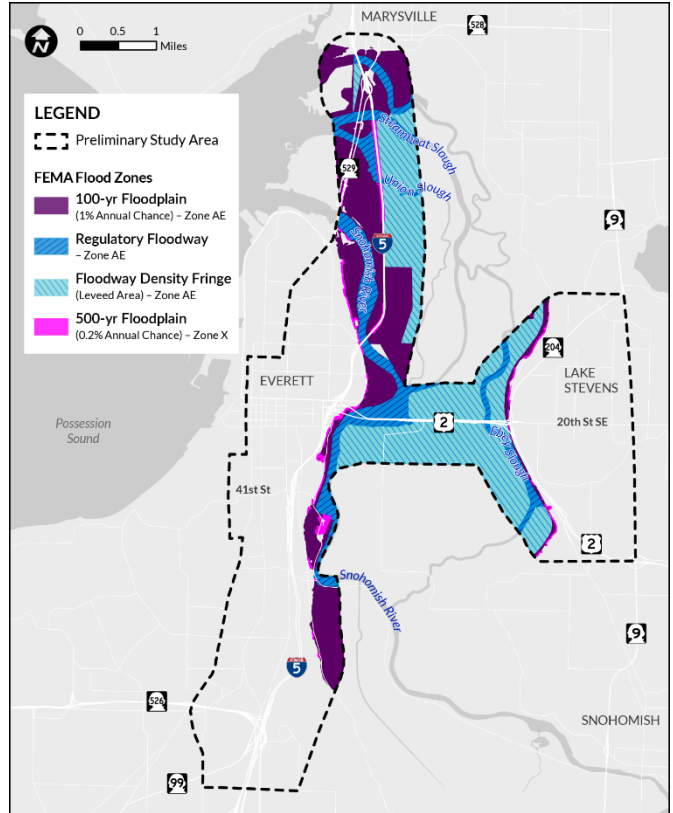
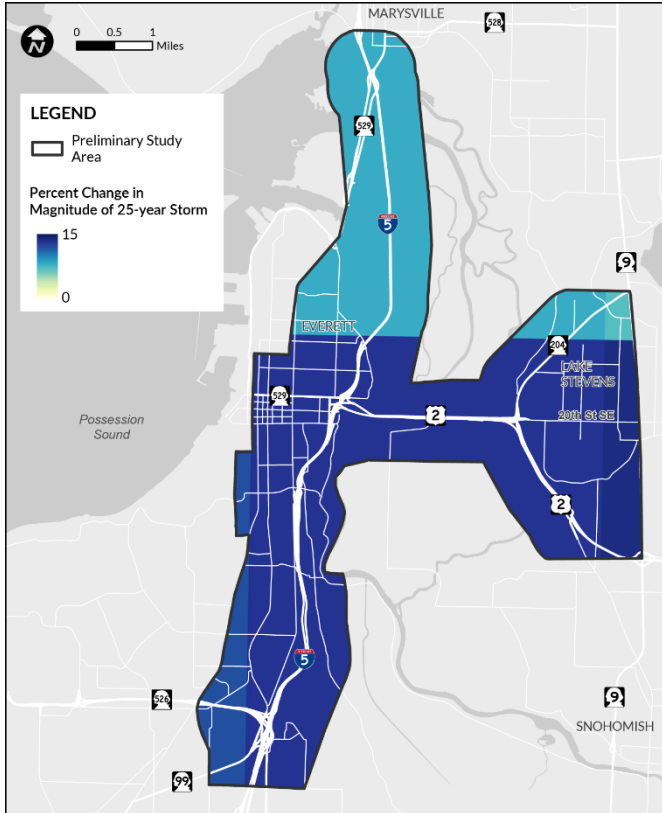
Environmental Existing Conditions

Climate Vulnerability



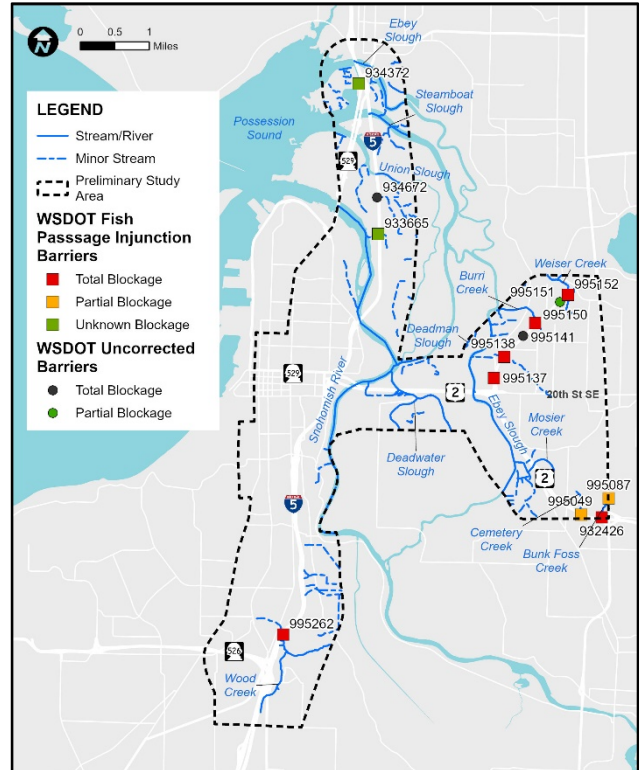
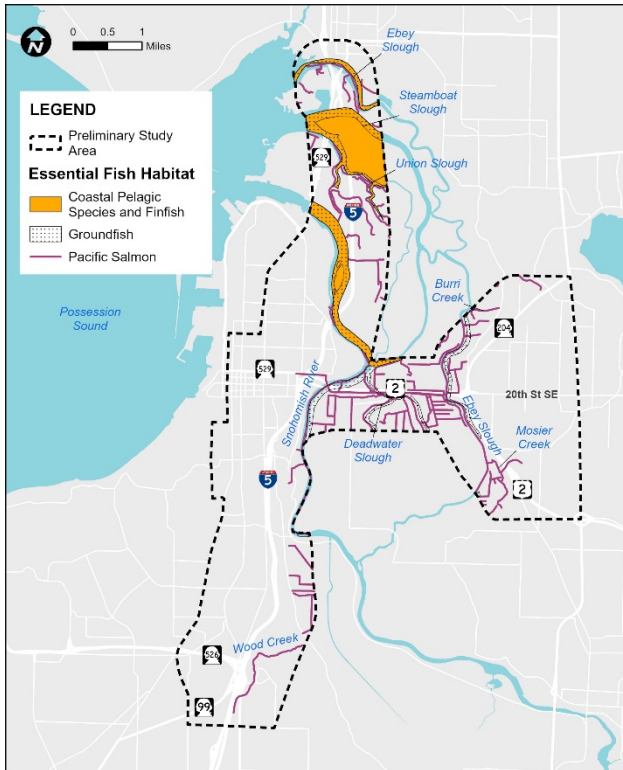
Environmental Existing Conditions

Climate Vulnerability and Flood Zones



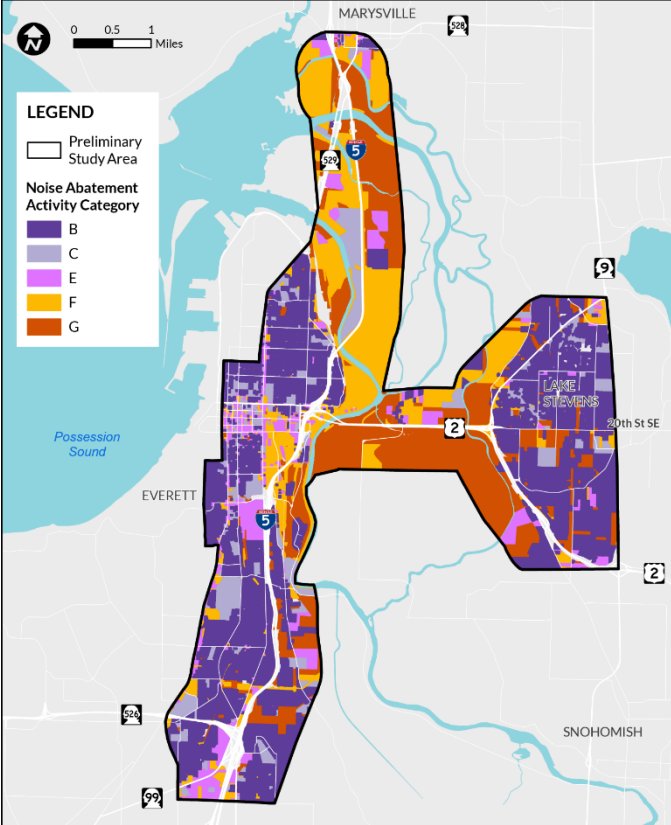
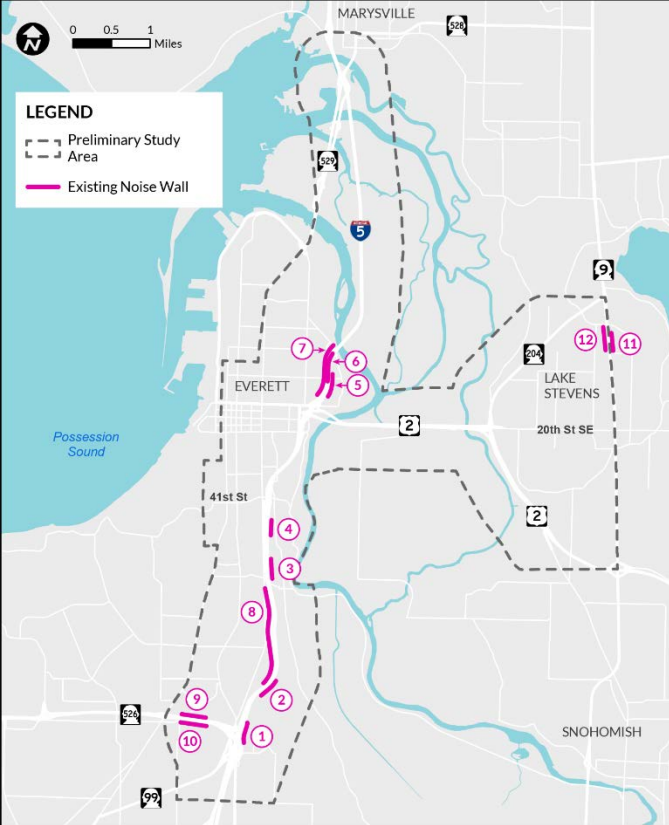
Environmental Existing Conditions

Essential Fish Habitat and Fish Passage Barriers



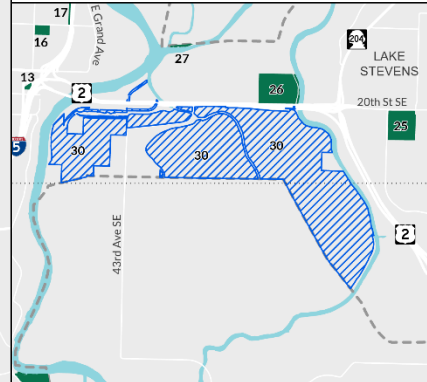
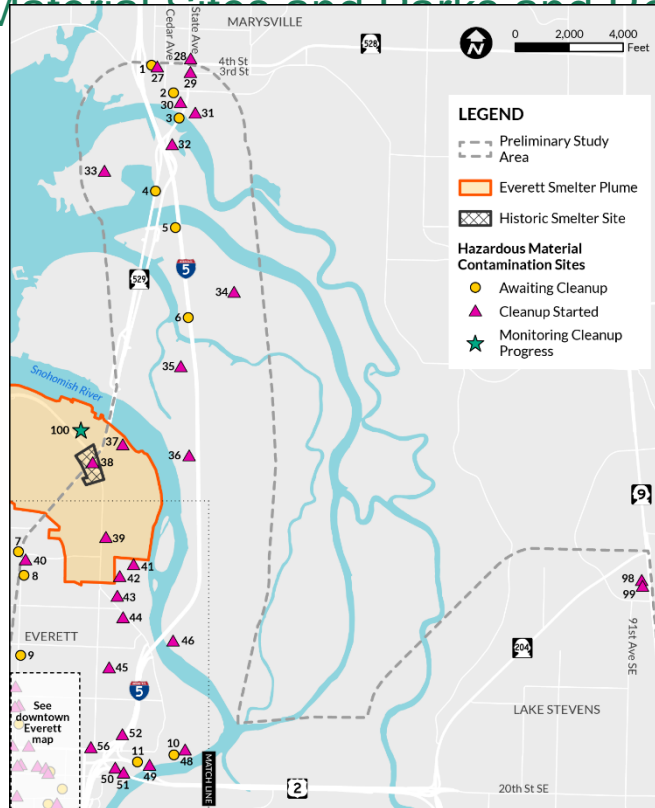
Environmental Existing Conditions

Noise



Environmental Existing Conditions Report

Hazardous Material Sites and Parked Recreation Areas



- Interurban Trail and Park
- Cascade View Park
- Lions Park
- Century Park
- Rotary Park
- Emma Yule Park
- Lowell Park
- Forest Park
- Gateway No. 5
- Kiwanis Park
- Angel of the Winds Arena
- J.J. Hill Park
- Judd and Black Park
- Wetmore Theater Plaza
- Clark Park
- Garfield Park
- Summit Park
- Cavelero Hill Community and Skate Park
- Snohomish River Estuary
- Spencer Island
- Ebey Island Wildlife Areas



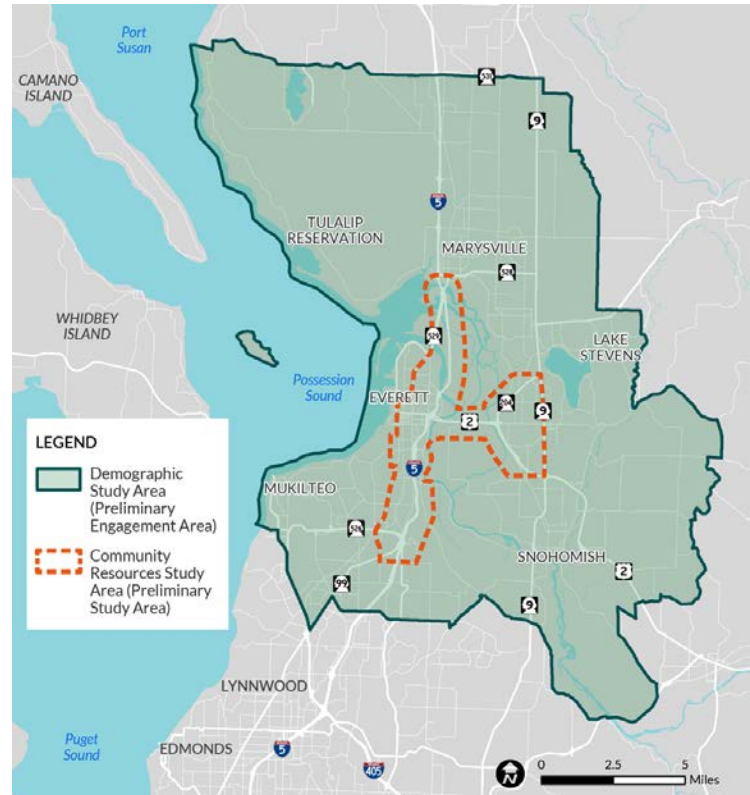
Environmental Existing Conditions Report

Cultural Resources

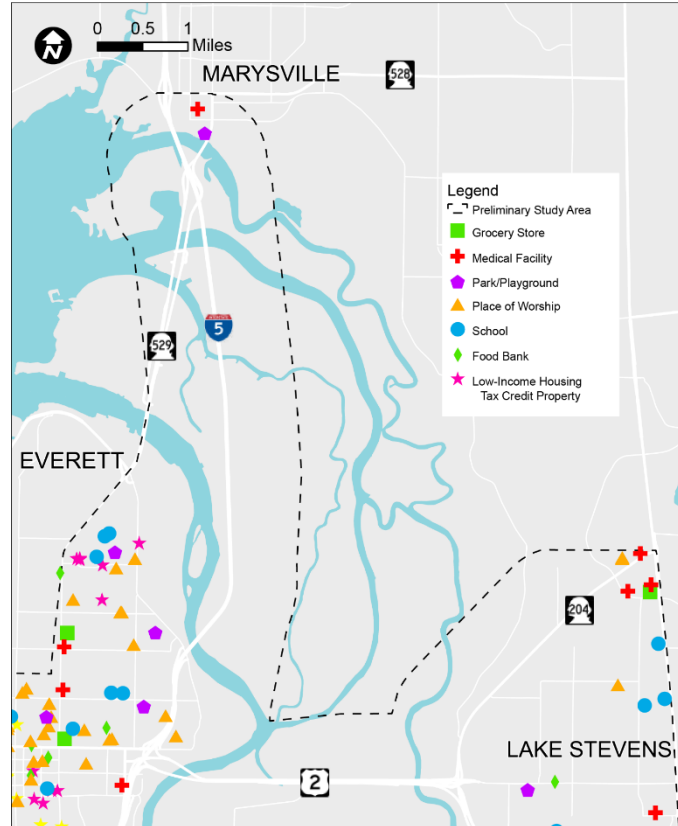
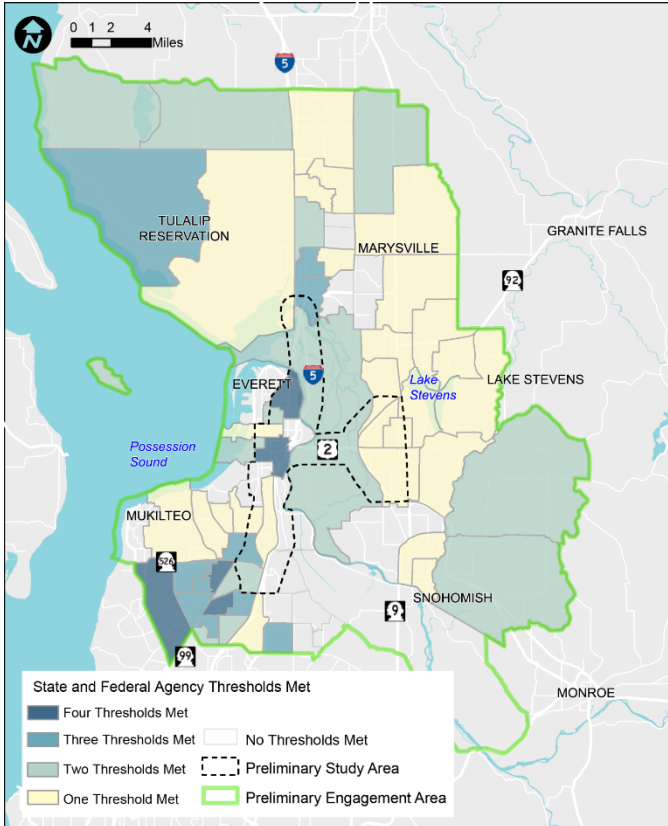


Environmental Existing Conditions Report Environmental Justice/HEAL Act

- Community profile of larger demographic study area, consistent with community engagement area
- Community resources identified within Preliminary Study Area



Environmental Existing Conditions Report Environmental Justice/HEAL Act



Environmental Existing Conditions Report Discussion

Questions or input from your review so far?

Did we miss something within these 16 topics?

What considerations should we keep in mind from your perspective?

Environmental Existing Conditions Report

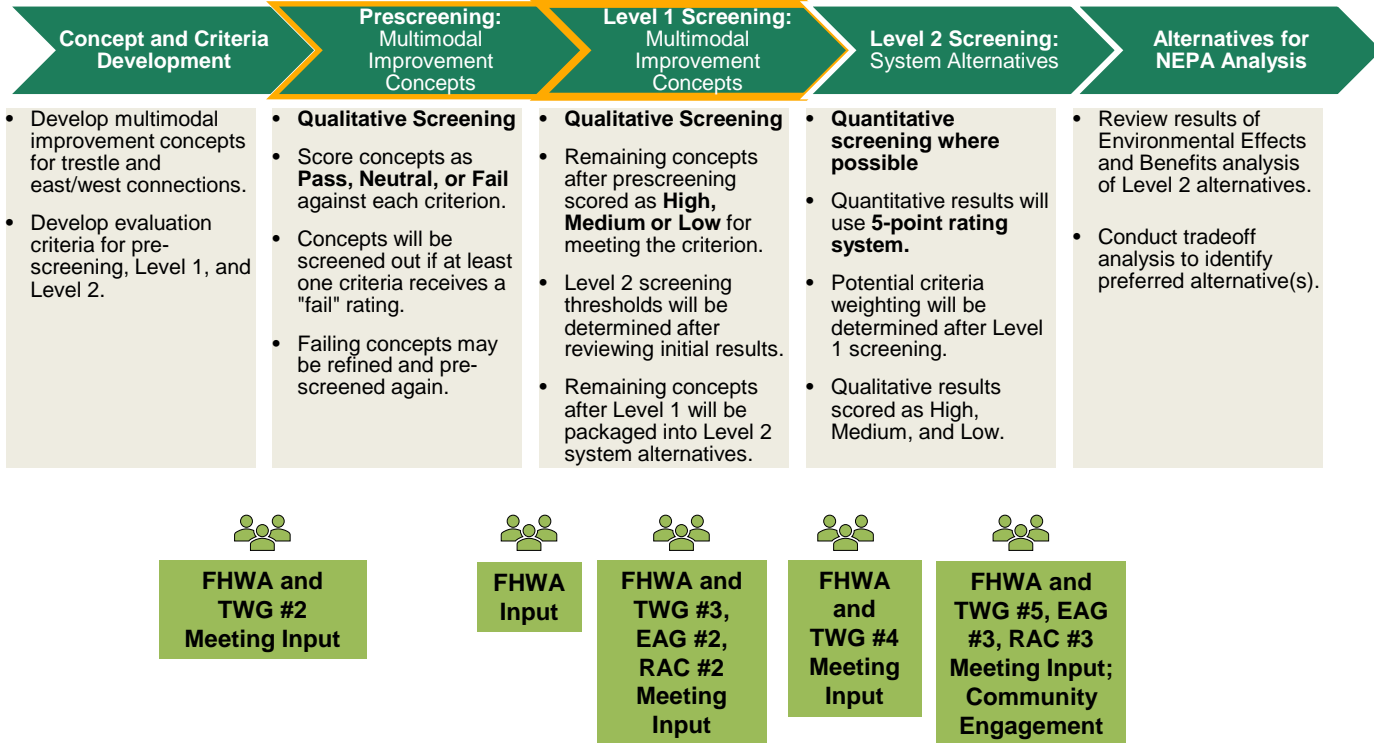
Next Steps

- Input requested by February 10, 2025
 - Contact: Lisa Sakata (email: lisa.sakata@consultant.wsdot.wa.gov)
- Environmental Effects and Benefits Report
 - Same topics will be evaluated for effects and benefits of the Level 2 system alternatives.
 - RAC review in 2025

Concept Evaluation Update

Concept Evaluation Process

Process to develop a reasonable range of alternatives that meet the Purpose and Need



Overview of Design Concepts

Westbound Trestle

- 8 concepts + No Build
- 6 concepts replace WB trestle
- Mix of GP, HOV/transit, and Peak Use shoulders

Eastbound Trestle

- 7 concepts + No Build
- 4 concepts replace EB trestle
- Mix of GP, HOV/transit, and Peak Use shoulders

**Active
Transportation**
~36 concepts

West Interchange

- 12 westbound concepts + No Build
- 4 eastbound concepts + No Build

East Interchange

- 9 westbound concepts + No Build
- 5 eastbound concepts + No Build

Prescreening Results

All concepts received “pass” or “neutral” scores for prescreening based on Purpose and Need except for **2 westbound trestle concepts**:

- **TW1: *Retrofit existing structure***
Two 11' GP lanes with 2' inside shoulder and 8.25' outside shoulder.
 - Fails multiple mobility and resiliency criteria
- **TW8: *SR 526 Extension***
New east-west corridor extending SR 526 from I-5 to SR 9 south of the US 2 trestle.
 - Fails multiple resiliency criteria in the US 2 corridor

Level 1 Screening: Rating Process

Multimodal criteria derived from purpose and need statement

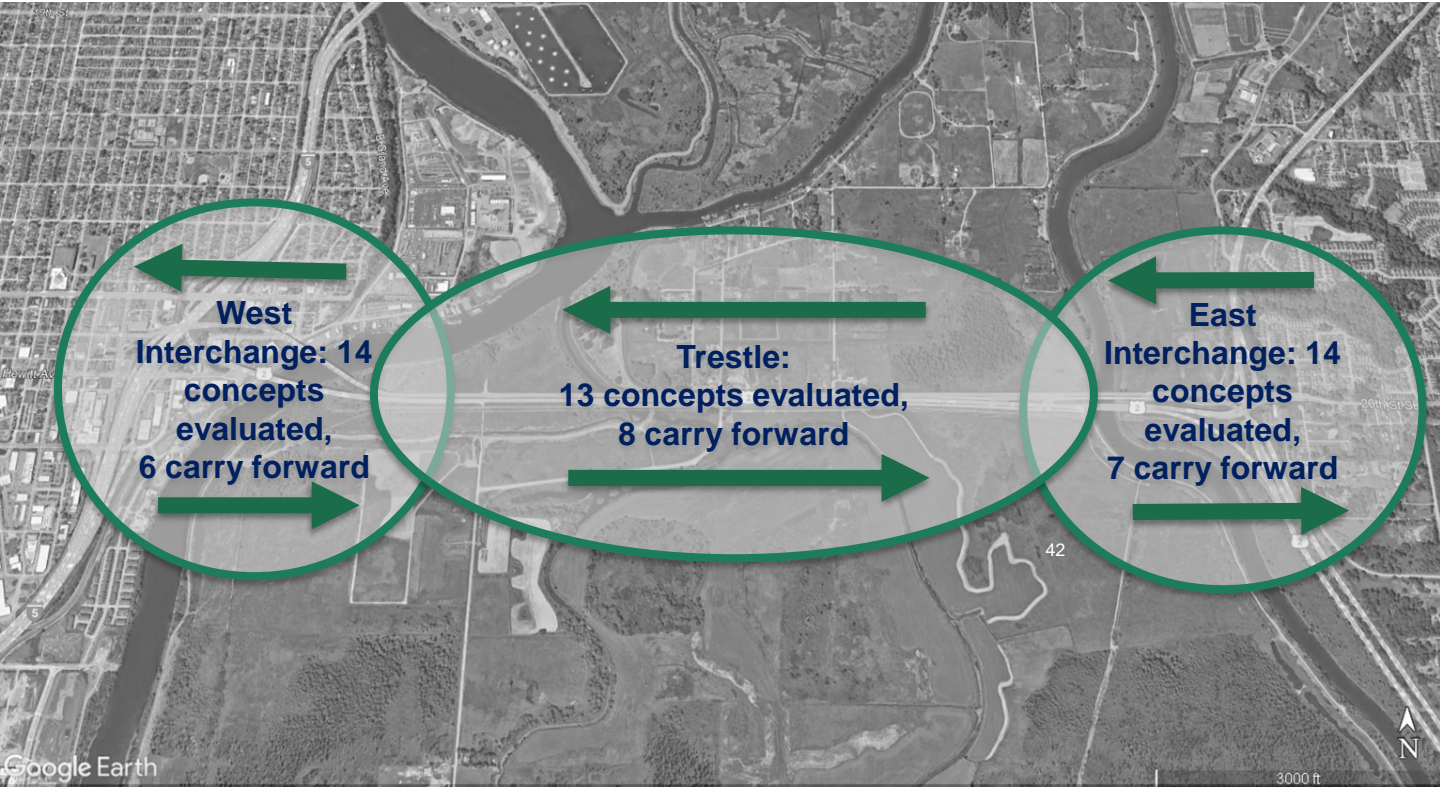
		Multimodal Concepts					
Purpose & Need	Roadway Concept	A	B	C	D	E	F
	AT Concept Pairing	1	2	3	2	5	4
	Criteria 1	M	M	H	H	M	L
	Criteria 2	H	M	H	L	L	M
	Criteria 3	L	H	H	M	L	M
	Criteria 4	H	L	M	H	M	L
	↓	↓	↓	↓	↓	↓	↓
	Criteria 19	L	M	L	M	H	H
	Total Score (H=3, M=2, L=1)	scoreA	scoreB	scoreC	scoreD	scoreE	scoreF
	Above Avg Score?	Yes	No	Yes	Yes	No	No

Multimodal concepts are rated as High (H), Medium (M) or Low (L) across all

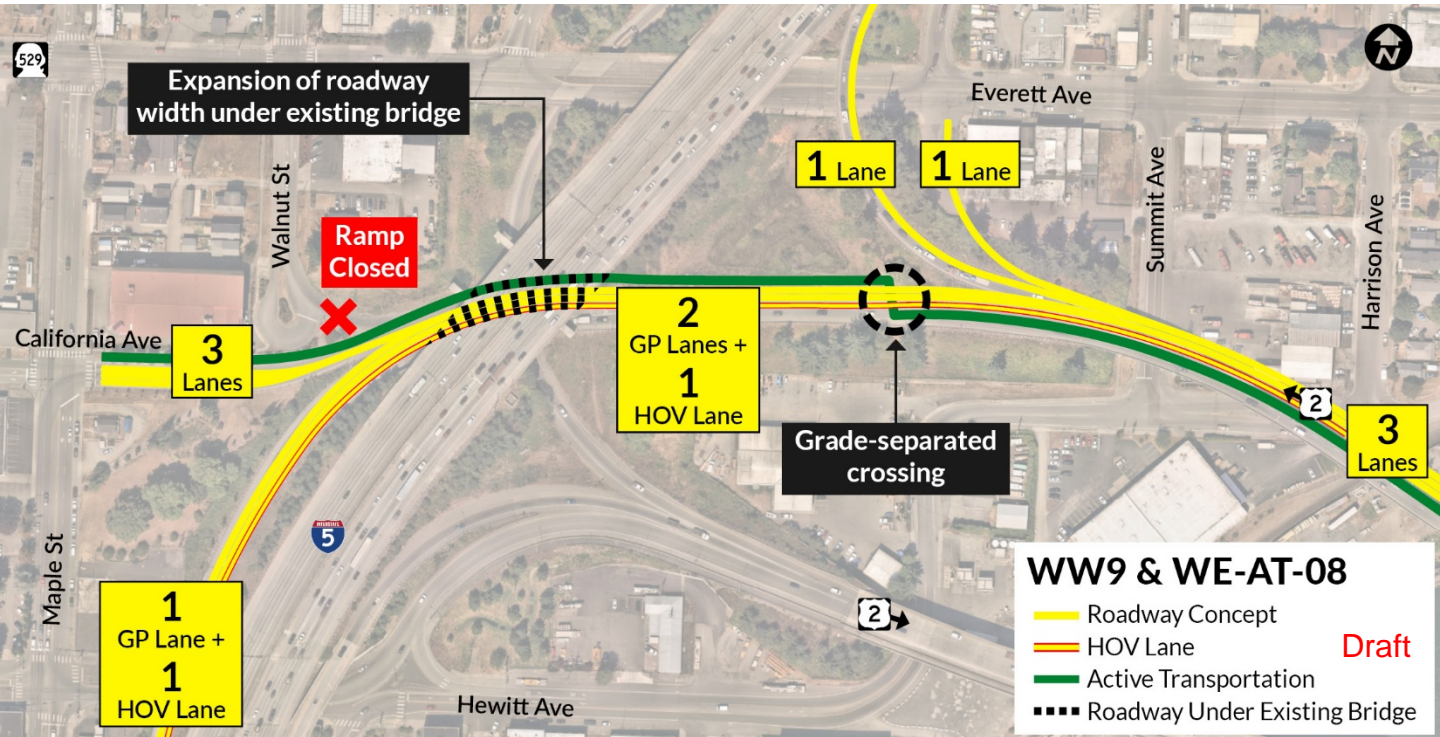
Highest rated multimodal concepts are those that score higher than the average score

Highest rated concepts are A, C and D

Level 1 Screening: Summary of Preliminary Screening Results

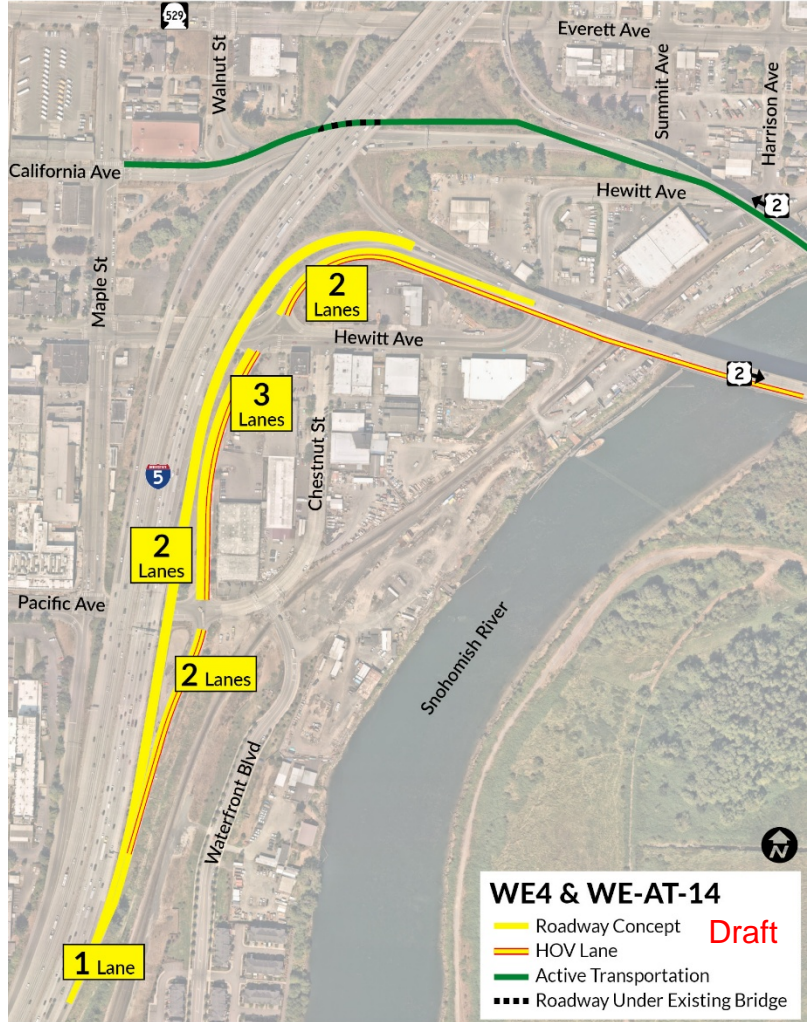


Level 1 Draft Screening Results: West Interchange – Westbound Example High-Rated Concept: WW9 & WE-AT-08



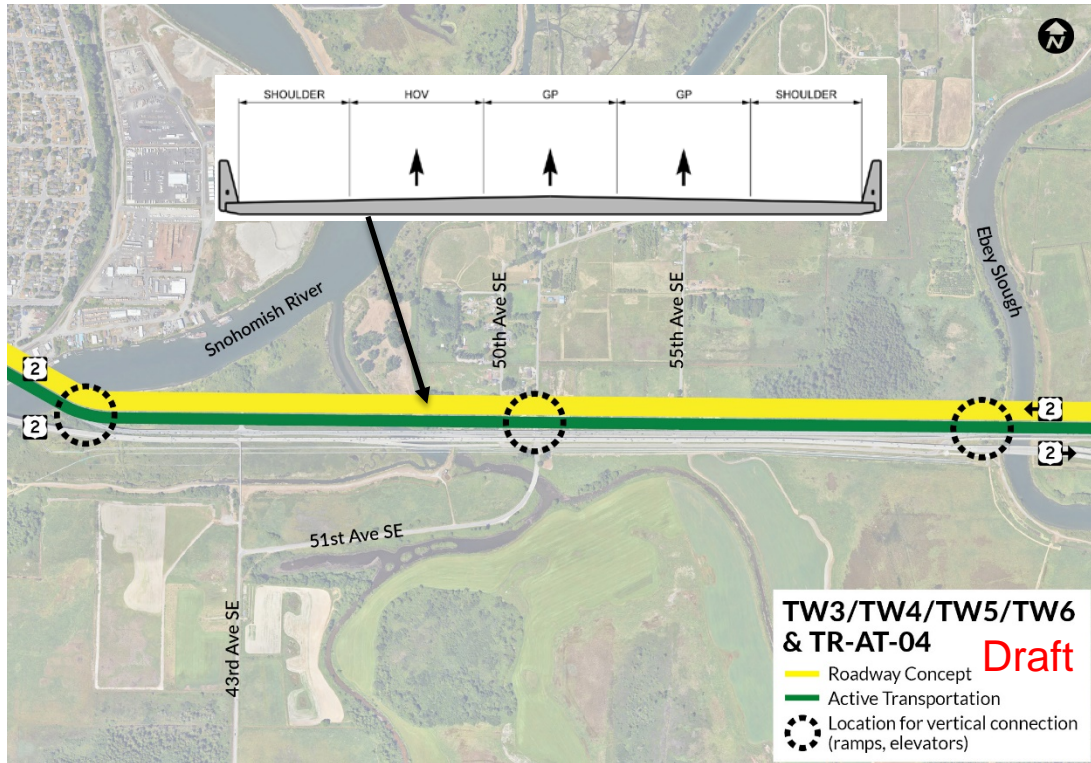
Level 1 Draft Screening Results: West Interchange – Eastbound

Highest-Rated Concept: WE4 & WE-AT-14



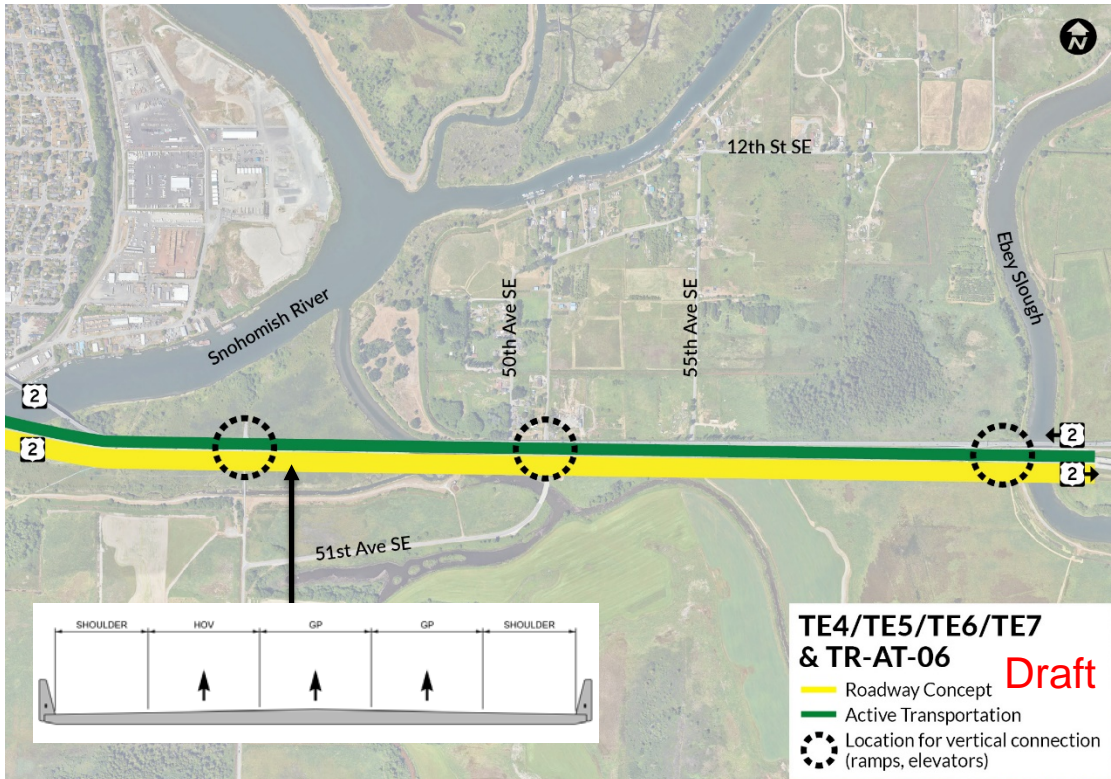
Level 1 Draft Screening Results: Westbound Trestle

Example High-Rated Concept: TW4 & TR-AT-04



Level 1 Draft Screening Results: Eastbound Trestle

Example High-Rated Concept: TE6 & TR-AT-06

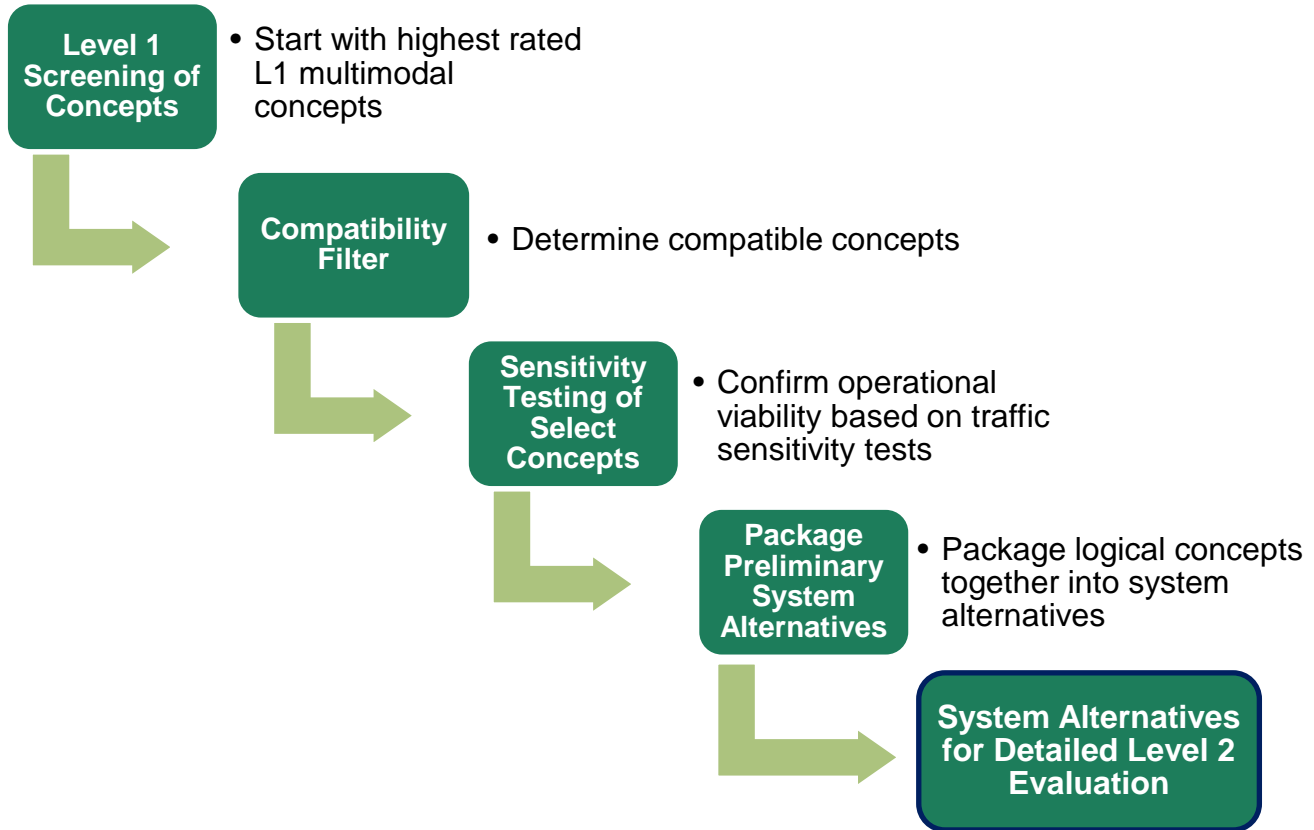


Level 1 Draft Screening Results: East Interchange- Eastbound

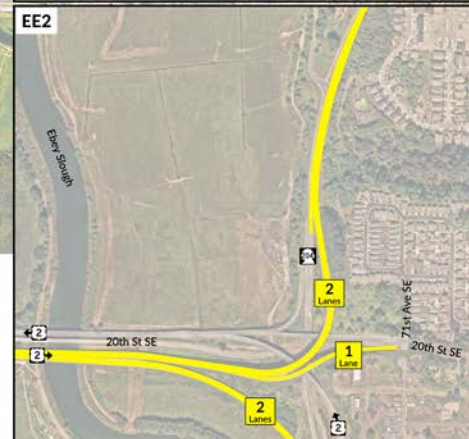
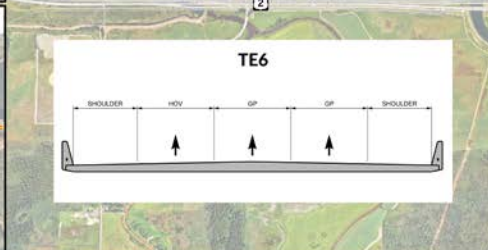
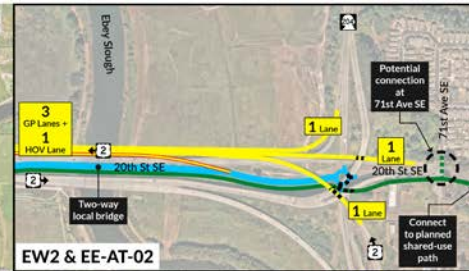
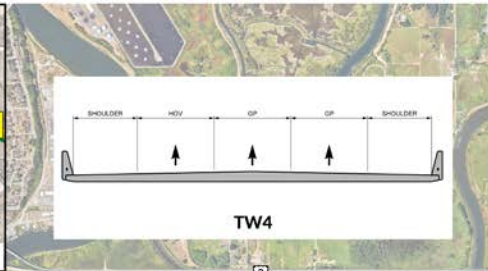
Example High-
Rated Concept
EE2 & EE-AT-09



Development of Level 2 System Alternatives



Example System Alternative



- Roadway Concept
- HOV Lane
- Active Transportation
- Local Street
- ⋯ Roadway Under Existing Bridge

Draft



Next Steps for PEL Study

PEL Committee/Group Meeting Schedule

TWG/EAG/ RAC #1

- Purpose and Need statement
- Existing and future No Build transportation conditions

TWG #2

- Analysis framework and screening criteria
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- Level 2 screening analysis update

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- Level 2 evaluation results and potential effects and benefits



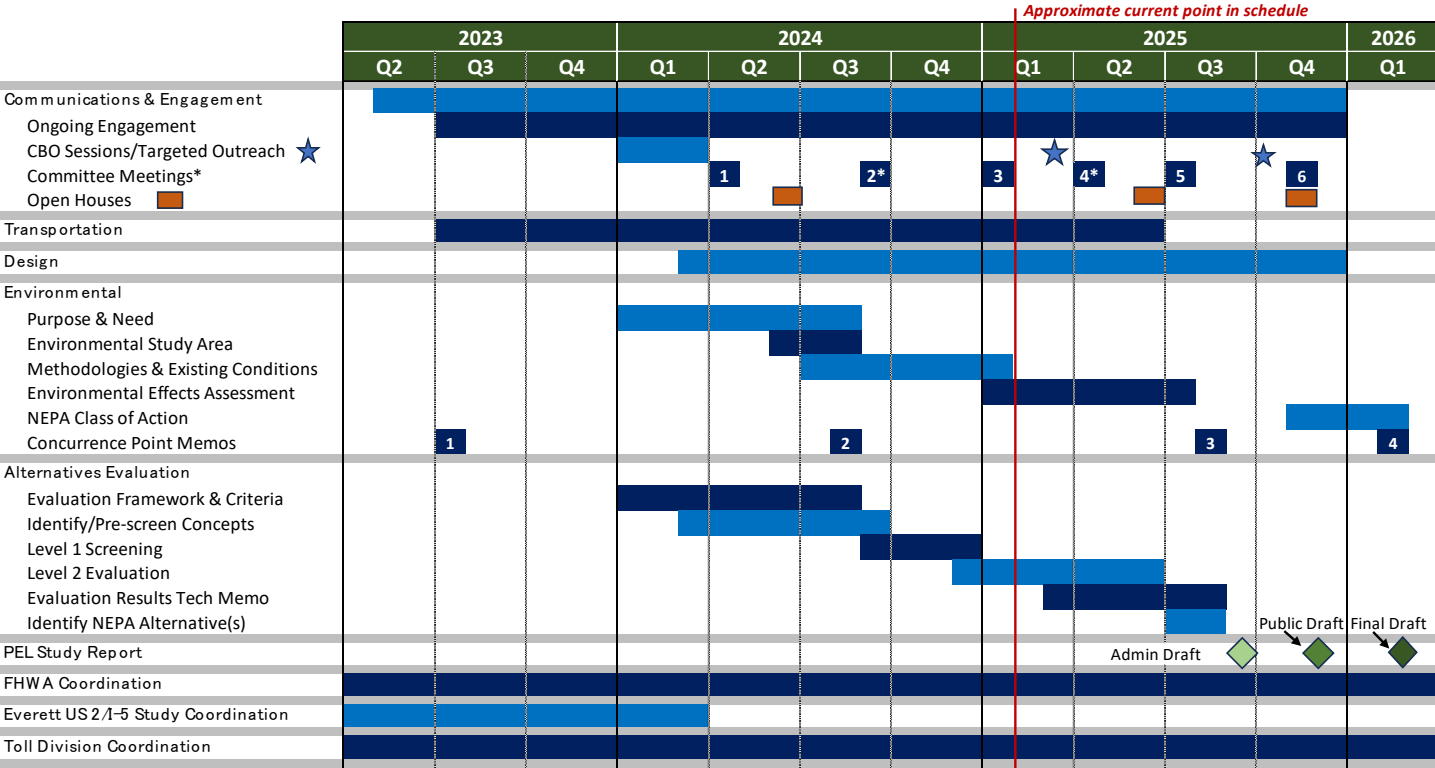
Next Meeting

TWG #6 EAG/RAC #4

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

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

Summary Milestone Schedule



*Meeting Series 2 and 4 will only be TWG meetings - No RAC or EAG meetings at these times

Thank you!

Send comments/questions to:

Jennifer Rash

Study Engagement

rashjen@consultant.wsdot.wa.gov

Oteberry Kedelty

WSDOT Project Manager

KedeltO@wsdot.wa.gov

Meeting materials posted on the study website:

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