

US 2 Trestle Capacity Improvements & Westbound Trestle Replacement PEL Study

Executive Advisory Group (EAG) MEETING #2

February 27, 2025

Safety Moment



SAFETY

TAKE 2 TO THINK IT THROUGH

wsdot.wa.gov/safety



Introductions

Please introduce yourself when called

Organizations invited today:

- City of Everett
- City of Lake Stevens
- City of Marysville
- City of Snohomish
- Community Transit
- Federal Highway Administration
- Muckleshoot Indian Tribe
- Port of Everett
- Puget Sound Regional Council
- Sauk-Suiattle Indian Tribe
- Snohomish County
- Snohomish County Council
- Snoqualmie Tribe
- Sound Transit
- Stillaguamish Tribe of Indians
- Suquamish Tribe
- Swinomish Tribal Indian Community
- Tulalip Tribes
- Washington State District 21
- Washington State District 38
- Washington State District 39
- Washington State District 44
- Washington State Transportation Commission
- WSDOT
- Confederated Tribes and Bands of the Yakama Nation

Agenda

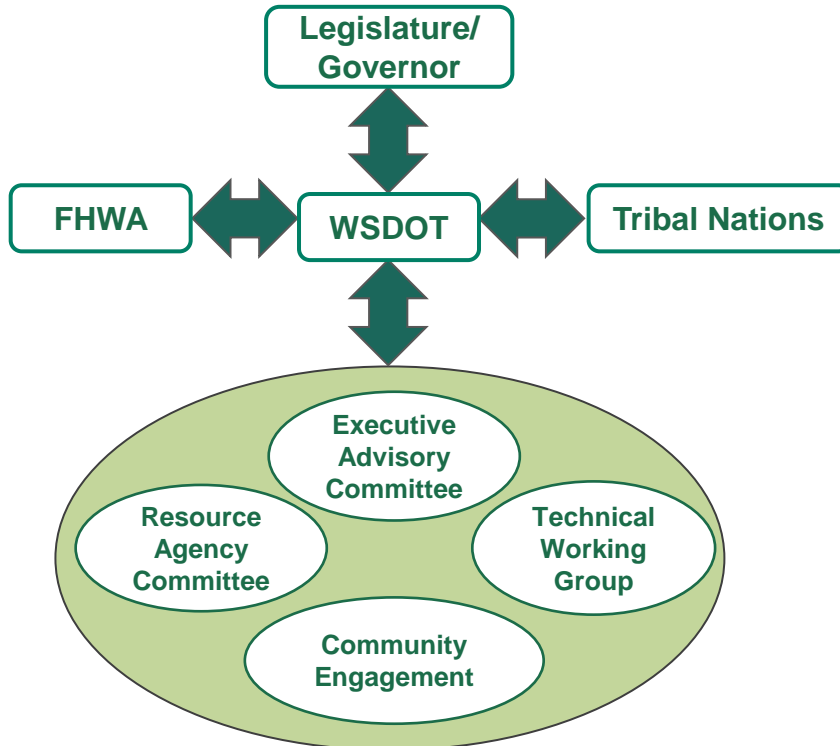
- Study refresh
- Study progress
- Concept evaluation
- Forming system alternatives
- Tolling considerations
- Next steps

Refresh: Goals of the PEL

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

Refresh: PEL Study feedback loop

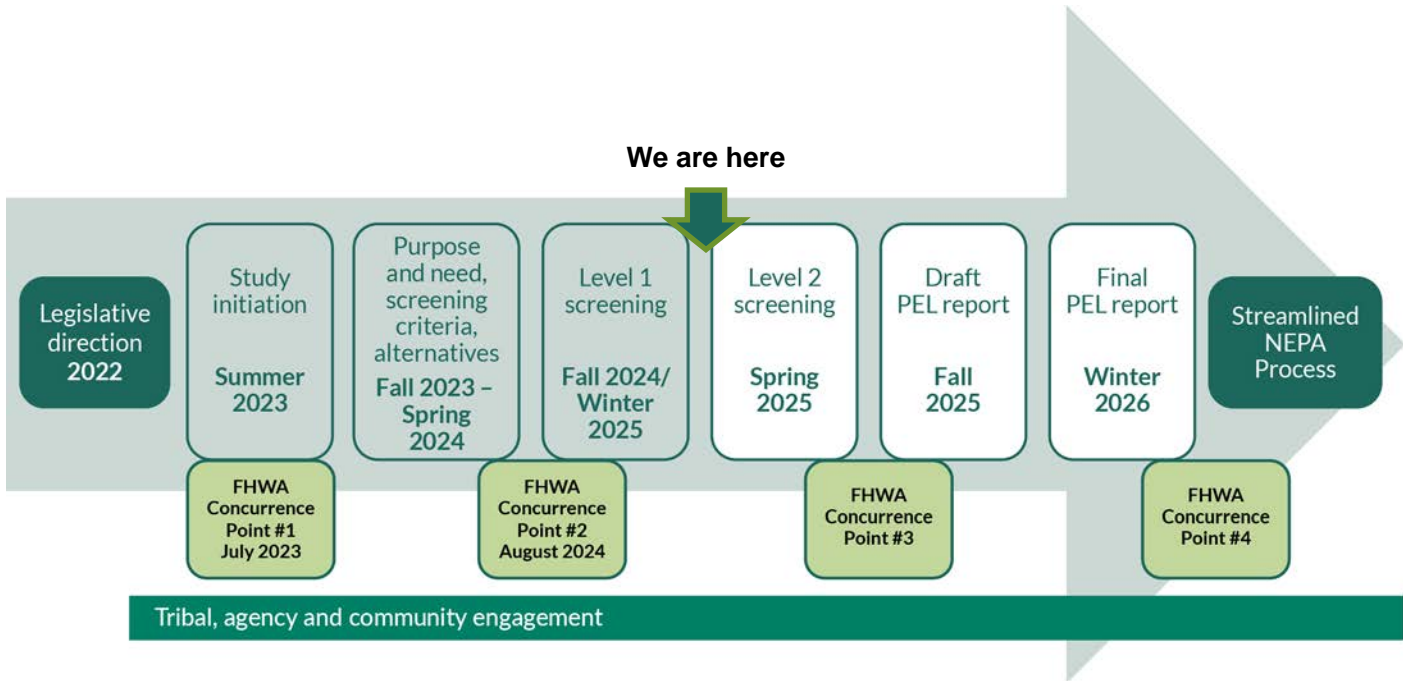


Refresh: Role of the EAG

- Confer with TWG counterparts to understand technical elements of the study
- Share information and gather feedback from your constituencies
- Provide strategic advice to WSDOT on program milestones, prioritization and funding

PEL Study Progress

US 2 Trestle PEL Study status



EAG 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

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">✓ Online open house follow-up
Winter 2025	<ul style="list-style-type: none"><input type="checkbox"/> TWG Meeting 3 and EAG/RAC Meeting 2
Spring 2025	<ul style="list-style-type: none"><input type="checkbox"/> Public review of draft alternatives<input type="checkbox"/> TWG Meeting 4
Summer 2025	<ul style="list-style-type: none"><input type="checkbox"/> EAG/RAC Meeting 3<input type="checkbox"/> TWG Meeting 5
Fall 2025	<ul style="list-style-type: none"><input type="checkbox"/> Public review of the draft PEL report<input type="checkbox"/> Final PEL committee meetings

Online open house and survey

Response Period: May 14 - June 7, 2024

Objectives

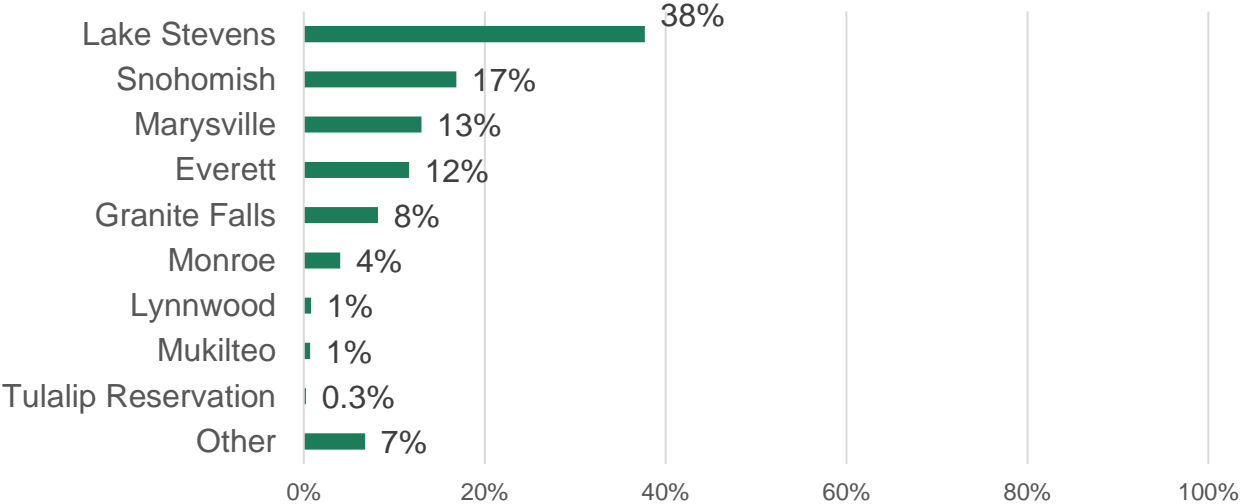
- Gather feedback on US 2 user experiences and priorities
- Obtain input on draft NEPA Purpose & Need
- Public notice of intent to adopt the Purpose & Need into future NEPA review process

Final Participation Statistics

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

Online open house and survey initial participation

Where do you live?
(n = 3,964)

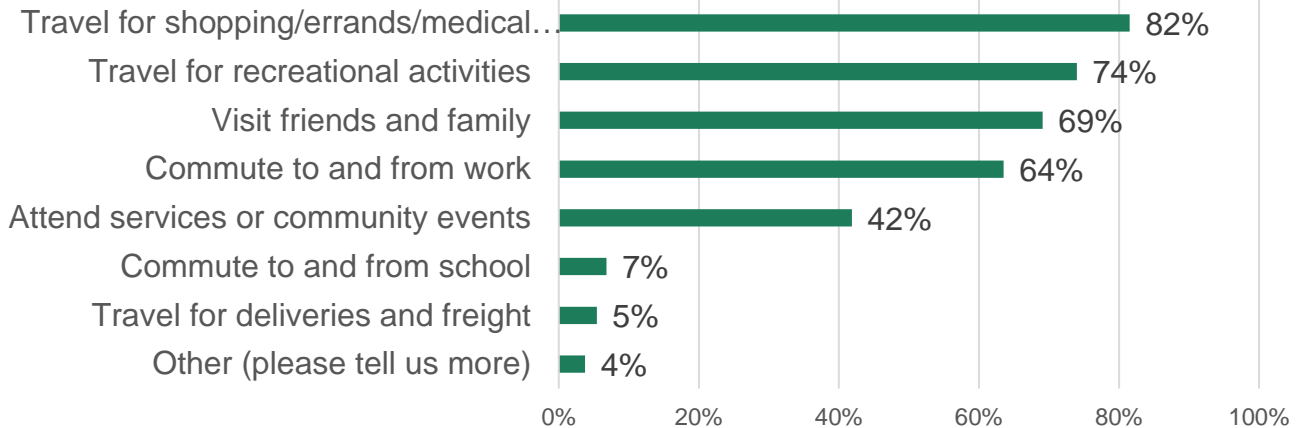


Other responses include: Anacortes, Arlington, Bellingham, Bothell, Camano Island, Duvall, Ebey Island, Edmonds, Gold Bar, Granite Falls, Mt. Vernon, Machias, Mill Creek, Seattle, Shoreline, Smokey Point, Stanwood, Sultan, and Whidbey Island.

Types of trips are more than commuting

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

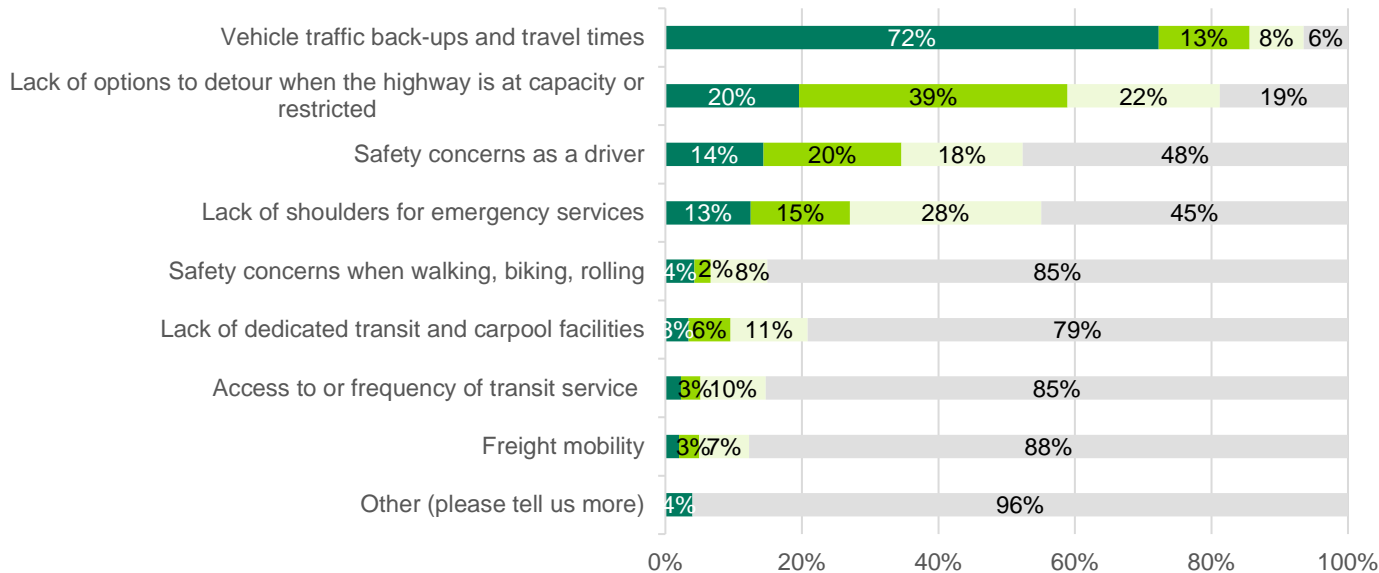
(n = 3,960)



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.

FHWA Concurrence Point 2

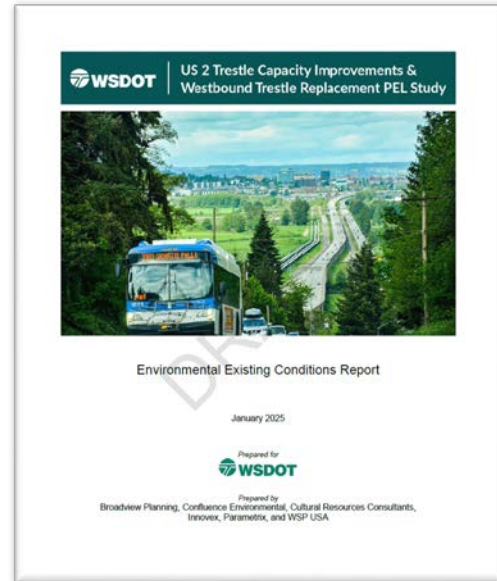
FHWA concurred with the draft NEPA Purpose and Need on August 29, 2024.

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 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)



Concept development and evaluation

Refresh AM traffic

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)

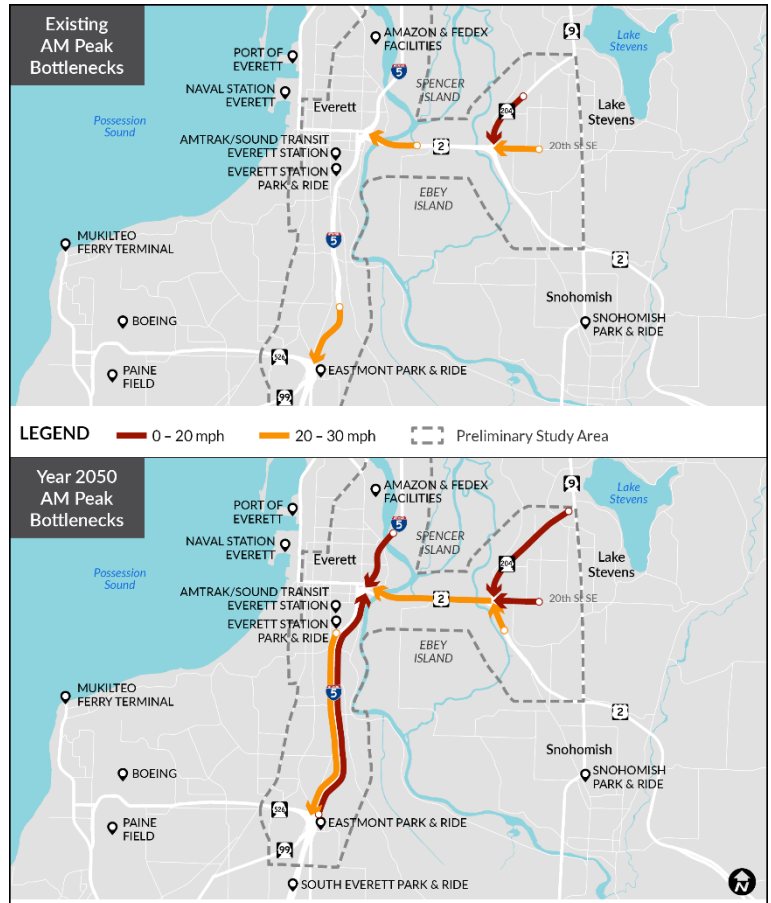
Existing speeds:

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)



Refresh on PM traffic

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:

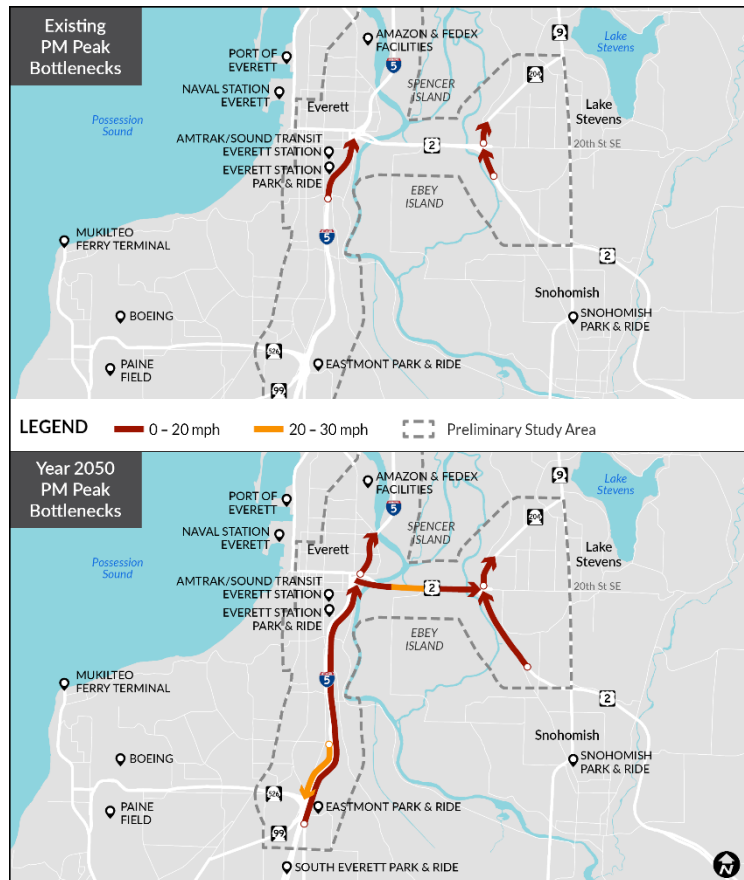
Under 30 mph for all travel modes

(55 mph posted speed limit on trestle)

2050 projected travel time variability:

36 to 42 minutes

(27 to 33 minutes of delay)

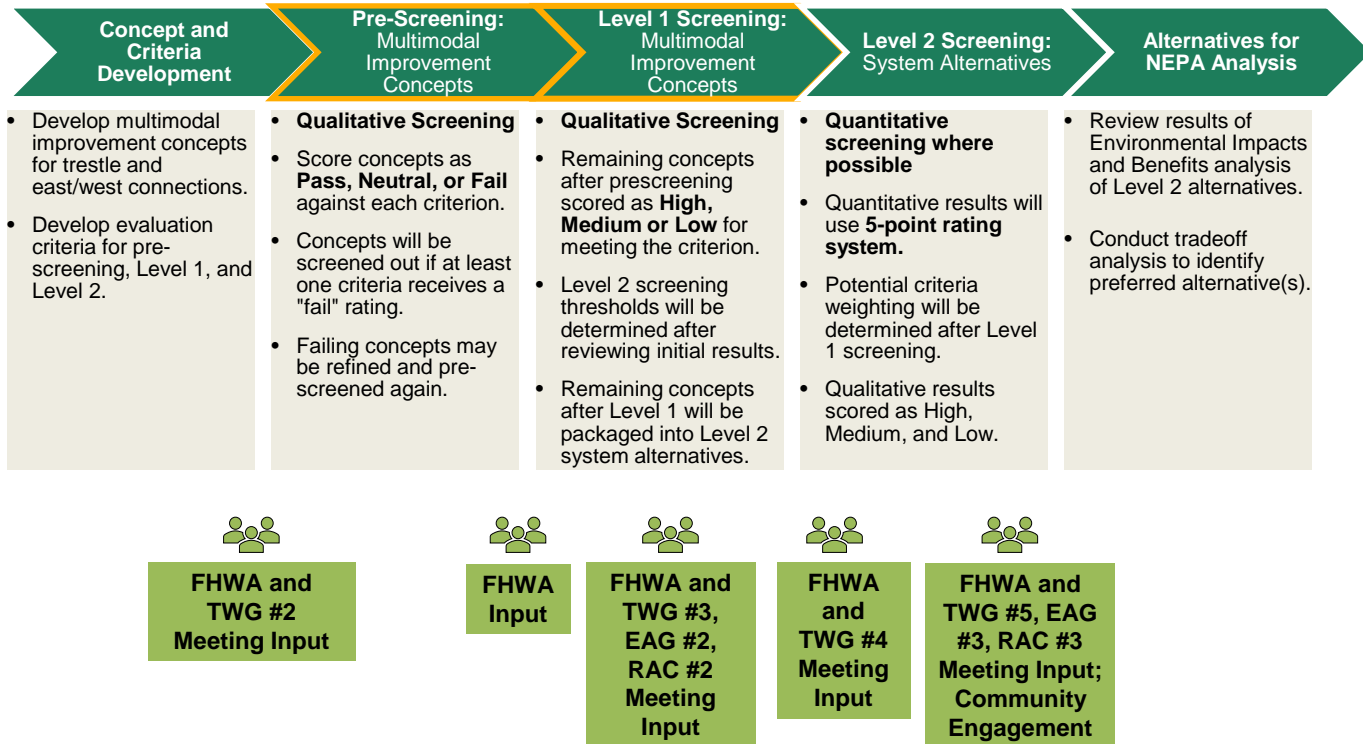


What's different about concept development with this study?

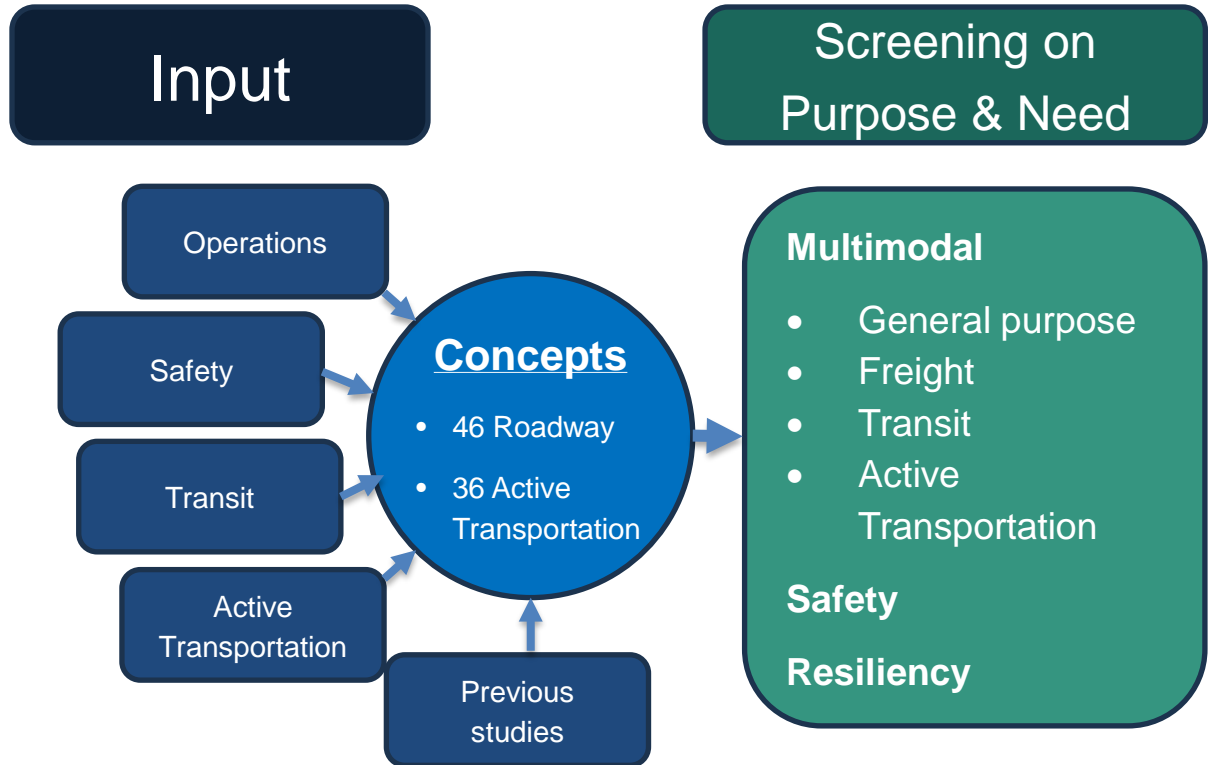
- No Build assumptions
- Decision to consider EB trestle
- Additional Active Transportation concepts
- Deeper dive on resiliency needs

Concept evaluation process

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



Breaking down concept screening

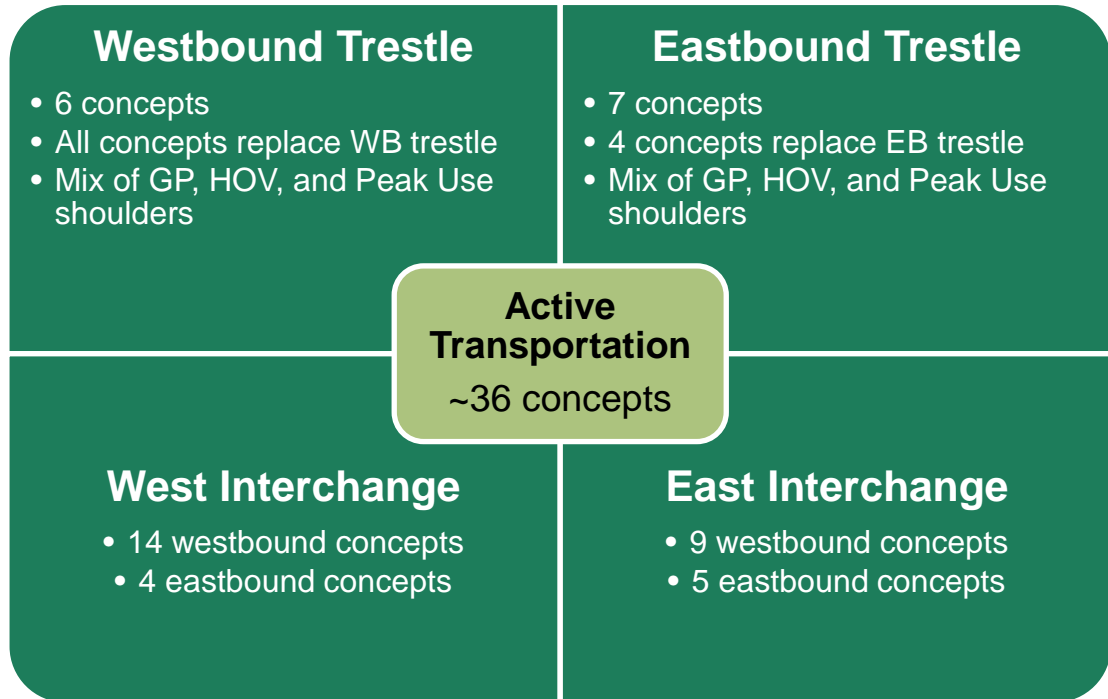


Prescreening results

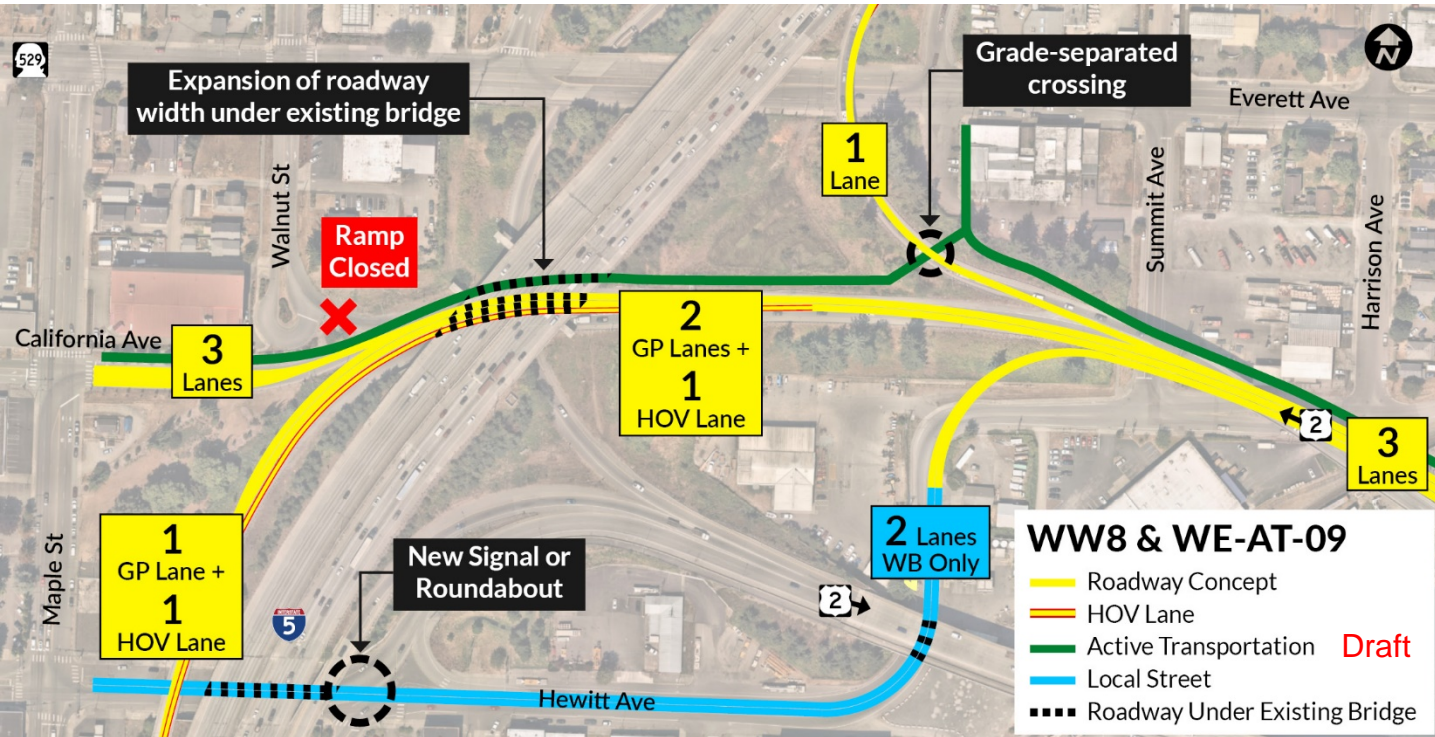
Study concepts eliminated through prescreening:

- **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

Multimodal concepts remaining after Prescreening

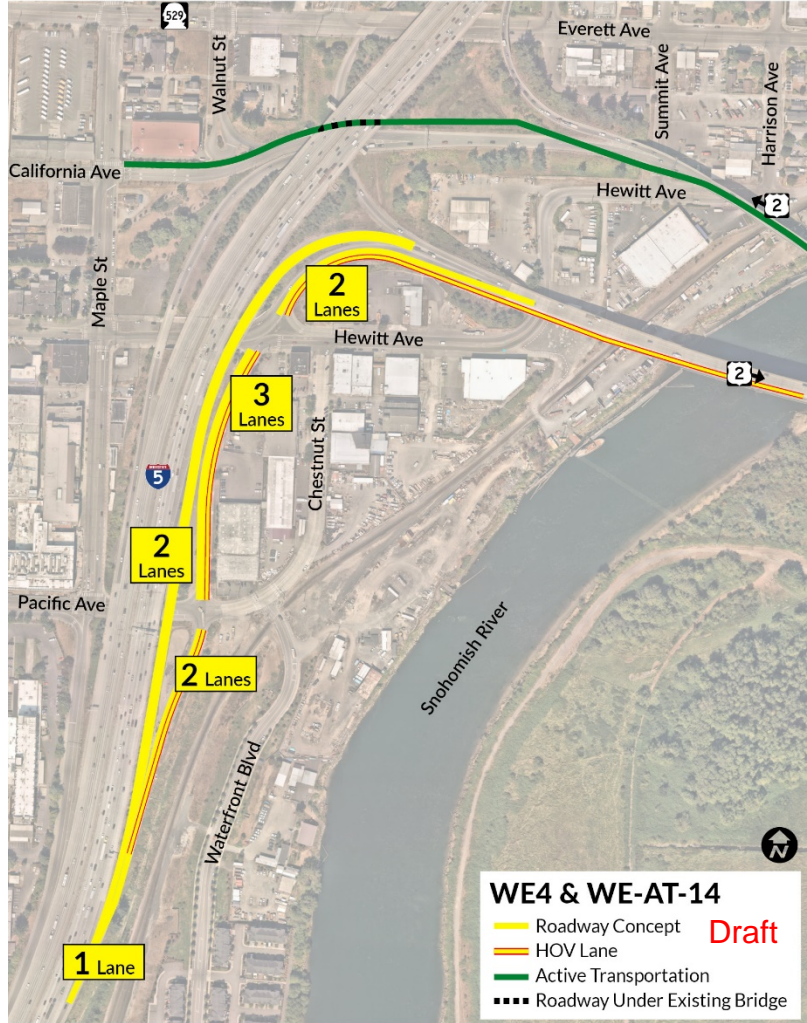


Example Level 1 result: West Interchange - WB



Example Level 1
result:

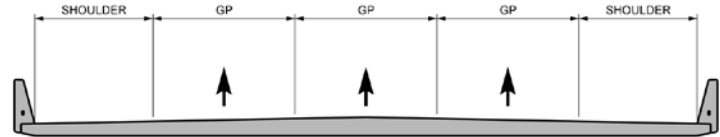
West Interchange - EB



Example: Level 1 result: Westbound Trestle Highest Rated Roadway Concepts (4)

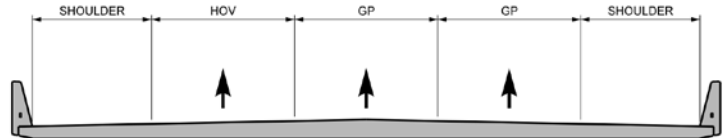
TW3 – New structure

3 GP lanes, full shoulders



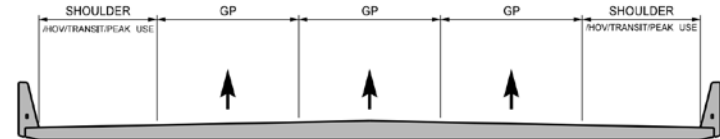
TW4 – New structure

2 GP lanes, 1 HOV lane, full shoulders



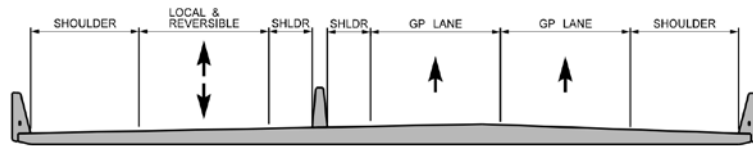
TW5 – New structure

3 GP lanes, 1 Peak Use HOV/transit shoulder, full shoulders on both sides during off-peak



TW6 – New structure

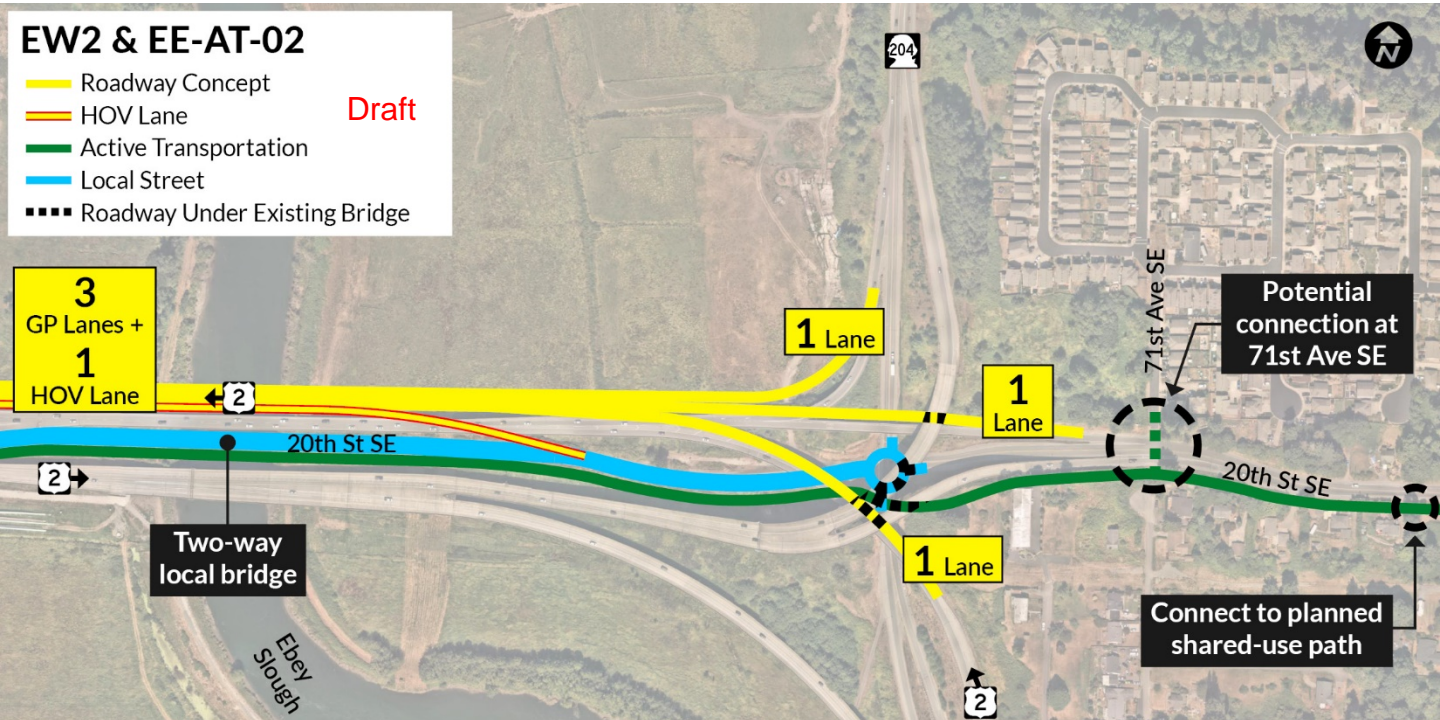
2 GP lanes, 1 reversible HOV/transit lane, design-standard shoulders



All concepts would be paired with TR-AT-04 for active transportation

Draft

Example Level 1 Result: East Interchange - WB

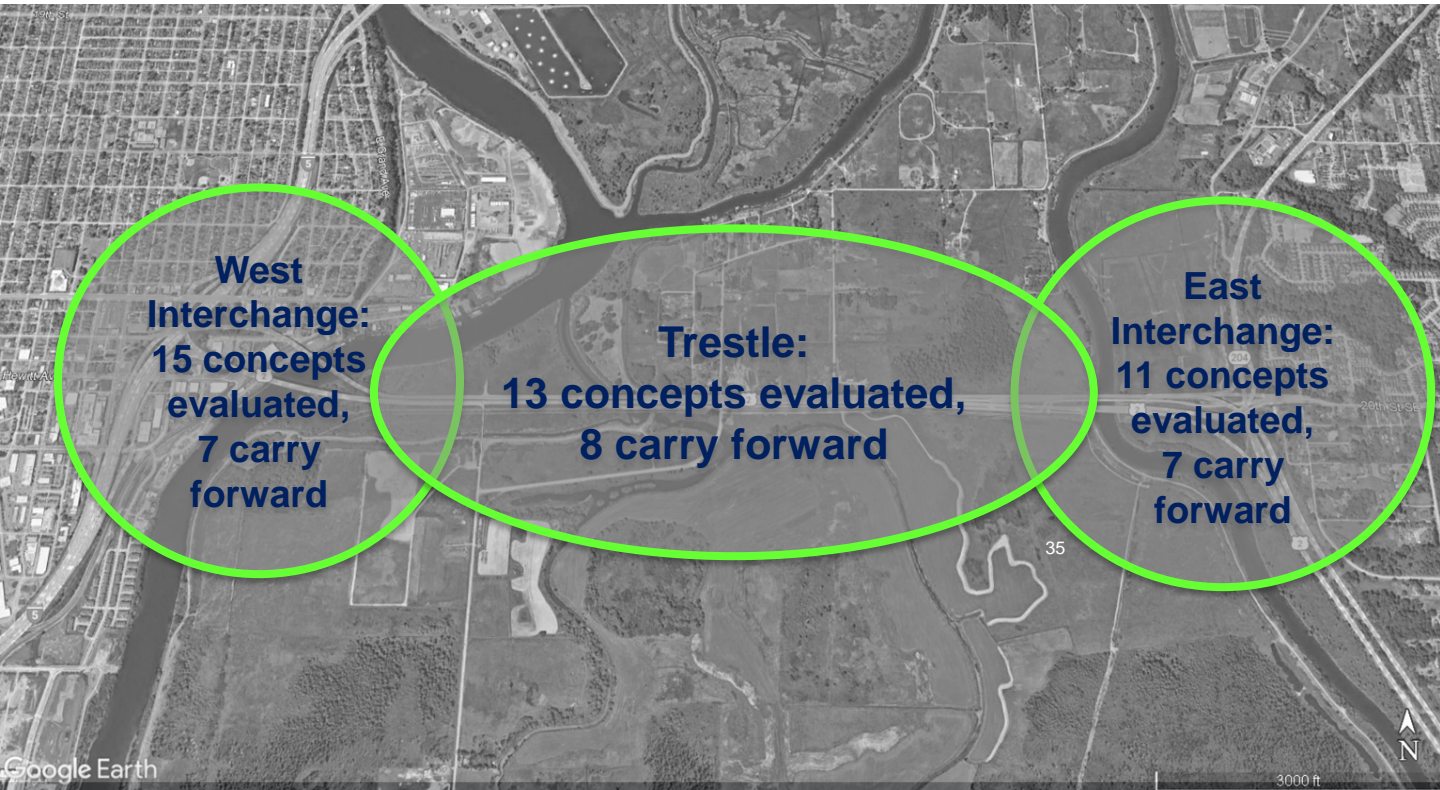


Example
Level 1
result:

East
Interchange -
EB



Preliminary Level 1 Screening results



Forming System Level Alternatives

Developing Level 2 multimodal system alternatives

Level 1 Screening of Concepts

- Start with highest rated L1 multimodal concepts

Compatibility Filter

- Determine compatible concepts

Sensitivity Testing of Select Concepts

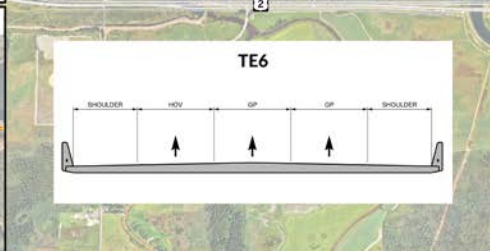
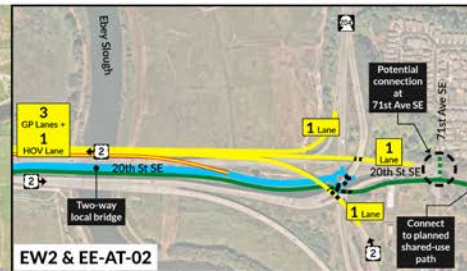
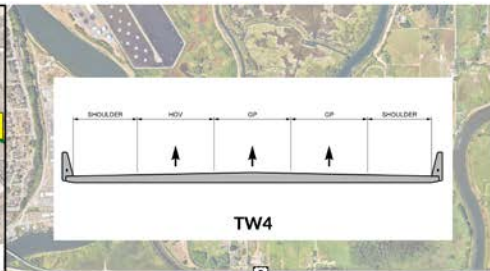
- Confirm operational viability based on traffic sensitivity tests

Package Preliminary System Alternatives

- Package logical concepts together into system alternatives

System Alternatives for Detailed Level 2 Evaluation

Example: System alternative



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

Draft



Tolling Considerations

Statutory tolling policy

- **The legislature finds and declares that it is the policy of the state of Washington to use tolling:**
 - to provide a source of transportation funding and
 - to encourage effective use of the transportation system
- **Toll rates must be set to:**
 - Meet anticipated funding obligation to the extent possible, and
 - Optimize system performance, recognizing necessary trade-offs to generate revenue
- **Tolling should be fairly and equitably applied and not have significant adverse diversion impacts that cannot be mitigated**
- **Toll implementation is a shared responsibility:**
 - Legislature has authority to implement tolls
 - Transportation Commission sets toll rates
 - WSDOT implements the tolling program

Studying tolled alternatives

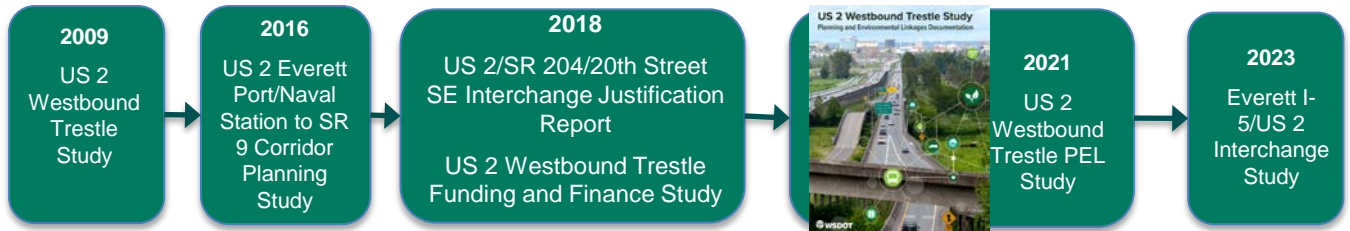
- We are developing both non-tolled and tolled system alternatives for the Level 2 evaluation.
- Alternatives with and without tolling will be carried forward, noting that tolling is of interest as a source of funding.
- The NEPA process would also carry both tolled and non-tolled alternatives forward if toll authorization is not provided.

Tolling update

- Funding & Finance Study conducted in 2018 indicated that tolling was likely needed to help fund replacement of WB trestle
- Recently briefed Senate staff on study
- Timing of toll authorization may affect program schedule

Next Steps

Looking ahead...



- 2025-2027 Biennium: Finish PEL & Start NEPA
- How can we best work together to continue progress?

PEL committee meeting schedule

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
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- Discuss packaging concepts into Level 2 system alternatives

TWG #4

- Level 2 analysis update

TWG #5 EAG/RAC #3

- Level 2 evaluation results and potential effects and benefits

TWG #6 EAG/RAC #4

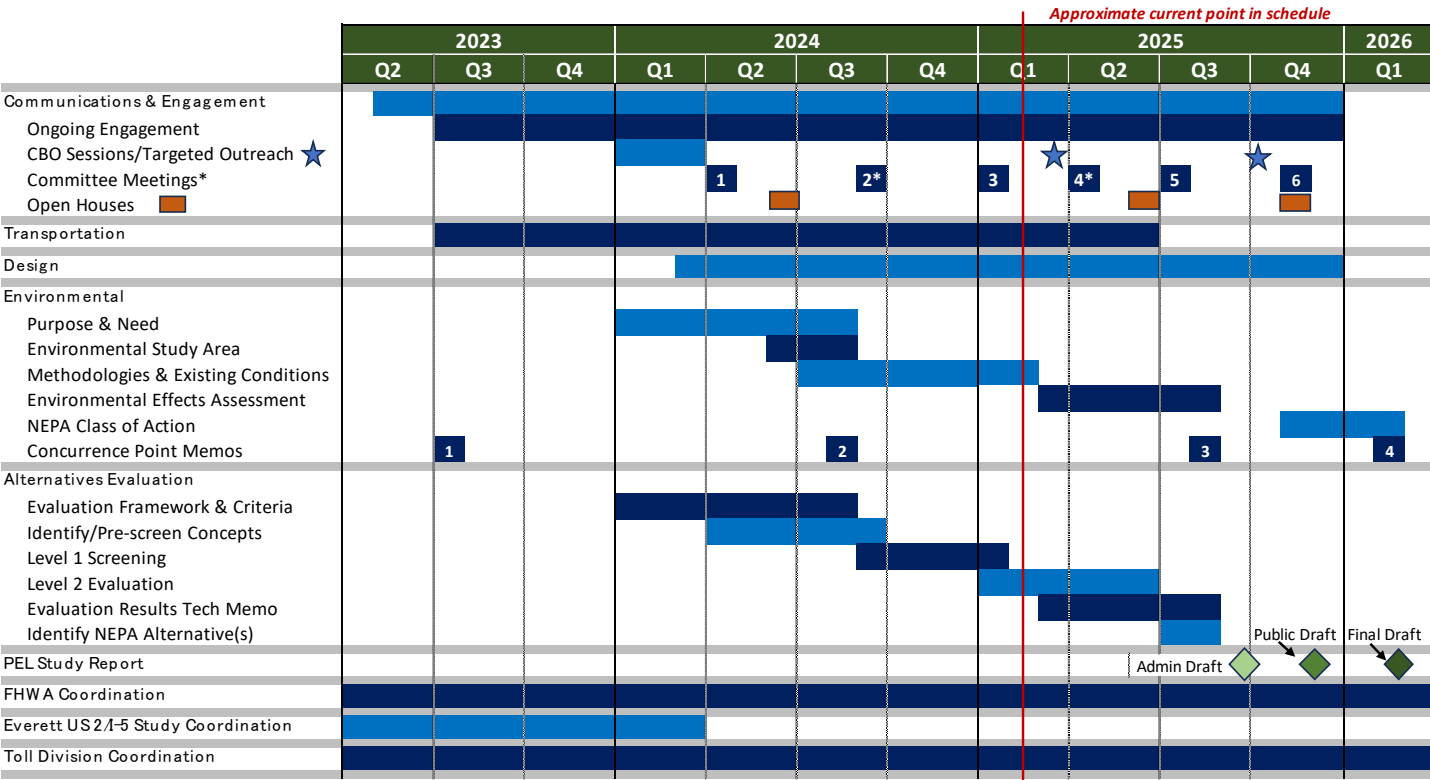
- PEL Study findings, alternatives to take into NEPA, next steps



Next Meeting

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

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Oteberry Kedelty

WSDOT Project Manager

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Meeting materials posted on the study website:

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