

Welcome to the I-5 Marvin Rd. to Mounts Rd. PEL Executive Advisory Group Mtg.

We'll start soon. This meeting will be recorded.

While you're waiting...

- Make sure your audio is working. If your computer doesn't have a mic, you can call in on your phone.
- Find the chat box! If you want to write instead of talk, that's the way to do it.
- Find Raise Hand under reactions
- Change your Participant Name
 - Option #1: Hover over your video and click on ellipses and "Rename"
 - Option #2: Hover over your name under Participant List and click on ellipses and "Rename"

I-5 Marvin Rd. to Mounts Rd. Planning & Environmental Linkages Study

Executive Advisory Group Meeting #1

January 30, 2023

JoAnn Schueler
George Mazur
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John Perlic
Kirk Wilcox
Sharese Graham

WSDOT Olympic Region ARA Project Development
WSDOT Olympic Region Planning Manager
WSDOT Olympic Region Multimodal Development Manager
Consultant Team Project Manager—Parametrix
Consultant Team—Parametrix
Consultant Team—SCJ Alliance

Agenda

- 1:00 Welcome and Introductions
- 1:15 Project Background and Desired Outcomes
- 1:30 Study Area
- 1:45 Purpose and Need
- 2:15 5-minute break
- 2:30 Conceptual Range of Alternatives
- 2:45 Alternatives Evaluation Criteria
- 2:55 Next Steps
- 3:00 Adjourn

Welcome and Thank You

WSDOT is engaging project area jurisdictions, including tribes, counties, cities, and national and local resource agencies

Introductions

- We will call your organization name — please respond with your name
- To change your Participant Name in Zoom
 - Hover over your video and click on ellipses and "Rename"
 - Hover over your name under Participant List and click on ellipses "Rename"

EAG Participants

Invited to participate

- City of DuPont
- City of Lacey
- City of Lakewood
- City of Olympia
- City of Tumwater
- City of Yelm
- Federal Highway Administration
- Joint Base Lewis-McChord
- Intercity Transit
- Nisqually Indian Tribe
- Pierce County
- Pierce Transit
- Port of Olympia
- Port of Tacoma
- Puget Sound Regional Council
- Thurston County
- Thurston Regional Planning Council
- Town of Steilacoom
- WSDOT

Meeting Participation

Virtual Participation

- Mute yourself when you're not speaking
- “Raise your hand” or use chat box for questions or comments
- Say your name before speaking
- If calling in from your phone:
 - Dial *6 to mute/unmute
 - Dial *9 to raise your hand

Input Opportunities

- Chat box and polls throughout the meeting
- Discussion opportunities at the end of each topic

Meeting Goals and Outcomes

Meeting Goals

- Input and active participation
- Understanding of the process

Outcomes

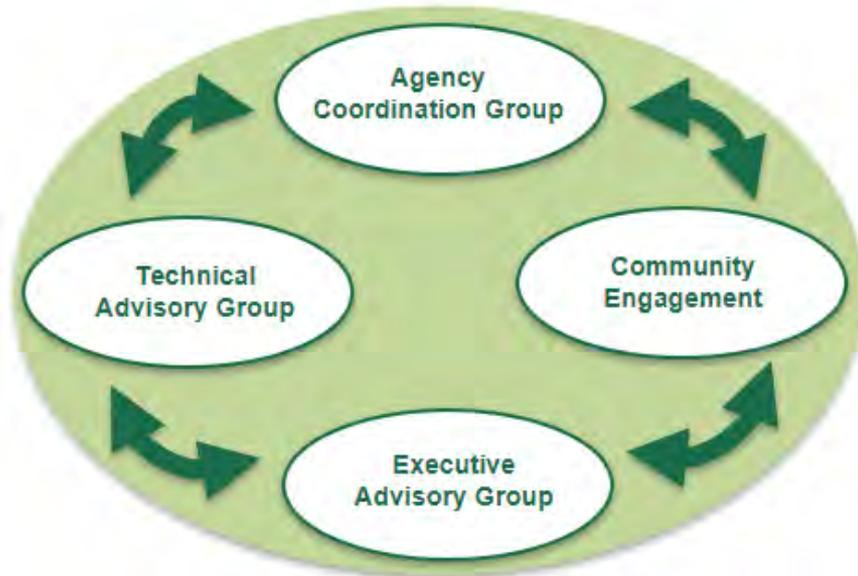
- Familiarity with and input on Purpose and Need
- Input on range of alternatives
- Awareness of the evaluation process
- Requests for additional data

Advisory Group Responsibilities

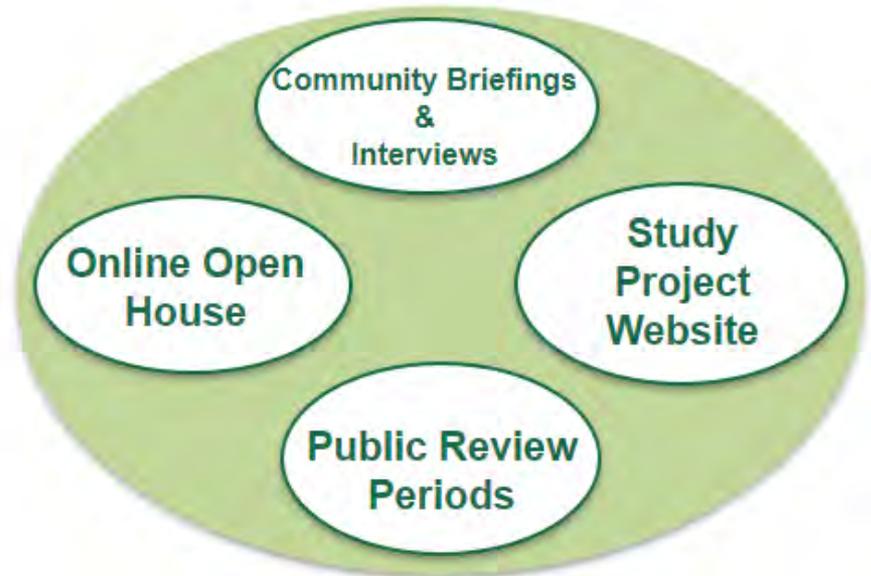
- Provide data and input on direction of study
- Advise on alternatives and performance metrics
- Help build consensus and support for alternative(s) selection

PEL Partner and Community Engagement

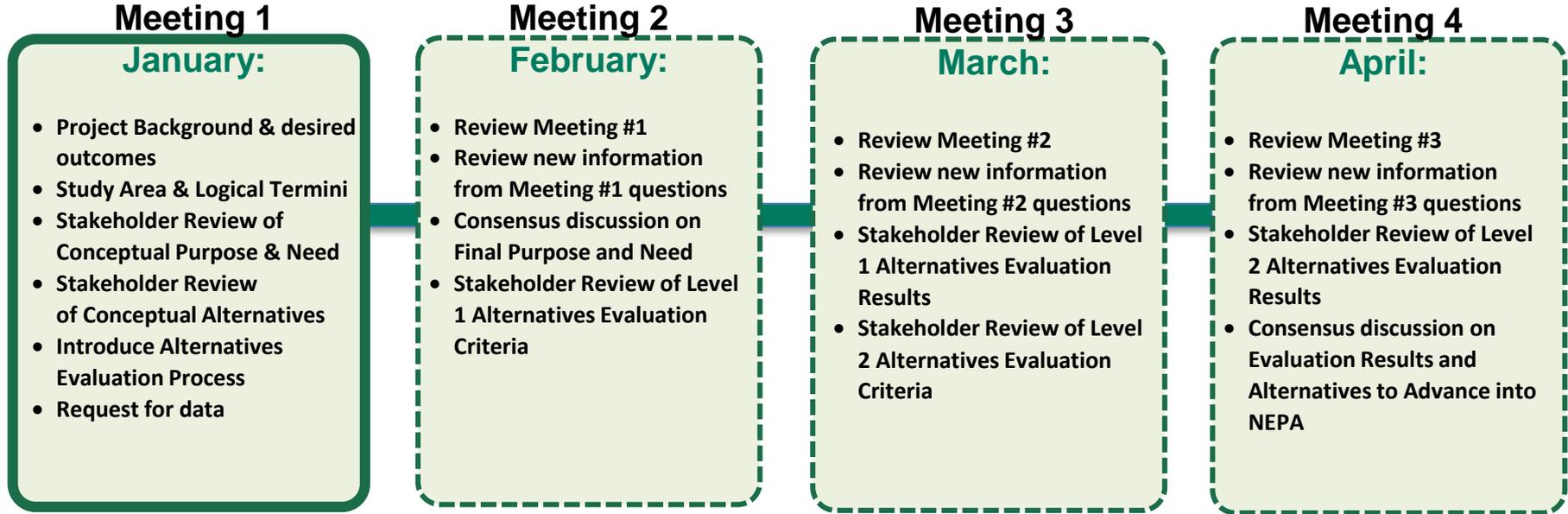
Advisory Groups



Community Engagement



2023 PEL Advisory Group Meetings



*Agendas may change slightly as the project progresses.

TAG meetings will precede EAG meetings so that TAG members can brief their EAG members before the EAG meeting.

Schedule

WSDOT I-5 Marvin Road to Mounts Road Planning & Environmental Linkage (PEL) Study Project Schedule



- FHWA Concurrence Point #1 - Reason and Desired Outcomes
- FHWA Concurrence Point #2 - Purpose & Need
- FHWA Concurrence Point #3 - Alternatives Evaluation
- FHWA Concurrence Point #4 - Final Report

- *Meeting 1 - Stakeholder Advisory Meeting Series 1
- *Meeting 2 - Stakeholder Advisory Meeting Series 2
- *Meeting 3 - Stakeholder Advisory Meeting Series 3
- *Meeting 4 - Stakeholder Advisory Meeting Series 4

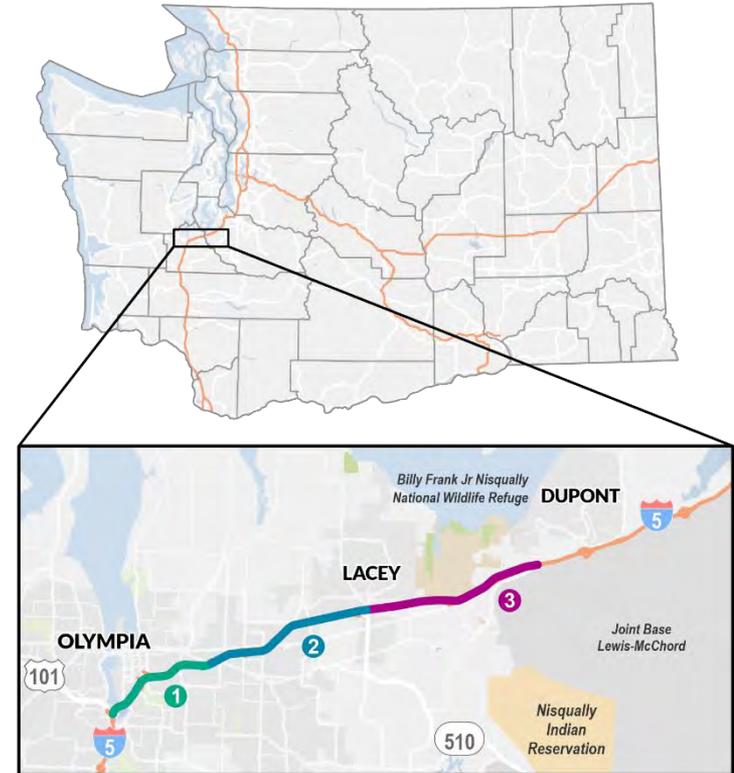
- ★ Stakeholder Interviews
- ◆ Public Review

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PEL Project Background & Desired Outcomes

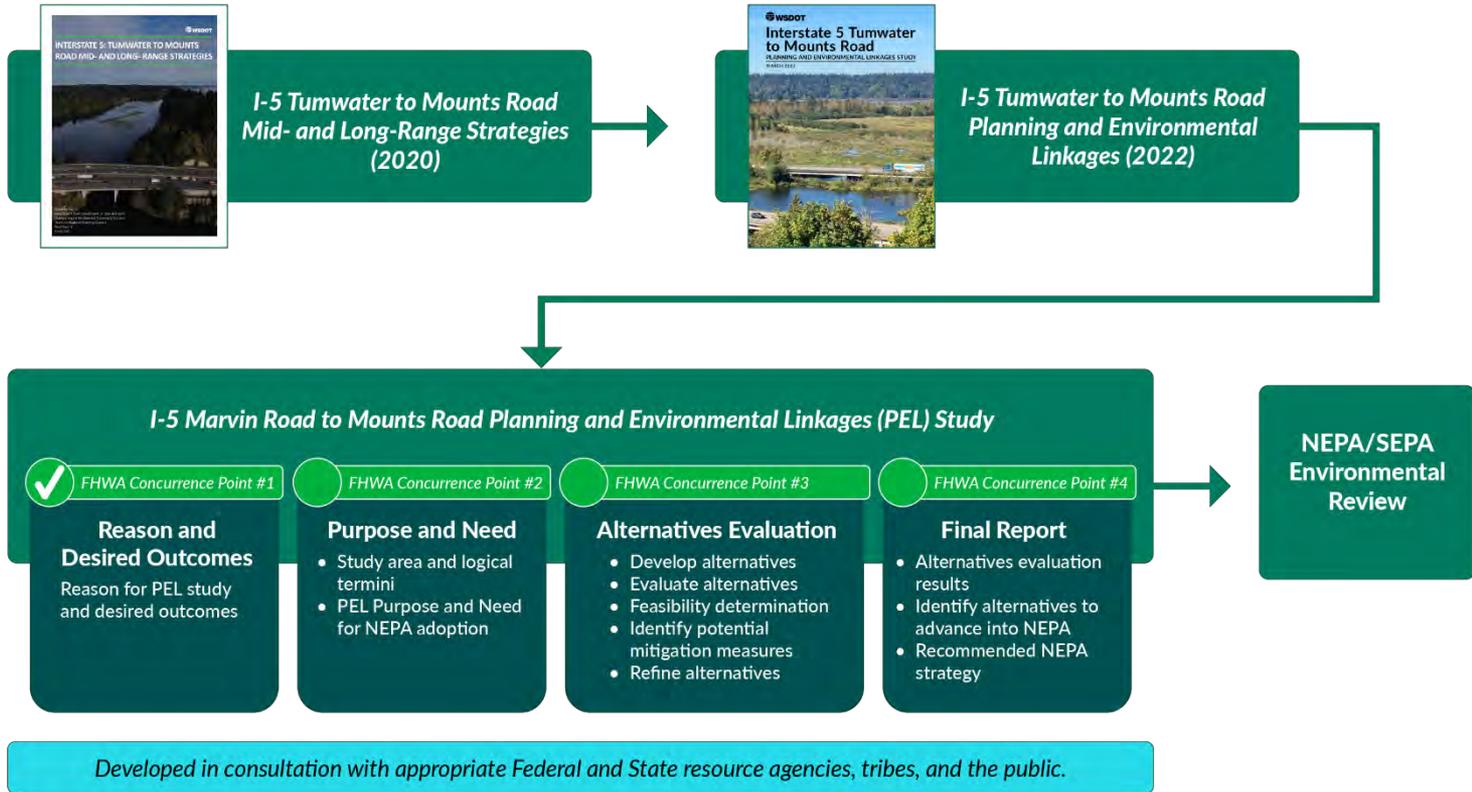
Background

- WA State Legislature funding
- Major freight and commuter corridor
- Travel demand is expected to increase due to population, employment, and economic growth
- 3 logical sections of I-5 identified
- WSDOT- Nisqually Indian Tribe MOU



I-5 from Tumwater (Exit 99) to
Mounts Road (Exit 116)

PEL Process



Desired Outcomes

- Intend to formally adopt the following into the NEPA process (per 23 USC 168)
 - Purpose and Need
 - Preliminary Screening of Alternatives
 - Elimination of Unreasonable Alternatives
 - Programmatic Mitigation
- Early and often input from our communities and partners throughout this PEL Study process
- Identified NEPA strategy (EA or EIS)
- NEPA anticipated to begin Summer 2023

Funding Directive

The WA State Legislature appropriated \$5 million to “conduct preliminary engineering to develop alternatives and complete NEPA review for a proposal to provide congestion relief on Interstate 5 between Tumwater and Mounts Rd and restore the Nisqually River Delta at the existing freeway crossing.”

In 2021, the WA State Legislature provided initial implementation funding to accelerate work along I-5 between the Marvin and Mounts Road interchanges through the Nisqually River Delta. This funding supports preliminary engineering, design, and right of way acquisition to address flood risk, increase capacity, and enhance the Nisqually Delta ecosystem.

Poll Question #1

How is your level of understanding for the I-5 Marvin Rd. to Mounts Rd. PEL Study thus far?

- a. Great – I have read the corridor PEL and fully understand the direction and next steps.
- b. Pretty good, but I still have a few questions.
- c. I have questions about the project.

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Study Area and Logical Termini

PEL Study Area



Existing Conditions

Natural Environment

- Stormwater & Water Quality
 - Challenging design – delta is low point, protected resources, 6PPD
- Wetlands & Other Waters
 - Extensive freshwater & estuarine throughout corridor
- Fish, Wildlife & Vegetation
 - Extensive aquatic resources, fish use, wildlife refuge
- Floodplains & Sea Level Rise
 - Flood hazard areas – Nisqually R., McAllister Cr., Red Salmon Cr.
- Geology & Soils
 - Using existing information for the PEL process

Existing Conditions

Built Environment

- Visual Impact Assessment
 - Wildlife refuge
- Air Quality, GHG & Energy
 - Study area within ½-mile of Olympia maintenance area
- Cultural & Historic Resources
 - High probability for resources & several known sites; plan to initiate "informal consultation"
- Noise
 - More residential at southern end of corridor

Existing Conditions

- Hazardous Materials
 - Several known cleanup sites within 1-mile
- Land Use, Farmlands & Section 6(f) Resources
 - LU varies across corridor; Refuge is mostly 6(f)
- Section 4(f) Resources
 - Wildlife refuge, historic resources
- Socioeconomic and Environmental Justice
 - Several EJ populations within the study area; additional outreach being conducted

Request for Additional Data

- Refer to meeting materials – list of data sources
- Please share additional data sources the project should consider
- Send to: Ashley.Carle@wsdot.wa.gov

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Purpose and Need for the I-5 Marvin Road to Mounts Road PEL

Role of Purpose & Need

- Purpose and Need statement is a fundamental building block of any NEPA document (EA or EIS).
- Determines the range of alternatives considered in a NEPA document.
- Limits the range of alternatives because an agency can dismiss without detailed study.
- Participating agencies are required to provide comments “on those areas within the special expertise or jurisdiction of the agency”.

Conceptual Purpose

- **Enhance mobility** on I-5 for all modes and provide support for the regional HOV network
- Improve local and mainline I-5 **system resiliency**
- Enable **environmental restoration and ecosystem resiliency** at the I-5 crossing of the Nisqually River Delta area
- Support **economic vitality** through reliable freight movement and access to major employers

Enhance Mobility Needs

- Daily traffic growth on I-5
 - 111,000 (2012) to 125,000 (2019)
 - 1.5% annual growth
 - 106,000 (2020) Covid related
 - 119,000 (2021) rebound post-Covid
- Future 2045 Volumes—20-30% higher than today, or 150,000-160,000 vehicles
- I-5 JBLM Corridor South project completion in 2024—lane transition from 4 to 3 lanes
- Future southbound I-5 congestion at Mounts Road extends 7+ miles

Enhance Mobility Needs

- Intercity Transit bus service between Olympia, Lakewood, and Tacoma
- Amtrak Cascades passenger rail service
- Regional active transportation connection between Thurston and Pierce County

System Resiliency Needs

- Risk of I-5 infrastructure failures from:
 - Climate change and sea level rise impacts
 - Nisqually River channel migration
 - Flooding vulnerability
 - Northbound bridge age (85 years) and Sufficiency Rating (48 out of 100)
 - Substandard vertical and lateral clearance from truss design
- Effects of I-5 infrastructure failures:
 - Long detours from I-5 lane reductions or closures
 - Congestion increases on arterial streets

Environmental Restoration and Ecosystem Resiliency Needs

- Environmental restoration of natural processes and functions for:
 - Maintaining habitat for salmon and other species
 - Restoring natural tidal flow and river flow
- Ecosystem resiliency from climate change
 - Sea level rise effects on fresh/saltwater mixing zone
 - Extreme river flow event frequency
 - Meeting the Treaty Rights obligations of the Nisqually Indian Tribe

Economic Vitality Needs

- River navigability—commercial fishing for Nisqually Indian Tribe
- Truck Freight Economic Corridor
- Access to and from regional Port Districts
- Operational viability of JBLM and Washington State National Guard—part of Strategic Highway Network
- Access to destinations at Marvin Road interchange
 - Hawk’s Prairie Business District
 - Lacey Gateway Town Center

Conceptual Purpose & Need

- **Enhance mobility** on I-5 for all modes and provide support for the regional HOV network
 - Traffic congestion
 - Need for regional trail connection
- Improve local and mainline I-5 **system resiliency**
 - Bridge crossings vulnerable to flood events
- Enable **environmental restoration and ecosystem resiliency** at the I-5 crossing of the Nisqually River Delta area
 - Improved Nisqually River and delta crossing needed
- Support **economic vitality** through reliable freight movement and access to major employers
 - Access to major regional employers including Joint Base Lewis McChord
 - Navigability of Nisqually River for Nisqually Tribe commercial fishing

What we've heard so far

Purpose and Need

- Provide clarity on how Environmental Justice will be established on this project.
- Include transit connectivity and mobility, to include commuter rail extension.
- Include support for salmon recovery efforts and recovery of Southern Region killer whales and Honor Treaty Right Obligations to the Nisqually Indian Tribe.

Poll Question #2

After reviewing the conceptual Purpose and Need, does it include everything you expected?

- a. Yes, the Purpose and Need meets my expectations and my organization's preferences.
- b. The Purpose and Need includes some of what I expected, but not all.
- c. No, I would like to provide input to help shape it.

Comments and Questions: Purpose and Need



5-minute Break

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Initial Review of Conceptual Range of Alternatives

Conceptual Range of Alternatives

- Alternative 1 - Operations Improvements
 - Operations, Land Use, TDM, Transit
- Alternative 2 - Widen I-5 for HOV lanes (Design Options)—Bridge Replacement
- Alternative 3 - Widen I-5 for GP lanes (Design Options)—Bridge Replacement
- Alternative 4 - Convert I-5 lanes from GP to HOV Lanes
- Alternative 5 - Local Improvements
- Additional alternatives suggested during outreach

Alternative 1

Operations Improvements

- Operations - Lane management for HOV's
- Land Use - Consistency with local plans
- Transportation Demand Management (TDM) - support for alternative travel modes
- Transit - Express Bus Service
- Nisqually River bridge maintenance and channeling improvements



TDM strategies. Source: TDOT

Alternative 2

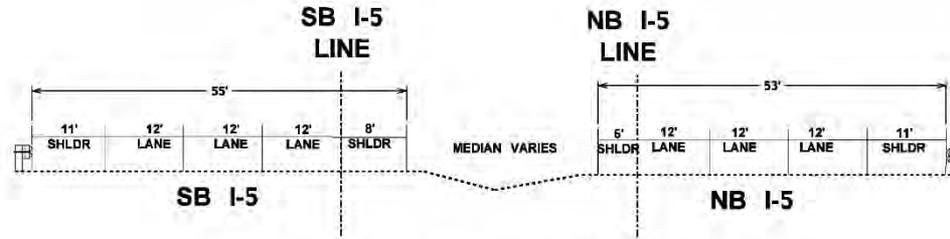
Widen for HOV Lanes

- Widen I-5 for HOV lanes
- Shared-use path from Marvin Road Interchange (Exit 111) to Mounts Road Interchange (Exit 116)

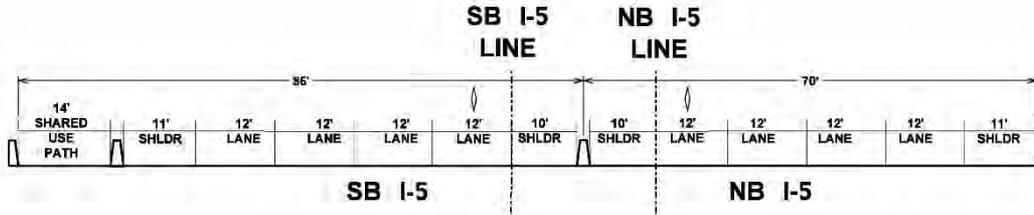


Alternative 2: Cross Sections

Widen for HOV Lanes



EXISTING I-5 TYPICAL SECTION



CONCEPTUAL I-5 TYPICAL SECTION WITH IMPROVEMENTS

Alternative 3

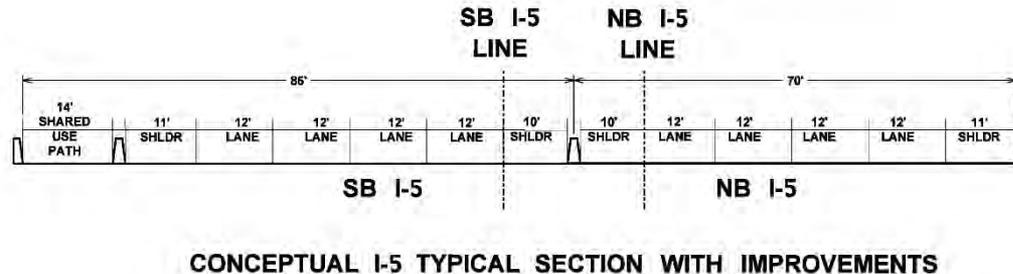
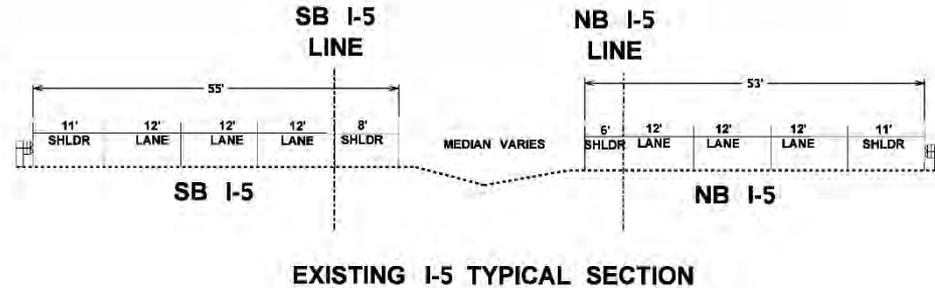
Widen for GP Lanes

- Widen I-5 for GP lanes
- Shared-use path from Marvin Road Interchange (Exit 111) to Mounts Road Interchange (Exit 116)

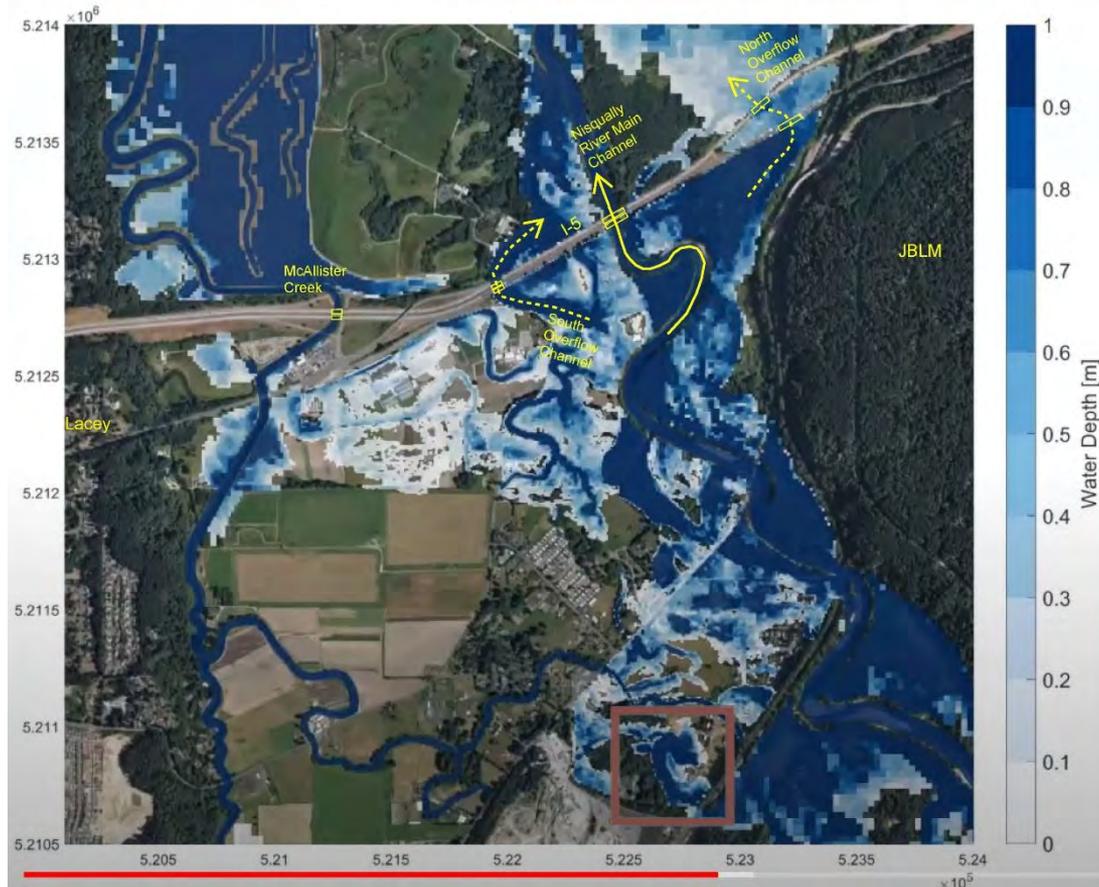


Alternative 3: Cross Sections

Widen for GP Lanes



Nisqually Existing Flood Overflows



Design Option A

Widen for HOV Lanes (Alt 2) or GP Lanes (Alt 3)

- Fill removal and additional bridge structure for an approximate 3,000' length



Design Option B

Widen for HOV Lanes (Alt 2) or GP Lanes (Alt 3)

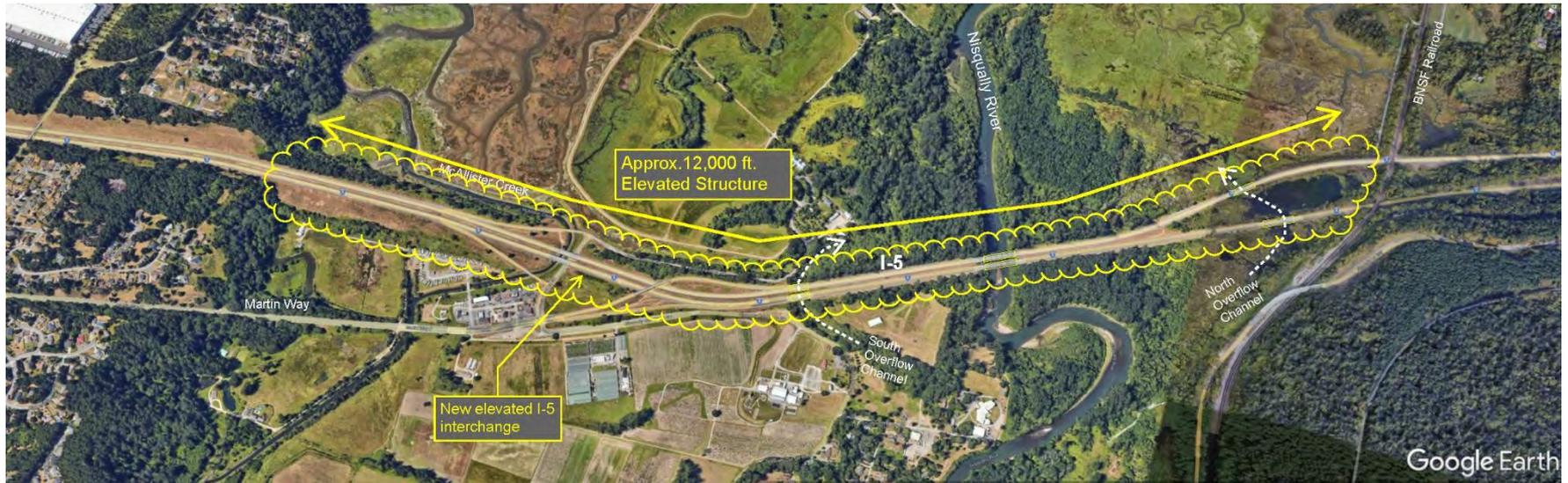
- Fill removal and additional bridge structure for an approximate 6,000' length
- Bridge and fill removal for McAllister Creek realignment



Design Option C

Widen for HOV Lanes (Alt 2) or GP Lanes (Alt 3)

- Fill removal and additional bridge structure for an approximate 12,000' length
- New elevated I-5 interchange



Design Option D

High Level Long Span Bridge

Widen for HOV Lanes (Alt 2) or GP Lanes (Alt 3)

- Fill removal and high-level long span bridge for an approximate 14,000' length
- 1,200 to 1,500 foot span lengths
- Curvature limitations for long span bridges will require substantial re-alignment of I-5
- No local road connection to and from I-5 at the existing Nisqually Interchange



Alternative 4

Convert GP to HOV Lanes

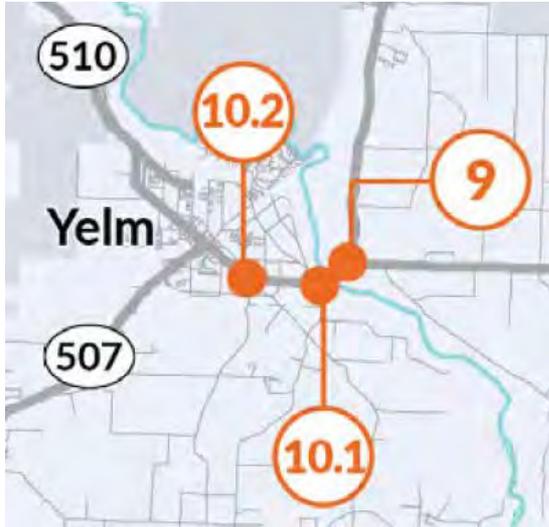
- Convert I-5 lanes from GP to HOV Lanes
- Shared-use path from Marvin Road Interchange (Exit 111) to Mounts Road Interchange (Exit 116)
- Includes Nisqually River bridge maintenance and channel improvements



Alternative 5

Local Improvements

- Local Improvements
- Includes Nisqually River bridge maintenance and channel improvements



- 9 SR 507 in Yelm (SR 507 and SR 702)
- 10.1 SR 507 and Vail Road – replace intersection with roundabout
- 10.2 SR 507 and Bald Hill Road – replace existing signal with a roundabout

What we've heard so far

Conceptual design alternatives

- Look for the design that has the least impacts to wetlands and State waters, while also accounting for connecting and restoring historical aquatic ecosystems.
- Consider restoration plans as part of the study. Specific mention was made by an advisory group member to restore an area of McAllister Creek.
- Consider how designs impact Billy Frank Estuary, the Medicine Creek Treaty National Memorial and a Douglas Fir tree near the I-5 slope.
- Identify local city improvements that are funded for design and construction. Examples given included a shared use trail and roundabout projects in the City of Yelm.

Poll Question #3

After reviewing the conceptual range of alternatives, does it include everything you expected?

- a. Yes, the range of alternatives meets my expectations and my organization's preferences.
- b. The range of alternatives includes some of what I expected, but not all.
- c. No, I would like to provide an additional alternative or component to an alternative.

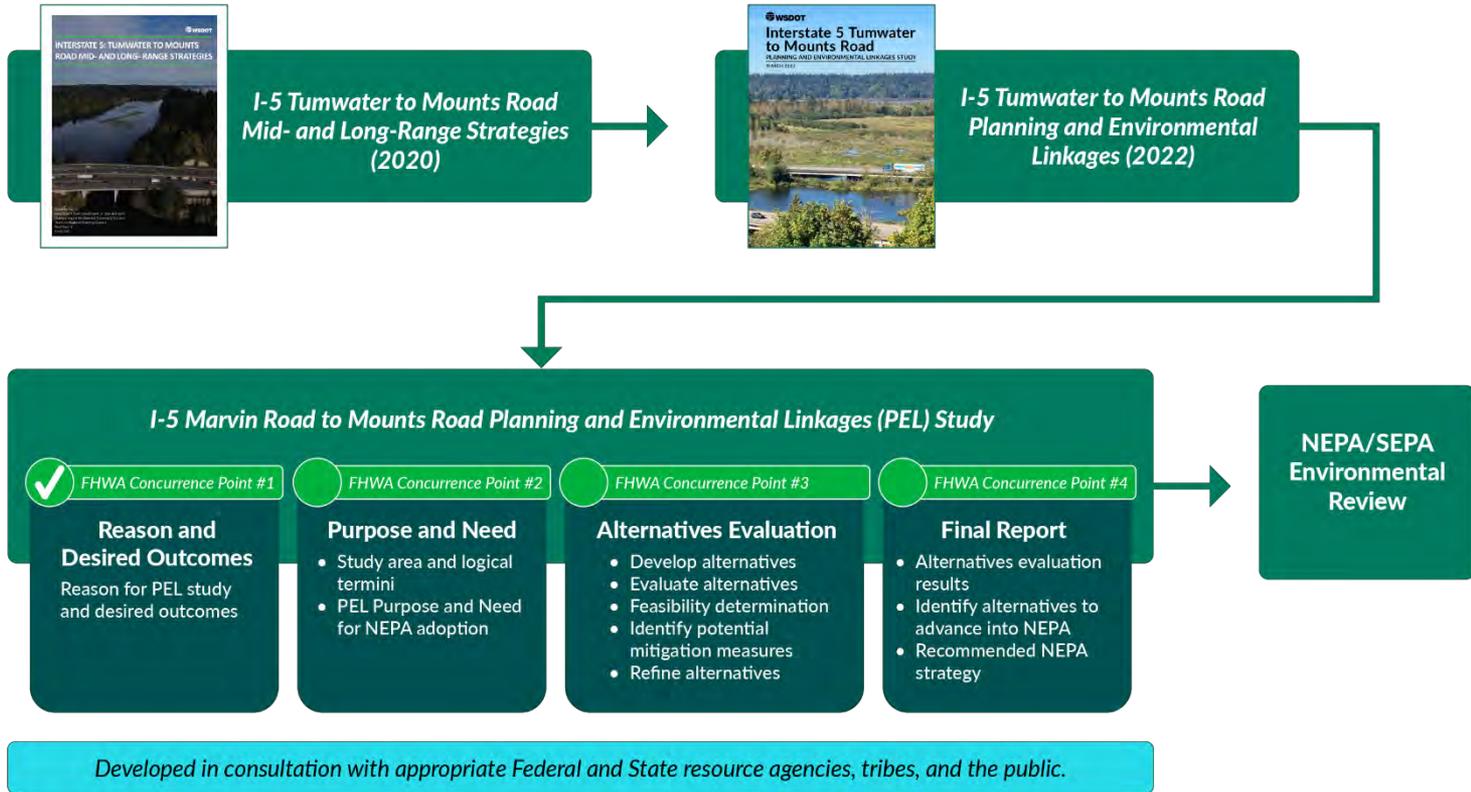
Comments and Questions: Range of Alternatives



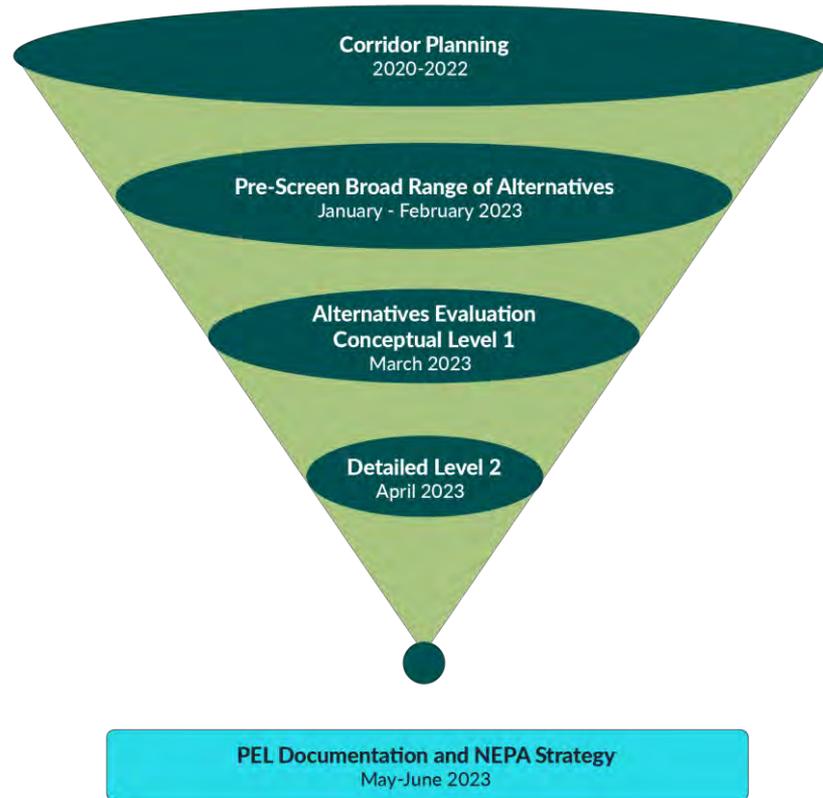
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Alternatives Evaluation Process Overview

PEL Process



Alternatives Evaluation



Next Steps

- Post meeting materials for review and comment
 - PEL Purpose and Need
 - Conceptual range of alternatives
- Next EAG meeting will be held on February 21

Next Steps



*Agendas may change slightly as the project progresses.

TAG meetings will precede EAG meetings so that TAG members can brief their EAG members before the EAG meeting.

Final Comments and Questions



Contact

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PEL Process



FHWA Concurrence Point #1

Reason and Desired Outcomes

Reason for PEL study
and desired outcomes

- Identify needs and purpose for the project
- Outline desired outcomes

PEL Process

FHWA Concurrence Point #2

Purpose and Need

- Study area and logical termini
- PEL Purpose and Need for NEPA adoption

- Identify study boundaries
- Purpose & Need

PEL Process

FHWA Concurrence Point #3

Alternatives Evaluation

- Develop alternatives
- Evaluate alternatives
- Feasibility determination
- Identify potential mitigation measures
- Refine alternatives

- Develop and evaluate alternatives
- Identify potential environmental mitigation measures

PEL Process

FHWA Concurrence Point #4

Final Report

- Alternatives evaluation results
- Identify alternatives to advance into NEPA
- Recommended NEPA strategy

- Identify alternatives to advance into NEPA
- Outline recommended NEPA strategy