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

Agency Coordination Group Meeting #4

April 17, 2023

Ashley Carle	WSDOT Olympic Region Multimodal Development Manager
John Perlic	Consultant Team Project Manager—Parametrix
Kirk Wilcox	Consultant Team Design Lead—Parametrix
Sharese Graham	Consultant Team Environmental/Outreach Lead—SCJ
Jenifer Young	Consultant Team Natural Environment Lead--Parametrix

Agenda

9:00	Welcome and Introductions
9:15	Meeting Goals and Outcomes
9:25	Review Existing Conditions
10:00	Review Alternatives Evaluation Criteria and Results
10:55	Next Steps
11:00	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"

ACG Participants

- Department of Archaeology and Historic Preservation
- Department of Natural Resources
- Environmental Protection Agency
- Federal Emergency Management Agency
- Federal Highway Administration
- Federal Transit Administration
- Joint Base Lewis-McChord
- National Oceanic and Atmospheric Administration, National Marine Fisheries Service
- Natural Resources Conservation Service
- Nisqually Indian Tribe
- Squaxin Island Tribe of Indians
- US Army Corp of Engineers
- US Coast Guard
- US Fish and Wildlife Service
- US Geological Survey
- Washington Department of Fish and Wildlife
- Washington State Department of Ecology

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

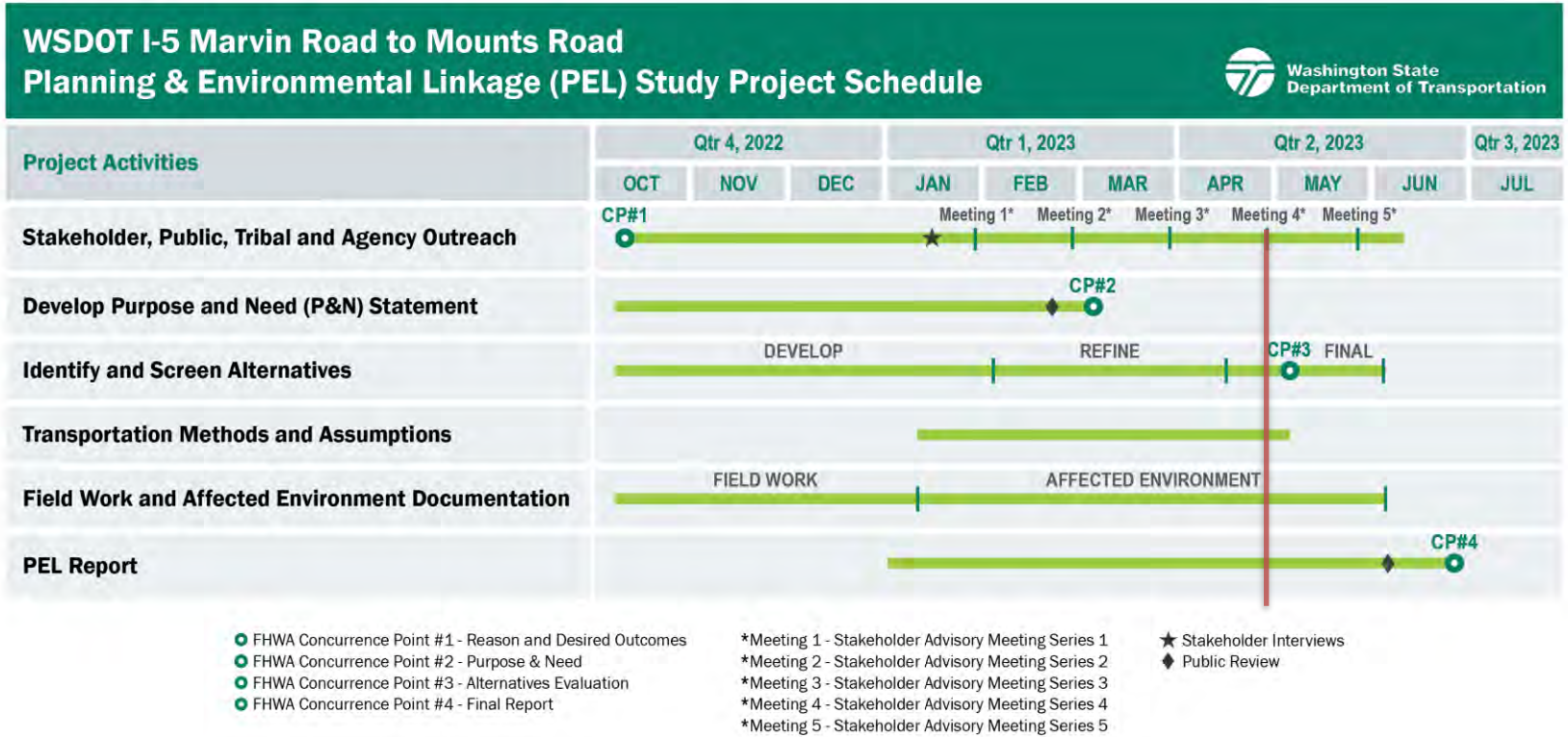
Outcomes

- Awareness of Environmental Existing Conditions
- Discussion of Initial (Level 1) Alternatives Evaluation Results
- Input on Detailed (Level 2) Alternatives Evaluation Results

Advisory Group Responsibilities

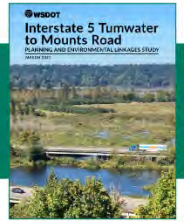
- Represent agencies and communities in the study area
- Provide data and input on direction of study
- Advise on range of alternatives and alternatives evaluation criteria
- Help build consensus and support for alternative(s) selection

Schedule


WSDOT I-5 Marvin Road to Mounts Road
Planning & Environmental Linkage (PEL) Study Project Schedule
Washington State Department of Transportation
Project Activities
Qtr 4, 2022
Qtr 1, 2023
Qtr 2, 2023
Qtr 3, 2023
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUN
JUL
Stakeholder, Public, Tribal and Agency Outreach
CP#1
Meeting 1*
Meeting 2*
Meeting 3*
Meeting 4*
Meeting 5*
Develop Purpose and Need (P&N) Statement
CP#2
Identify and Screen Alternatives
DEVELOP
REFINE
CP#3
FINAL
Transportation Methods and Assumptions
Field Work and Affected Environment Documentation
FIELD WORK
AFFECTED ENVIRONMENT
PEL Report
CP#4
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
*Meeting 5 - Stakeholder Advisory Meeting Series 5
Stakeholder Interviews
Public Review

PEL Process

I-5 Tumwater to Mounts Road Mid- and Long-Range Strategies (2020)



I-5 Tumwater to Mounts Road Planning and Environmental Linkages (2022)

I-5 Marvin Road to Mounts Road Planning and Environmental Linkages (PEL) Study

FHWA Concurrence Point #1

Reason and Desired Outcomes

Reason for PEL study and desired outcomes

FHWA Concurrence Point #2

Purpose and Need

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

FHWA Concurrence Point #3

Alternatives Evaluation

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

FHWA Concurrence Point #4

Final Report

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

NEPA/SEPA Environmental Review

Developed in consultation with appropriate Federal and State resource agencies, tribes, and the public.

1

Existing Conditions

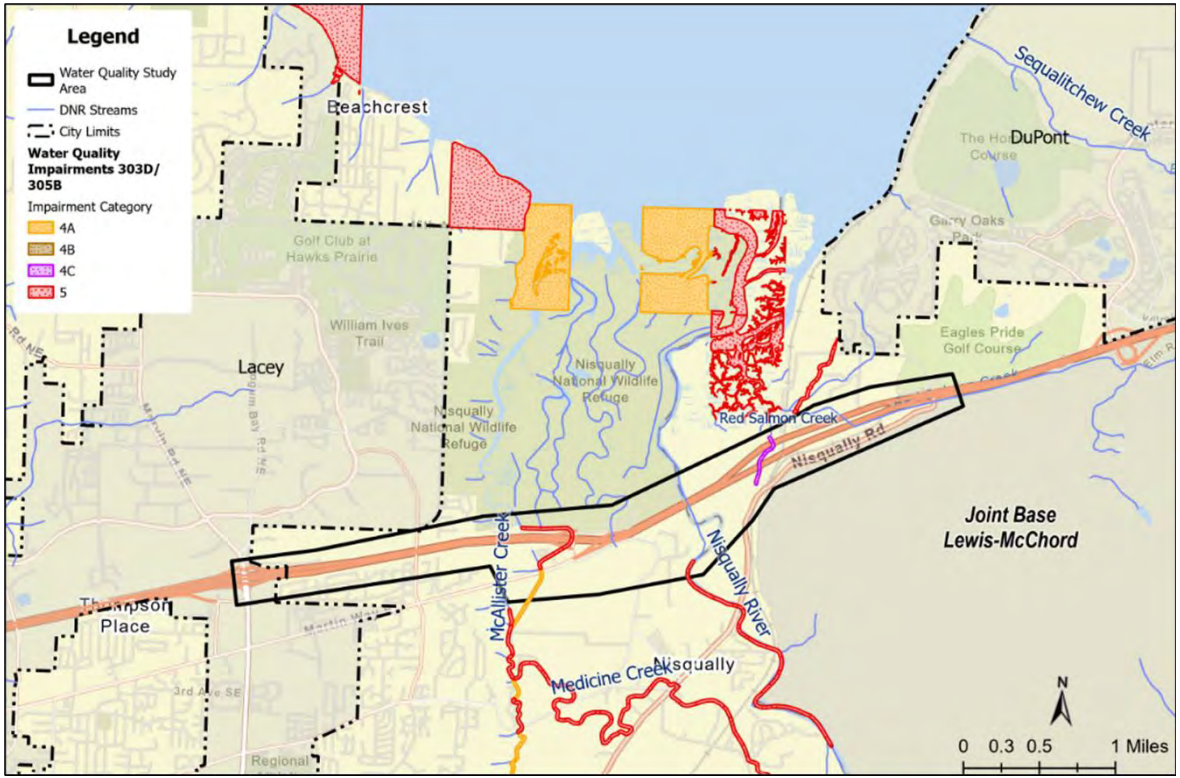
Stormwater and Water Quality

Stormwater

- Drainage is generally collected in catch basins and conveyed by ditches to nearby waterbodies
- No treatment except in vicinity of Exits 111 and 116

Water Quality

- Portions of Nisqually River, McAllister/Medicine Creek & Red Salmon Creek on 303(d) list for temperature, fecal coliform



Wetlands and Streams

Wetlands

- 23 wetlands identified:
  - 11 Category I
  - 6 Category II
  - 6 Category III
- Moderate to high biological, chemical, & physical functions

Streams

- Nisqually River, McAllister/Medicine Creek, Red Salmon Creek + unnamed tribs & backwater sloughs

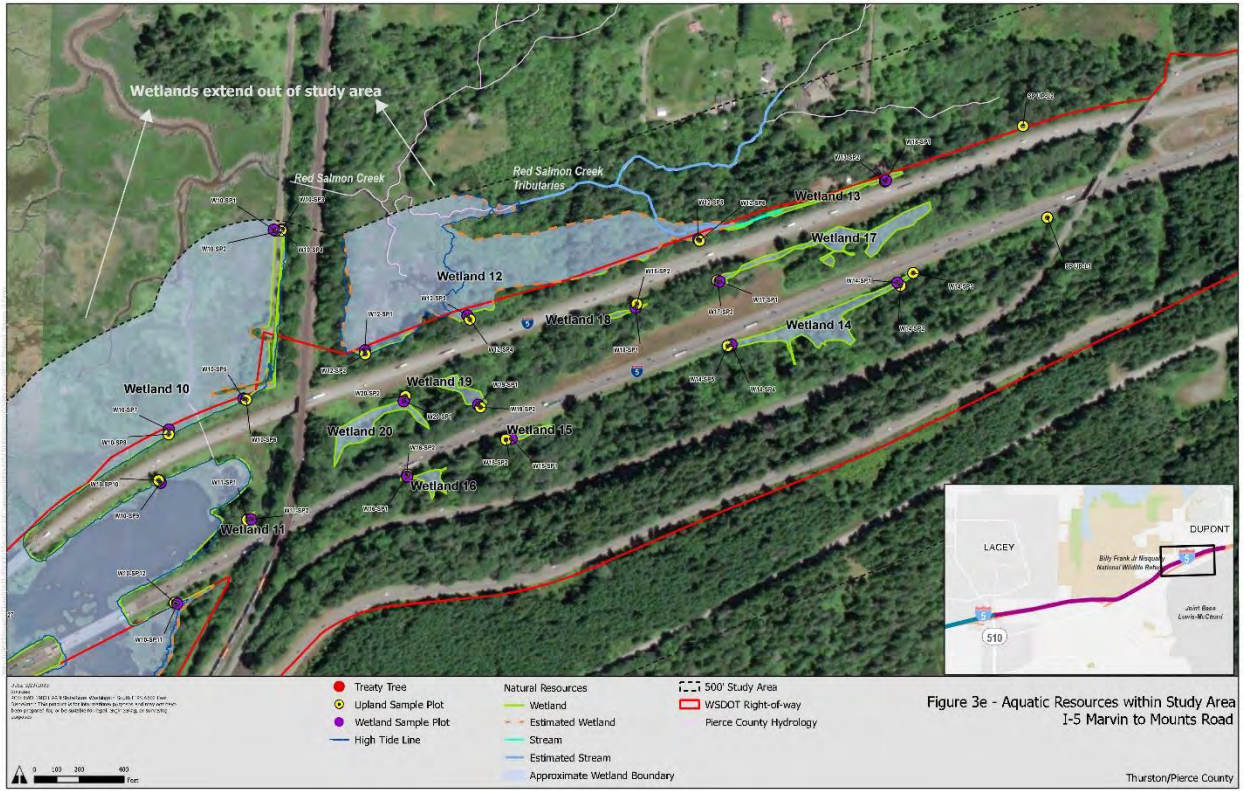


Figure 3e - Aquatic Resources within Study Area
I-5 Marvin to Mounts Road

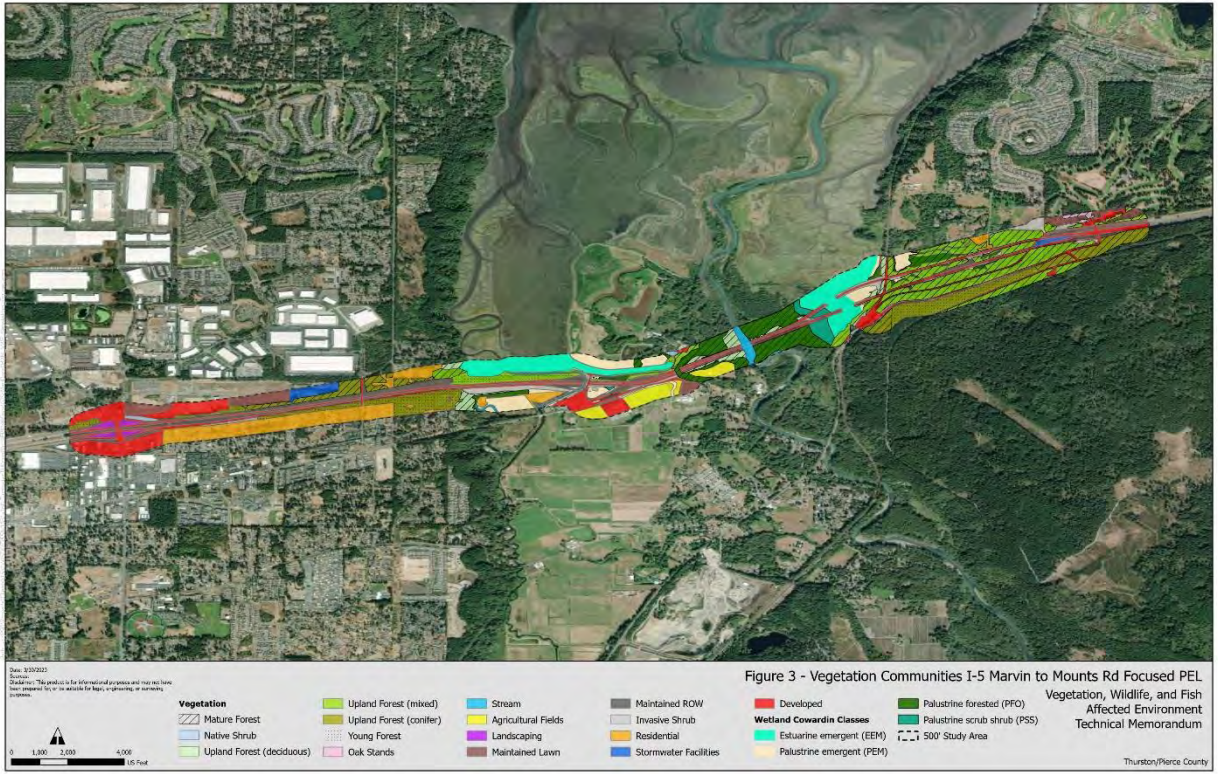
Vegetation, Wildlife, and Fish

Vegetation

- Mature upland and riparian forest; estuarine and freshwater wetlands
- 2 ESA listed plant species

Wildlife

- Study area overlaps with 8 WDFW priority habitat areas
- 9 listed and 1 proposed wildlife species

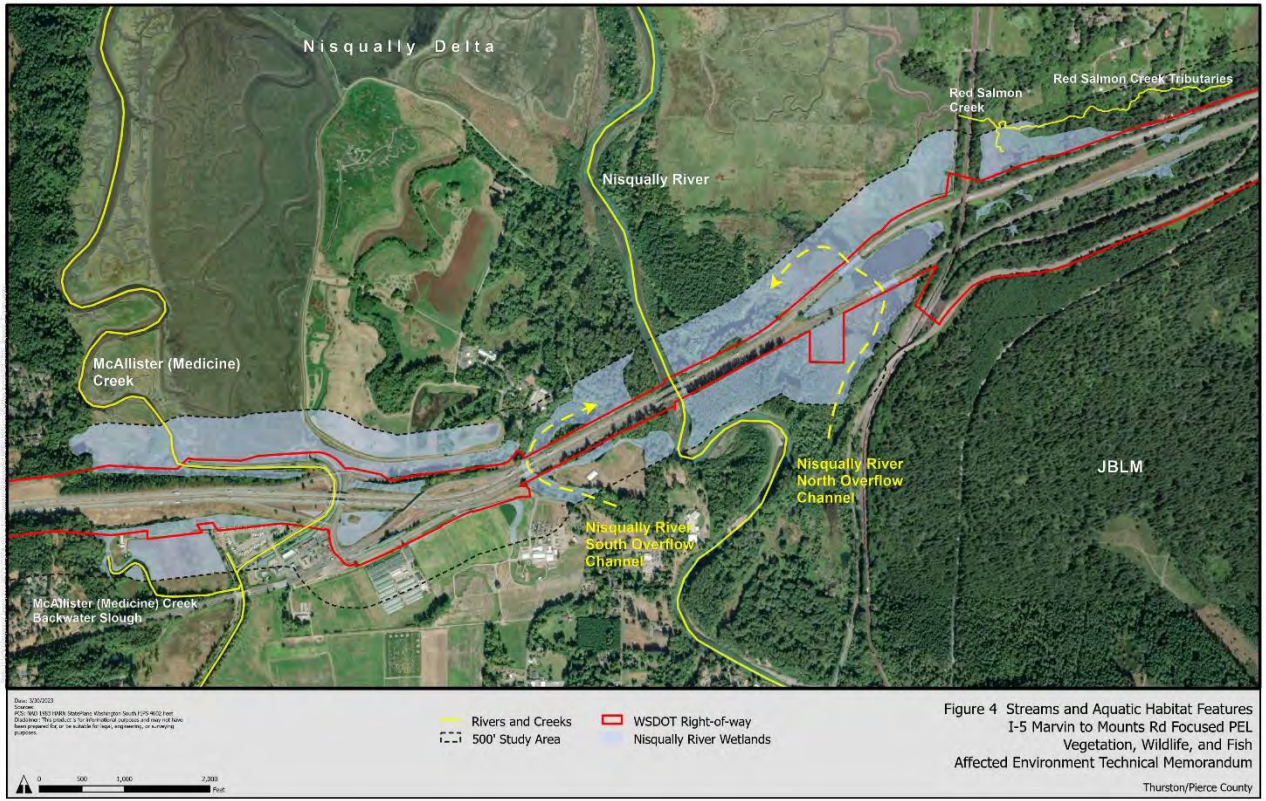


Vegetation, Wildlife, and Fish

ESA Listed Fish Species

- Bull trout*
- Chinook salmon*
- Steelhead*
- Boccacio rockfish
- Yelloweye rockfish

** = designated critical habitat in study area*



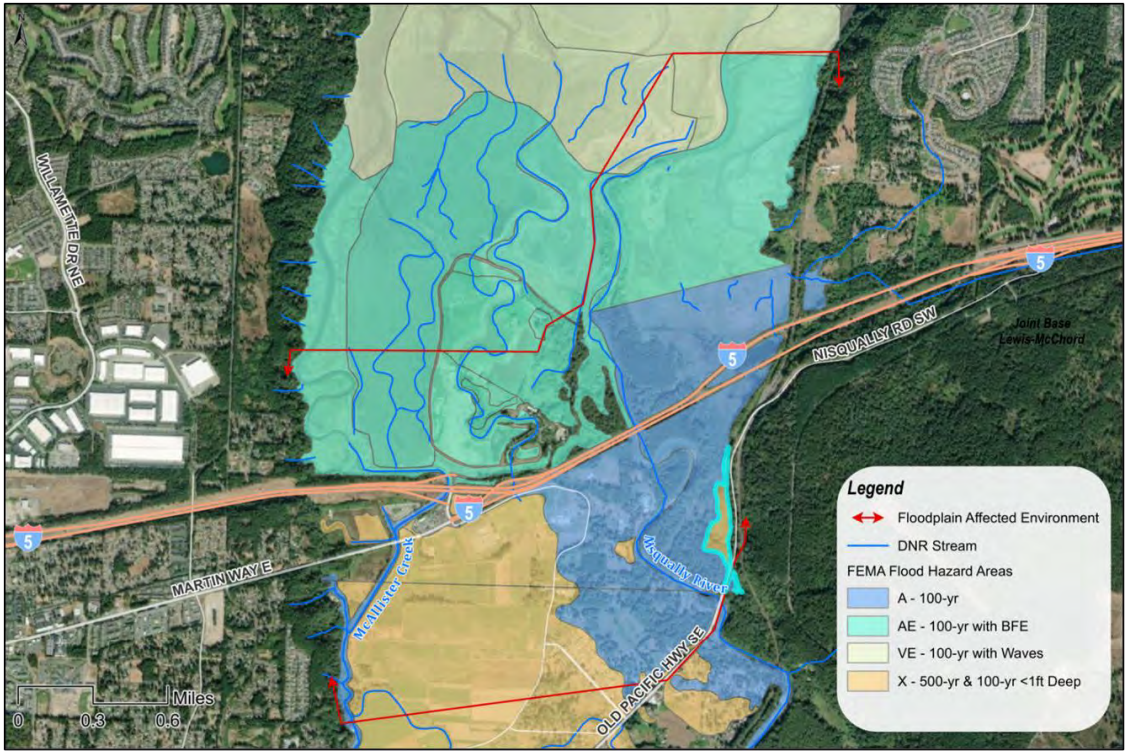
Floodplains and Sea Level Rise

Floodplains

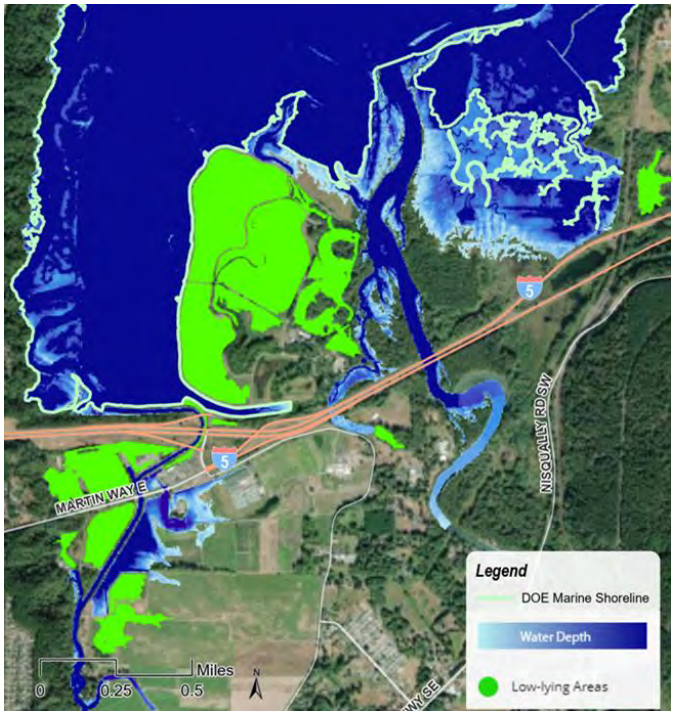
- Entire valley mapped as floodplain
- Base (100-yr) flood elevation = 15.7 feet at I-5
- FEMA maps are being updated

Channel Migration

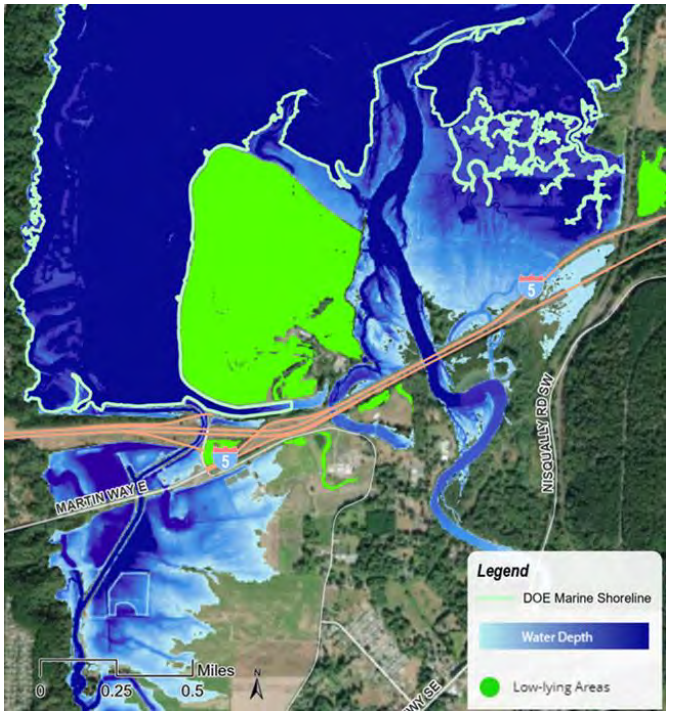
- WSDOT has documented Nisqually River migration; avulsion may affect I-5 in as little as 20 years



Floodplains and Sea Level Rise



2-foot Sea Level Rise



5-foot Sea Level Rise

Geology and Soils

Topography and Soil Types

- Upland soils: Vashon till and Vashon advance outwash
- Valley soils: Recent alluvial deposits

Geologic Hazards

- Landslides
- Liquefaction
- Volcanic Hazards

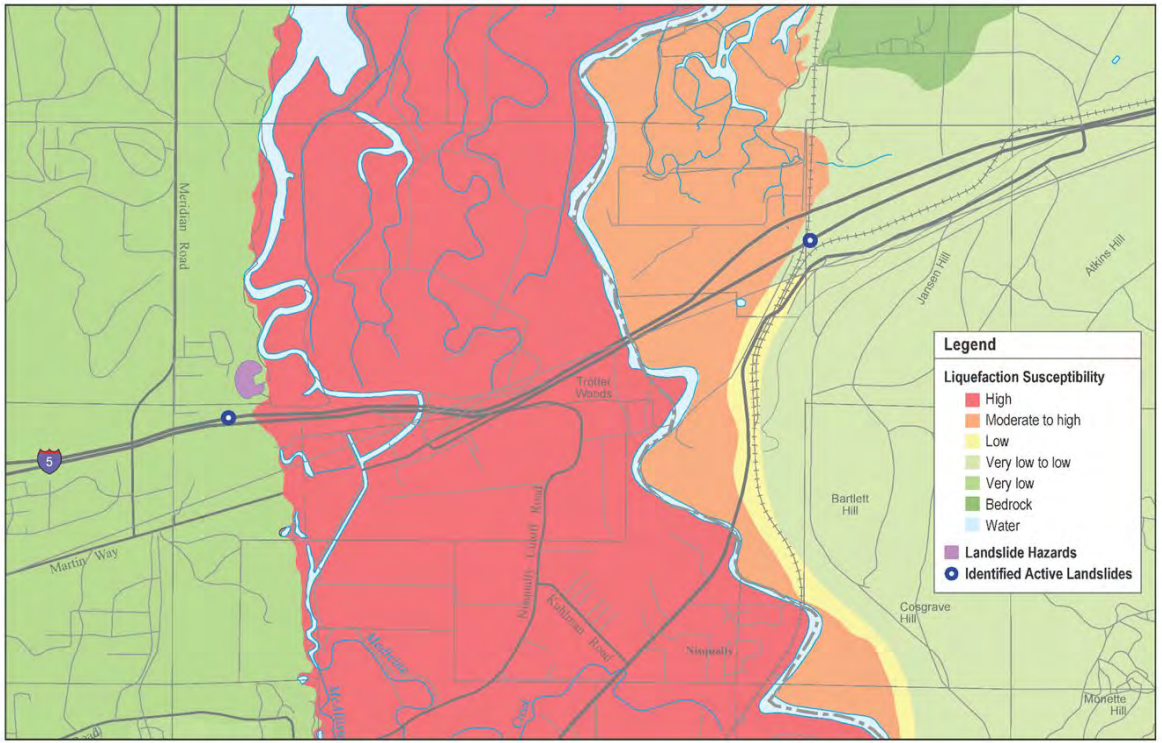


Figure 3-3: Study Area Geologic Hazards (WSDOT, DNR)

Visual Quality

Visual Resources

- Built environment around interchanges
- Forested areas
- Nisqually River Valley

Viewers

- Travelers on I-5
- Refuge users
- Homes and businesses closest to corridor

View from I-5 southbound, looking northwest

Air Quality

Air Quality

- Nisqually Valley is an environmentally sensitive area
- Area is currently in compliance with all AQ standards
- I-5 corridor currently exceeding highway design capacity during peak travel periods
- Traffic volumes are currently higher than pre-COVID

Sensitive Receiver - Nisqually Commercial Park, south of I-5, near Exit 114

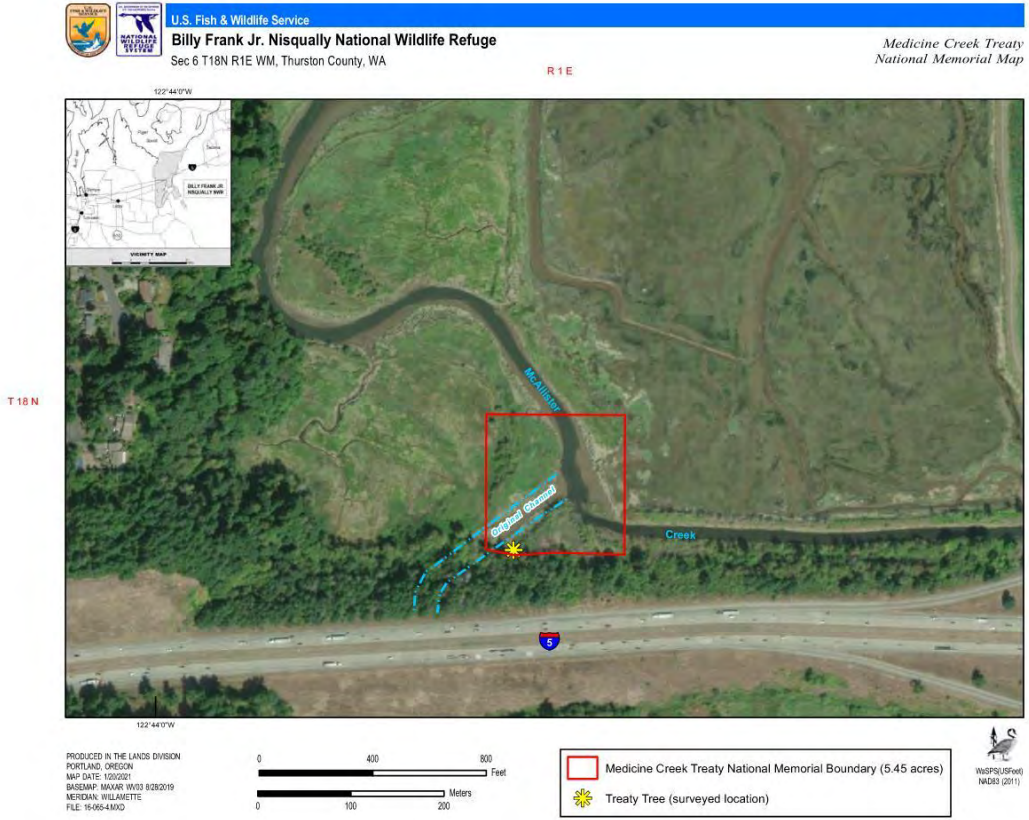
Cultural and Historic Resources

Recorded & Known Resources

- 6 archaeological sites
- 5 inventoried historic resources
- Medicine Creek Treaty National Memorial

Survey

- 5% of project area covered by previous intensive survey
- Unrecorded aboveground and belowground resources may be present



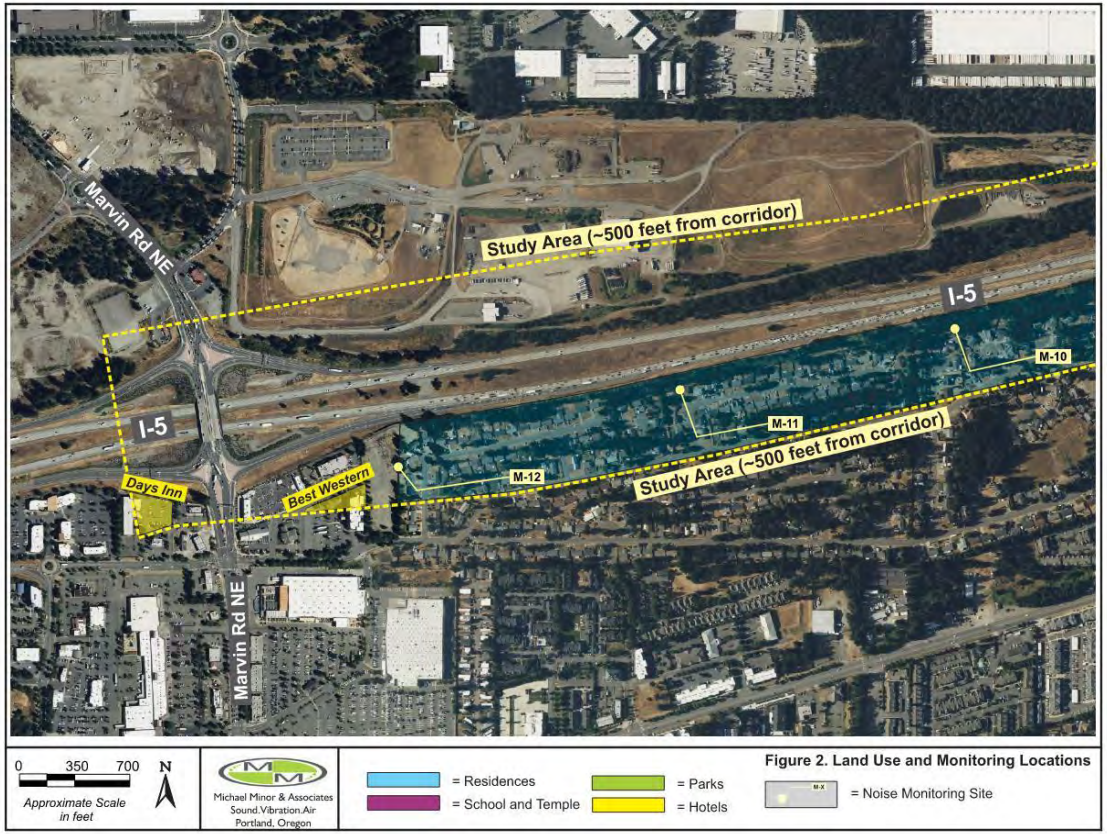
Noise

Noise Sources

- I-5 Traffic
- WSDOT dBA criteria = 66
- Existing noise levels range from 65-73 dBA

Sensitive Receivers

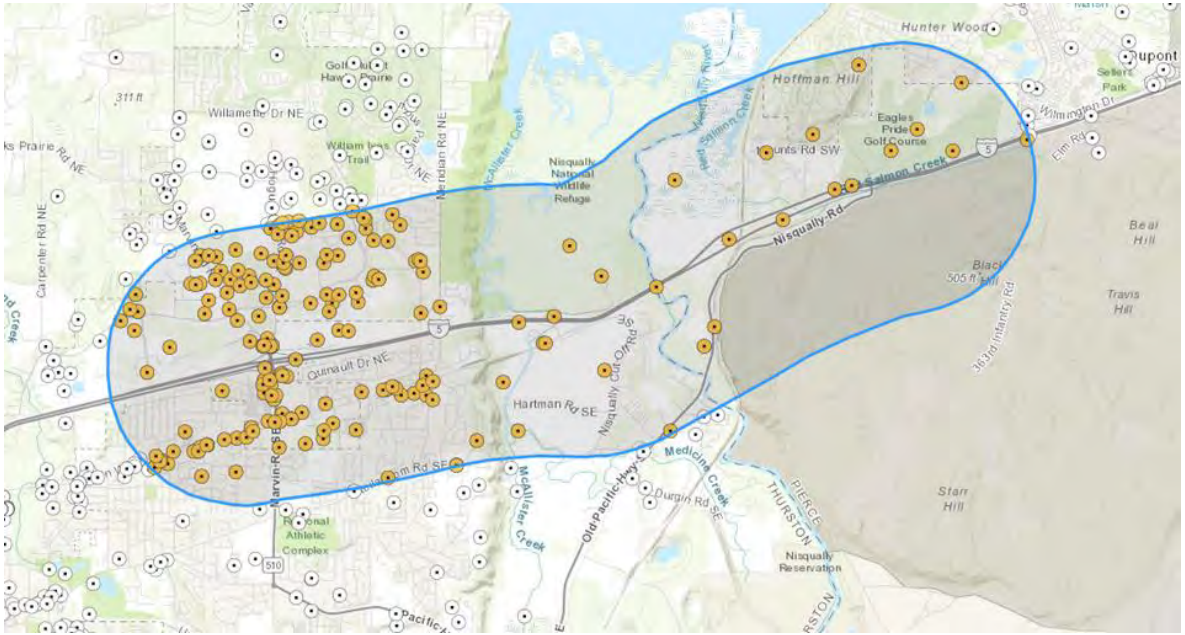
- Residences adjacent to corridor
- Billy Frank Jr. Nisqually National Wildlife Refuge



Hazardous Materials

Known Sites

- 109 active sites within 1 mile
- 37 sites of potential concern within ½ mile
- 5 active cleanup sites within ½ mile



Active Contaminated Sites

Land Use/Farmlands/6(f)

Land Use

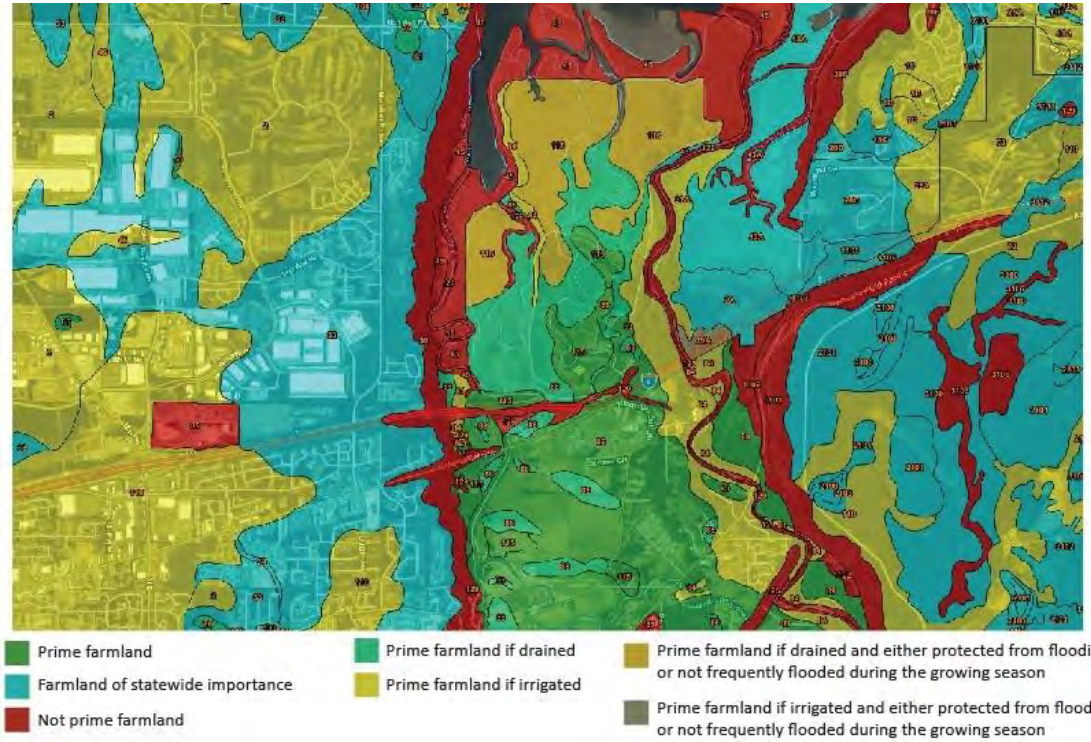
- City of Lacey
- Thurston & Pierce Counties

Farmlands

- Prime & Statewide Importance
- Active agricultural production south of I-5

Section 6(f) Resources

- Billy Frank Jr. Nisqually National Wildlife Refuge



Section 4(f) Resources

Recreation

- Eagle's Pride GC
- Hawk’s Prairie Off-Leash Dog Park
- WSU Closed Loop Park Demonstration Garden

Wildlife Refuge

- Billy Frank Jr. Nisqually National Wildlife Refuge

Historic Resources

- Medicine Creek Treaty National Memorial

Hawk’s Prairie Off-Leash Dog Park, near Exit 111

Feedback

2

Initial Alternatives Evaluation Results

Elimination of Unreasonable Alternatives

- Alternative 1 - Operations Improvements
- ***Alternative 2 - Widen I-5 for HOV lanes***
- ***Alternative 3 - Widen I-5 for General Purpose lanes***
- Alternative 4 - Convert I-5 lanes from General Purpose to HOV Lanes

Elimination of Unreasonable Alternatives

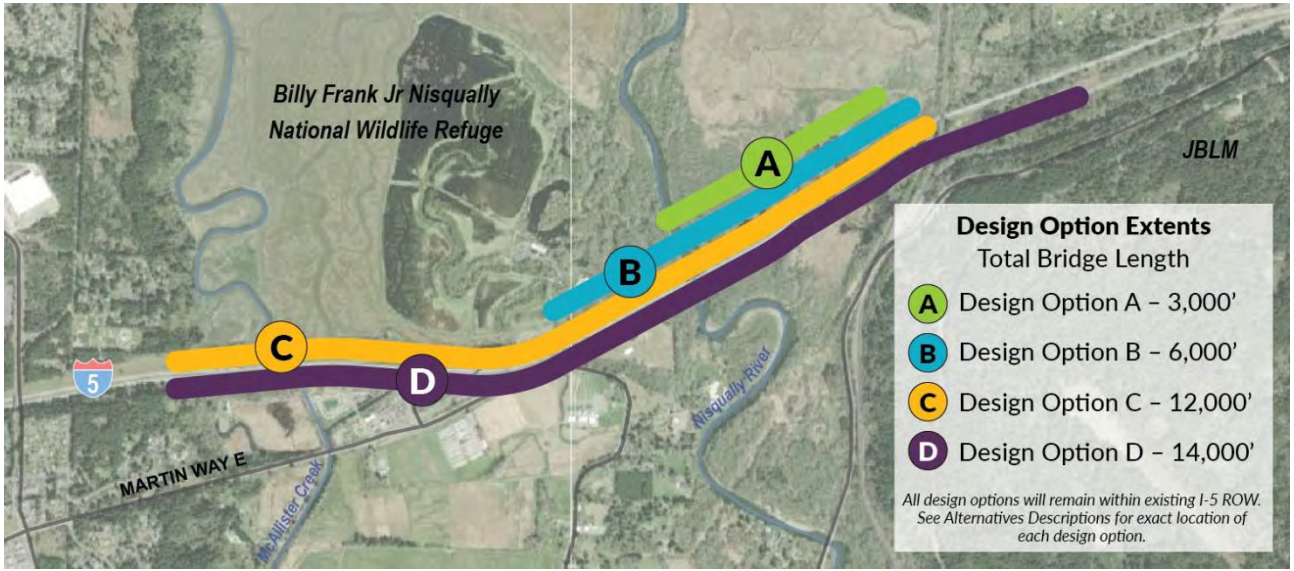
- ***Alternative 1 (Operations Improvements)***
  - Alternative 1 performs poorly in 2 of the 4 Purpose and Need categories
  - Low performance in the ***Enhance Mobility and Connectivity*** category
    - Higher traffic congestion for GP vehicles, transit, and trucks
    - Does not improve transit travel time compared to GP vehicles
    - Highest traffic diversion to local roadways
    - Minimal increase in person and freight throughput
  - Low performance in the ***Economic Vitality*** category
    - Higher travel time on I-5 for trucks and freight movement
  - Similar performance to Alternatives 2, 3, and 4 in other categories

Elimination of Unreasonable Alternatives

- ***Alternative 4 (Lane Conversion from GP to HOV lane)***
  - Alternative 4 performs poorly in 2 of the 4 Purpose and Need categories
  - Low performance in the ***Enhance Mobility and Connectivity*** category
    - Higher traffic congestion for GP vehicles and trucks
    - Some traffic diversion to local roadways
    - Minimal increase in person and freight throughput
    - Does not Compliment Local and Tribal Planning Efforts
  - Low performance in the ***Economic Vitality*** category
    - Higher travel time on I-5 for trucks and freight movement
  - Similar performance to Alternatives 1, 2, and 3 in other categories

Elimination of Unreasonable Options

- ***Design Option A—3,000' Bridge length***
- ***Design Option B—6,000' Bridge length***
- ***Design Options C—12,000 Bridge length***
- Design Option D—Long-span, high level bridge—14,000' Bridge length



Elimination of Unreasonable Options

- ***Design Option D (high-level, long span bridge)***
  - Removal of the Nisqually interchange
    - Ramp connections to the high-level bridge are not feasible
    - Impact to freeway-oriented businesses
    - Local street traffic increases
    - Higher emergency response times
  - Property impacts outside of WSDOT right-of-way
  - Highest estimated cost

Advisory Group Polls Summary

Which Alternative(s) do you support advancing in the next round of evaluation?

- Alternative 1 – Operations Improvements: 8/37 or 22%
- Alternative 2 – Widen I-5 for HOV lanes: 31/37 or 84%
- Alternative 3 – Widen I-5 for General Purpose lanes: 25/37 or 68%
- Alternative 4 – Convert I-5 lanes from General Purpose to HOV: 6/37 or 16%

Which bridge option(s) do you support advancing into the next round of evaluation?

- Design option A – 3,000 ft: 13/39 or 33%
- Design option B – 6,000 ft: 26/39 or 67%
- Design option C – 12,000 ft: 33/39 or 85%
- Design option D – 14,000 ft: 11/39 or 28%

Discussion of Alternatives and Options

3

Detailed Evaluation Criteria Updates

Draft Detailed Alternatives Evaluation

Note: Bridge Option lengths: Option A=3,000', Option B=6,000', Option C=12,000'

Project Purpose Categories	***Alternatives***	***Alternative 2 - Widen I-5 for HOV Lanes***			***Alternative 3 - Widen I-5 for GP Lanes***		
	Bridge Options	***A***	***B***	***C***	***A***	***B***	***C***
Enhance mobility and connectivity on I-5 for passenger vehicles, freight, transit, and active modes and provide support for increased person and freight throughput	Accommodates Active Transportation Modes						
	Accommodates Transit Modes						
	Provides Congestion Relief for General Purpose (GP) Vehicles/Freight						
	Provides Congestion Relief for Transit and High Occupancy Vehicles (HOV)						
	Effects on Adjacent Roadways						
	Increases Person and Freight Throughput						
	Complementary to Local Planning						
	Consistency with WSDOT Policies						
Improve local and mainline I-5 **system resiliency**	Reduces the Risk of Infrastructure Failures						
	Reduces the Risk of Infrastructure Failures Due to Seismic Activity						
Enable **environmental restoration** and ecosystem resiliency at the I-5 crossing of the Nisqually River Delta area	Enables Environmental Restoration						
	Enables Ecosystem Resiliency						
Support **economic vitality** through reliable and efficient freight movement and access to major employers	Freight Reliability						
	Multimodal Access to Opportunities (Jobs, Services, and Recreation)						
	River Navigability						
Support **Equitable Outcomes**	Minimizes Business and Residential Impacts or Displacements						
	Minimizes Negative Impact to Emergency Response						
	Minimizes the Flood Risk Potential for EJ Populations						
Relative Cost of Alternatives	Planning-level Cost Comparison						

Draft Detailed Alternatives Evaluation

Note: Bridge Option lengths: Option A=3,000', Option B=6,000', Option C=12,000'

Project Purpose Categories	***Alternatives***	***Alternative 2 - Widen I-5 for HOV Lanes***			***Alternative 3 - Widen I-5 for GP Lanes***		
	Design Options	***A***	***B***	***C***	***A***	***B***	***C***
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Support **Equitable Outcomes**	Minimizes Business and Residential Impacts or Displacements						
	Minimizes Negative Impact to Emergency Response						
	Minimizes the Flood Risk Potential for EJ Populations						
Relative Cost of Alternatives	Planning-level Cost Comparison						

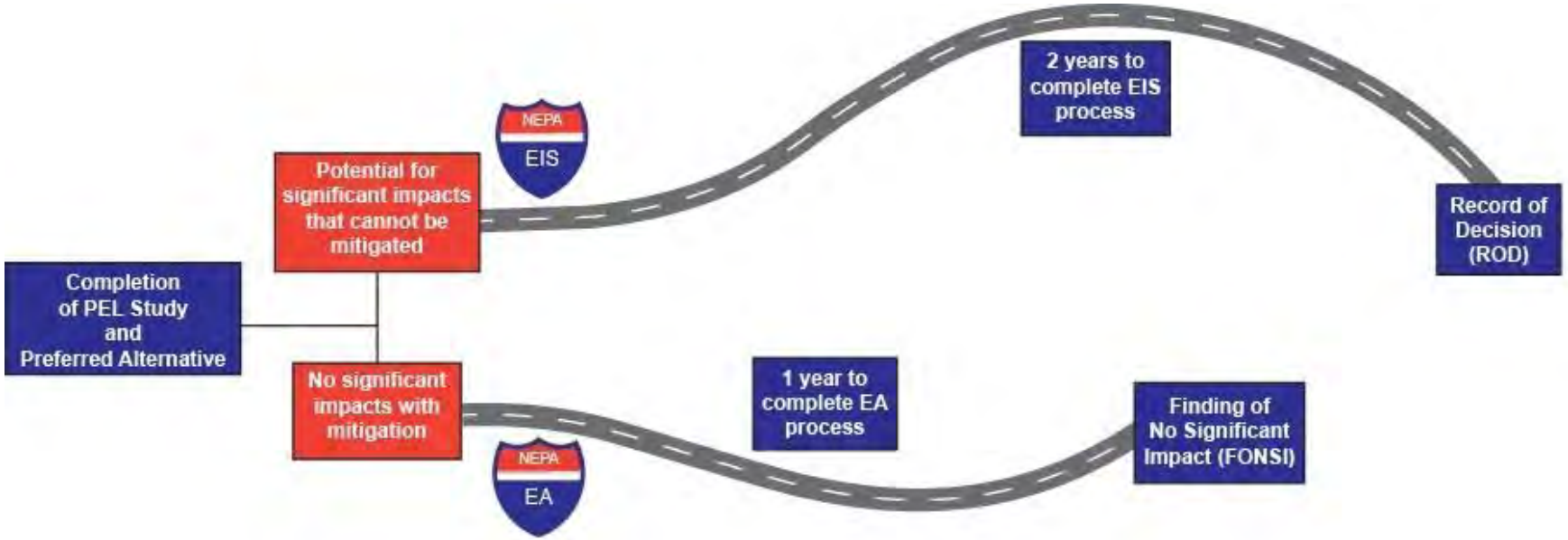
4

Detailed Alternatives Evaluation Results

Detailed Evaluation Review Focus

- Determine a preferred transportation alternative with multiple bridge Options for more analysis in NEPA
  - Project will be an overall benefit to the environment
  - No significant environmental impacts identified that cannot be mitigated
  - No known controversy and project is supported for its combined transportation mobility and environmental benefits
- Environmental Assessment (EA) process may be appropriate for NEPA if a preferred alternative is recommended in the PEL process
  - FHWA decision on NEPA process with WSDOT input
  - Analysis of No Build and Preferred Alternatives only (including Bridge Options)

NEPA Process



Alternative Descriptions and Common Features

Feature	Alternatives (2 and 3) and Bridge Options (A-C)					
	Alternative 2 – *Widen I-5 for HOV Lanes*			**Alternative 3 –** *Widen I-5 for GP Lanes*		
	A	**B**	**C**	**A**	**B**	**C**
I-5 Widening	■	■	■	■	■	■
HOV/Lane Management	■	■	■			
Bridge Replacement	■	■	■	■	■	■
Fill Removal	■	■	■	■	■	■
Shared-use Path	■	■	■	■	■	■
Modified Nisqually Interchange			■			■
McAllister Creek Realignment	■	■	■	■	■	■

Note: Bridge Option lengths: Option A=3,000', Option B=6,000', Option C=12,000'

Draft Detailed Alternatives Evaluation

Note: Bridge Option lengths: Option A=3,000', Option B=6,000', Option C=12,000'

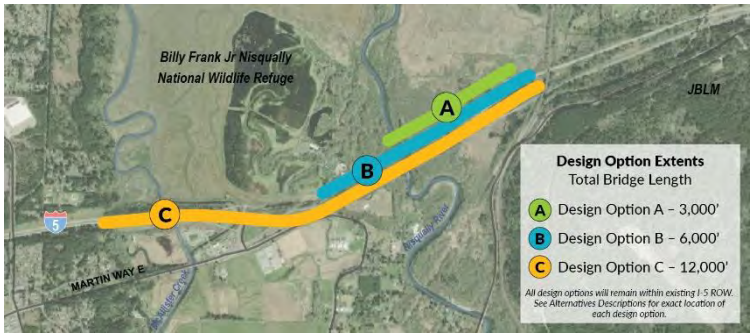
Project Purpose Categories	***Alternatives***	***Alternative 2 - Widen I-5 for HOV Lanes***			***Alternative 3 - Widen I-5 for GP Lanes***		
	Design Options	***A***	***B***	***C***	***A***	***B***	***C***
Enhance mobility and connectivity on I-5 for passenger vehicles, freight, transit, and active modes and provide support for increased person and freight throughput	Accommodates Active Transportation Modes						
	Accommodates Transit Modes						
	Provides Congestion Relief for General Purpose (GP) Vehicles/Freight						
	Provides Congestion Relief for Transit and High Occupancy Vehicles (HOV)						
	Effects on Adjacent Roadways						
	Increases Person and Freight Throughput						
	Complementary to Local Planning						
	Consistency with WSDOT Policies						
Improve local and mainline I-5 **system resiliency**	Reduces the Risk of Infrastructure Failures						
	Reduces the Risk of Infrastructure Failures Due to Seismic Activity						
Enable **environmental restoration** and ecosystem resiliency at the I-5 crossing of the Nisqually River Delta area	Enables Environmental Restoration						
	Enables Ecosystem Resiliency						
Support **economic vitality** through reliable and efficient freight movement and access to major employers	Freight Reliability						
	Multimodal Access to Opportunities (Jobs, Services, and Recreation)						
	River Navigability						
Support **Equitable Outcomes**	Minimizes Business and Residential Impacts or Displacements						
	Minimizes Negative Impact to Emergency Response						
	Minimizes the Flood Risk Potential for EJ Populations						
Relative Cost of Alternatives	Planning-level Cost Comparison						

Enhance Mobility and Connectivity

Enhance mobility and connectivity on I-5 for all modes and providing support for increased person and freight throughput.

Initial Evaluation Results:

- Alternative 2 is rated higher in the Accommodates Transit modes and Provides Congestion Relief for Transit and HOV's because of the HOV/transit priority lane
- Alternative 2 is rated higher in the Consistency with WSDOT Policies category
- Alternatives 3 is rated higher in the Increases Person and Freight Throughput categories



Alternatives	Alternative 2 - Widen I-5 for HOV Lanes			Alternative 3 - Widen I-5 for GP Lanes		
Design Options	A	B	C	A	B	C
Accommodates Active Transportation Modes						
Accommodates Transit Modes						
Provides Congestion Relief for General Purpose (GP) Vehicles/Freight						
Provides Congestion Relief for Transit and High Occupancy Vehicles (HOV)						
Effects on Adjacent Roadways						
Increases Person and Freight Throughput						
Complementary to Local Planning						
Consistency with WSDOT Policies						

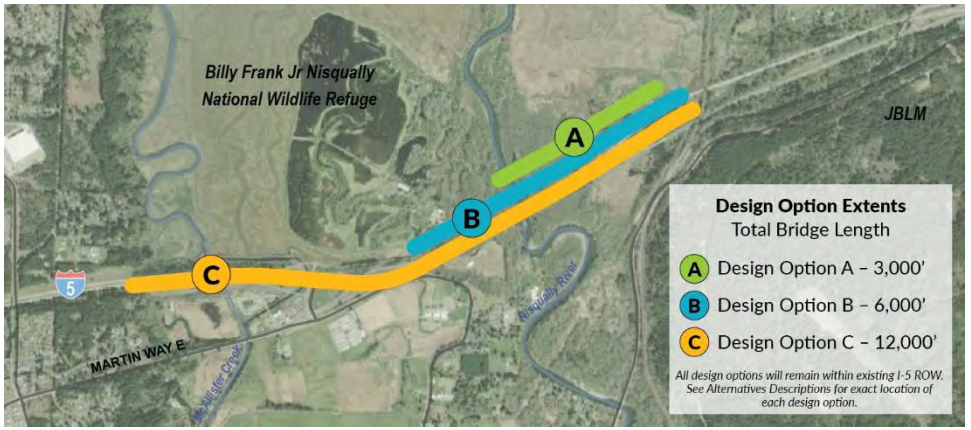
Rating Scale: Lower Performing — Higher Performing

System Resiliency

Improve local and mainline I-5 ***system resiliency.***

Initial Evaluation Results:

- Alternative 2 and Alternative 3 have the same footprint impact in the corridor
- Option C rates highest in reducing the risk of infrastructure failures followed by Option B and Option A
- Longer bridge lengths remove more fill material reducing the risk of infrastructure failure from Nisqually River movement
- Risk of infrastructure failure due to seismic activity is the same for all Options—new bridges will be designed to the same seismic standard



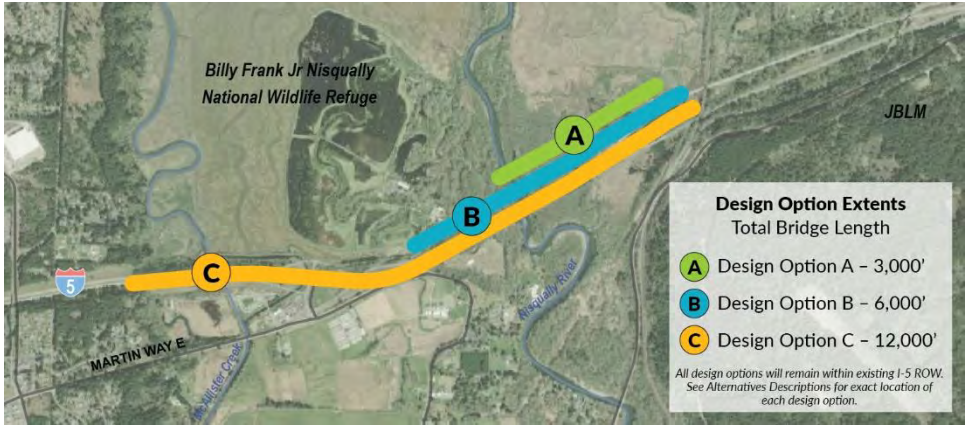
Alternatives	*Alternative 2 - Widen I-5 for HOV Lanes*			*Alternative 3 - Widen I-5 for GP Lanes*		
Design Options	*A*	*B*	*C*	*A*	*B*	*C*
Reduces the Risk of Infrastructure Failures						
Reduces the Risk of Infrastructure Failures Due to Seismic Activity						

Environmental Restoration and Ecosystem Resiliency

Enable ***environmental restoration*** **and** ***ecosystem*** *resiliency* at the I-5 crossing of the Nisqually River Delta areas.

Initial Evaluation Results

- Alternative 2 and Alternative 3 have the same footprint impact in the corridor
- The longest bridge (Option C) enables the most environmental restoration and ecosystem resiliency, followed by Option B and Option A
- Option C allows a return to more natural conditions for McAllister Creek as well as the Nisqually River



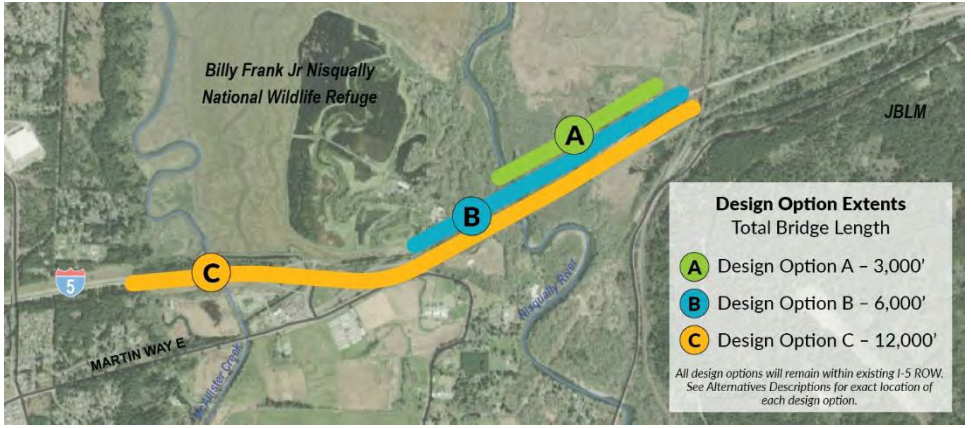
Alternatives	*Alternative 2 - Widen I-5 for HOV Lanes*			*Alternative 3 - Widen I-5 for GP Lanes*		
Design Options	*A*	*B*	*C*	*A*	*B*	*C*
Enables Environmental Restoration						
Enables Ecosystem Resiliency						

Economic Vitality

Support ***economic vitality*** through reliable freight movement, access to major employers, and river navigability to support fishing activity and other users.

Initial Evaluation Results:

- Alternatives 2 and 3 and all Options do not impact river navigability
- Alternative 3 performs slightly more reliably for freight movement due to a higher level of freight throughput compared to Alternative 2
- Alternative 2 provides a higher level of transit access to opportunities compared to Alternative 3



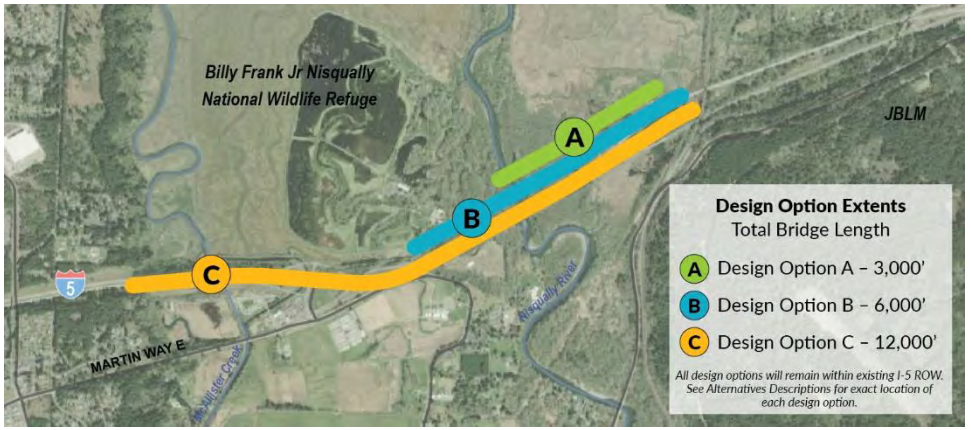
Alternatives	*Alternative 2 - Widen I-5 for HOV Lanes*			*Alternative 3 - Widen I-5 for GP Lanes*		
Design Options	*A*	*B*	*C*	*A*	*B*	*C*
Freight Reliability						
Multimodal Access to Opportunities (Jobs, Services, and Recreation)						
River Navigability						

Equitable Outcomes

Support equitable outcomes for existing residents and business owners in the study corridor

Initial Evaluation Results:

- Alternative 2 and Alternative 3 have the same footprint impact in the corridor, resulting in the same impact on business and residential impacts or displacements
- Alternative 2 and Alternative 3 have the same minimal impact to emergency response
- The longest bridge (Option C) minimizes the flood risk potential for EJ populations the most, followed by Option B and Option A.



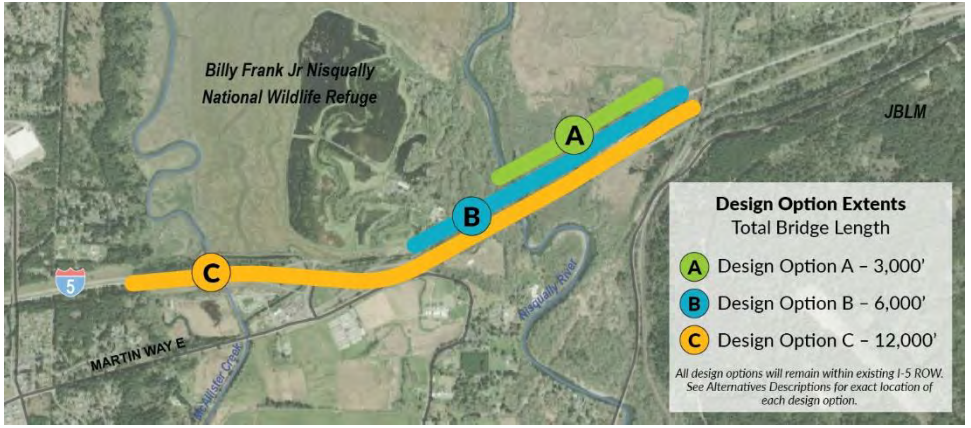
Alternatives	*Alternative 2 - Widen I-5 for HOV Lanes*			*Alternative 3 - Widen I-5 for GP Lanes*		
Design Options	*A*	*B*	*C*	*A*	*B*	*C*
Minimizes Business and Residential Impacts or Displacements						
Minimizes Negative Impact to Emergency Response						
Minimizes the Flood Risk Potential for EJ Populations						

Relative Cost

Relative cost of the alternatives and options.

Initial Evaluation Results:

- Alternative 2 and Alternative 3 have the same cross-section and construction staging plan, and would result in the same cost depending on the Bridge Option A, B, or C
- The estimated cost for Option C is highest and Option A the lowest



Alternatives	*Alternative 2 - Widen I-5 for HOV Lanes*			*Alternative 3 - Widen I-5 for GP Lanes*		
Design Options	*A*	*B*	*C*	*A*	*B*	*C*
Planning-level Cost Comparison						

Draft Detailed Alternatives Evaluation

Note: Bridge Option lengths: Option A=3,000', Option B=6,000', Option C=12,000'

Project Purpose Categories	***Alternatives***	***Alternative 2 - Widen I-5 for HOV Lanes***			***Alternative 3 - Widen I-5 for GP Lanes***		
	Design Options	***A***	***B***	***C***	***A***	***B***	***C***
Enhance mobility and connectivity on I-5 for passenger vehicles, freight, transit, and active modes and provide support for increased person and freight throughput	Accommodates Active Transportation Modes						
	Accommodates Transit Modes						
	Provides Congestion Relief for General Purpose (GP) Vehicles/Freight						
	Provides Congestion Relief for Transit and High Occupancy Vehicles (HOV)						
	Effects on Adjacent Roadways						
	Increases Person and Freight Throughput						
	Complementary to Local Planning						
	Consistency with WSDOT Policies						
Improve local and mainline I-5 **system resiliency**	Reduces the Risk of Infrastructure Failures						
	Reduces the Risk of Infrastructure Failures Due to Seismic Activity						
Enable **environmental restoration** and ecosystem resiliency at the I-5 crossing of the Nisqually River Delta area	Enables Environmental Restoration						
	Enables Ecosystem Resiliency						
Support **economic vitality** through reliable and efficient freight movement and access to major employers	Freight Reliability						
	Multimodal Access to Opportunities (Jobs, Services, and Recreation)						
	River Navigability						
Support **Equitable Outcomes**	Minimizes Business and Residential Impacts or Displacements						
	Minimizes Negative Impact to Emergency Response						
	Minimizes the Flood Risk Potential for EJ Populations						
Relative Cost of Alternatives	Planning-level Cost Comparison						

Detailed Evaluation: Alternatives Summary

- Alternative 2 rates higher than Alternative 3 overall, with higher ratings in the ***Enhance Mobility and Connectivity*** category
  - Alternative 2 rates higher in Accommodating Transit Modes and Providing Congestion Relief to HOV/Transit
  - Alternative 2 has a substantially higher degree of consistency with WSDOT Policy
    - Continuity with the funded I-5 HOV lanes north of Mounts Road
    - Consistency with Statewide climate change and greenhouse gas emission reduction goals

Detailed Evaluation: Alternatives Summary

- In the ***Economic Vitality*** category
  - Alternative 2 is rated higher than Alternative 3 for the Multimodal Access to Opportunities Category
  - Alternative 3 is rated slightly higher than Alternative 2 for the Freight Reliability criteria
- All ratings in other categories are the same with differences among Options A, B, and C only

Detailed Evaluation: Options Summary

- Option C rates slightly higher than Option B and Option A overall, with higher ratings in the ***System Resiliency***, ***Environmental Restoration,*** and ***Equitable Outcomes*** categories
- Option C rates lower (highest cost) than Option B and Option A (lowest cost) in the ***Planning Level Cost*** category. The incremental environmental benefit of Option C compared to other options may not be commensurate with the added cost of Option C.
- Option A and Option B both address ***System Resiliency and Environmental Restoration*** by providing a natural connection from the Nisqually River to the north overflow channel.

Poll 1: Based on the evaluation, which alternative do you support to be evaluated during NEPA? (Multiple choice)

- Alternative 2 – Widen I-5 for HOV lanes
- Alternative 3 – Widen I-5 for General Purpose lanes

Draft Detailed Alternatives Evaluation

Note: Bridge Option lengths: Option A=3,000', Option B=6,000', Option C=12,000'

Project Purpose Categories	***Alternatives***	***Alternative 2 - Widen I-5 for HOV Lanes***			***Alternative 3 - Widen I-5 for GP Lanes***		
	Design Options	***A***	***B***	***C***	***A***	***B***	***C***
Enhance mobility and connectivity on I-5 for passenger vehicles, freight, transit, and active modes and provide support for increased person and freight throughput	Accommodates Active Transportation Modes						
	Accommodates Transit Modes						
	Provides Congestion Relief for General Purpose (GP) Vehicles/Freight						
	Provides Congestion Relief for Transit and High Occupancy Vehicles (HOV)						
	Effects on Adjacent Roadways						
	Increases Person and Freight Throughput						
	Complementary to Local Planning						
	Consistency with WSDOT Policies						
Improve local and mainline I-5 **system resiliency**	Reduces the Risk of Infrastructure Failures						
	Reduces the Risk of Infrastructure Failures Due to Seismic Activity						
Enable **environmental restoration** and ecosystem resiliency at the I-5 crossing of the Nisqually River Delta area	Enables Environmental Restoration						
	Enables Ecosystem Resiliency						
Support **economic vitality** through reliable and efficient freight movement and access to major employers	Freight Reliability						
	Multimodal Access to Opportunities (Jobs, Services, and Recreation)						
	River Navigability						
Support **Equitable Outcomes**	Minimizes Business and Residential Impacts or Displacements						
	Minimizes Negative Impact to Emergency Response						
	Minimizes the Flood Risk Potential for EJ Populations						
Relative Cost of Alternatives	Planning-level Cost Comparison						

Poll 2: Which Options do you support to be evaluated during NEPA? (Multiple choice)

- Design option A – 3,000 ft
- Design option B – 6,000 ft
- Design option C – 12,000 ft

Draft Detailed Alternatives Evaluation

Note: Bridge Option lengths: Option A=3,000', Option B=6,000', Option C=12,000'

Project Purpose Categories	***Alternatives***	***Alternative 2 - Widen I-5 for HOV Lanes***			***Alternative 3 - Widen I-5 for GP Lanes***		
	Design Options	***A***	***B***	***C***	***A***	***B***	***C***
Enhance mobility and connectivity on I-5 for passenger vehicles, freight, transit, and active modes and provide support for increased person and freight throughput	Accommodates Active Transportation Modes						
	Accommodates Transit Modes						
	Provides Congestion Relief for General Purpose (GP) Vehicles/Freight						
	Provides Congestion Relief for Transit and High Occupancy Vehicles (HOV)						
	Effects on Adjacent Roadways						
	Increases Person and Freight Throughput						
	Complementary to Local Planning						
	Consistency with WSDOT Policies						
Improve local and mainline I-5 **system resiliency**	Reduces the Risk of Infrastructure Failures						
	Reduces the Risk of Infrastructure Failures Due to Seismic Activity						
Enable **environmental restoration** and ecosystem resiliency at the I-5 crossing of the Nisqually River Delta area	Enables Environmental Restoration						
	Enables Ecosystem Resiliency						
Support **economic vitality** through reliable and efficient freight movement and access to major employers	Freight Reliability						
	Multimodal Access to Opportunities (Jobs, Services, and Recreation)						
	River Navigability						
Support **Equitable Outcomes**	Minimizes Business and Residential Impacts or Displacements						
	Minimizes Negative Impact to Emergency Response						
	Minimizes the Flood Risk Potential for EJ Populations						
Relative Cost of Alternatives	Planning-level Cost Comparison						

5

Next Steps

Next Steps

- Post meeting materials for review
- Request Existing Conditions Memo for early review
- Updated Detailed Alternatives Evaluation Results will be sent before May meeting
- Let us know if you haven't received the May 15 calendar invite

Final Comments and Questions

Contact

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