

Welcome to the I-5 Marvin Rd. to Mounts Rd. Technical 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

Technical Advisory Group Meeting #3

March 14, 2023

Ashley Carle

George Mazur

John Perlic

Kirk Wilcox

WSDOT Olympic Region Multimodal Development Manager

WSDOT Olympic Region Multimodal Planning Manager

Consultant Team Project Manager—Parametrix

Consultant Team—Parametrix

Agenda

- 1:00 Welcome and Introductions
- 1:15 Meeting Goals and Outcomes
- 1:25 Review Public Comment Initial Range of Alternatives
- 1:35 Review Initial Alternatives Evaluation Criteria and Results
- 2:25 Review Detailed Alternatives Evaluation Criteria
- 2:40 Next Steps
- 2:45 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"

TAG Participants

Invited to participate

- Alliance for a Healthy South Sound Executive Committee
- Billy Frank Jr Nisqually National Wildlife Refuge
- Black Hills Audubon Society
- BNSF
- City of DuPont
- City of Lacey
- City of Lakewood
- City of Olympia
- City of Tumwater
- City of Yelm
- Cowlitz Indian Tribe
- Ducks Unlimited
- Federal Highway Administration
- Foothills Rails to Trails Coalition
- ForeverGreen Trails
- Friends of Nisqually NWRC
- Intercity Transit
- Joint Base Lewis-McChord
- Muckleshoot Indian Tribe
- Nisqually Indian Tribe
- Nisqually Land Trust
- Nisqually River Council
- Pierce County
- Pierce Transit
- Port of Olympia

TAG Participants

Invited to participate

- Port of Tacoma
- Puget Sound Regional Council
- Sound Transit
- South Sound Military & Communities Partnership
- Squaxin Island Tribe of Indians
- Tahoma Audubon Society
- Thurston County
- Thurston Regional Planning Council
- Town of Steilacoom
- Transportation Choices Coalition
- Washington Environmental Council
- Washington Farm Labor Association
- Washington State Patrol
- Yakama Indian Nation

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

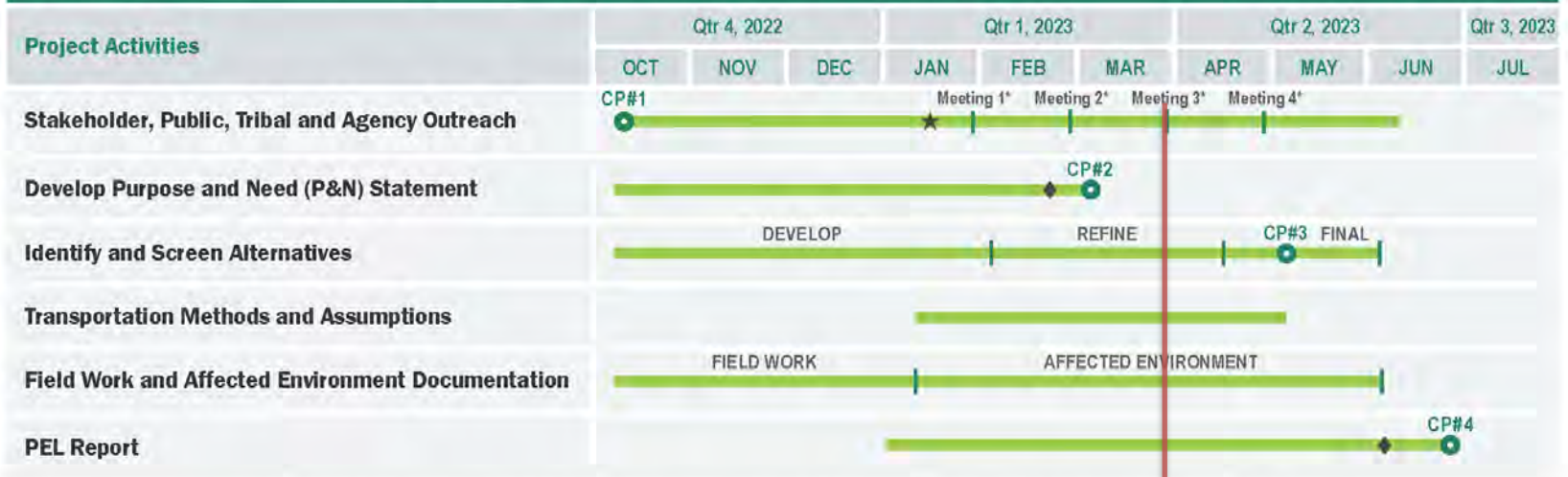
- Confirm Level 1 Alternatives Evaluation Criteria
- Input on Level 1 Alternatives Evaluation Results
- Input on Level 2 Alternatives Evaluation Criteria

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
- Brief EAG members in advance of the EAG Meeting on March 21

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

2023 PEL Advisory Group Meetings

Meeting 1

January:

- Project Background & desired outcomes
- Study Area & Logical Termini
- Stakeholder Review of Conceptual Purpose & Need
- Stakeholder Review of Conceptual Alternatives
- Introduce Alternatives Evaluation Process
- Request for data

Meeting 2

February:

- Review Meeting #1
- Review new information from Meeting #1 questions
- Consensus discussion on Final Purpose and Need
- Stakeholder Review of Level 1 Alternatives Evaluation Criteria

Meeting 3

March:

- Review Meeting #2
- Review new information from Meeting #2 questions
- Stakeholder Review of Level 1 Alternatives Evaluation Results
- Stakeholder Review of Level 2 Alternatives Evaluation Criteria

Meeting 4

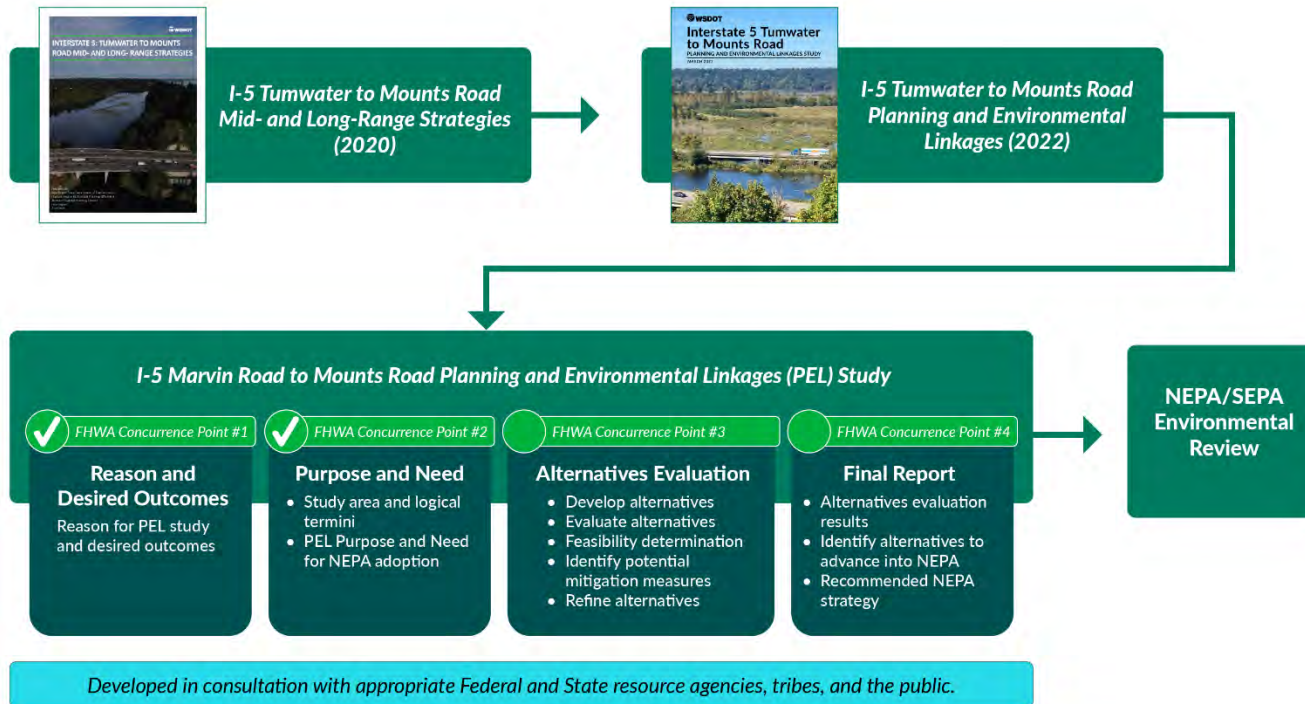
April:

- Review Meeting #3
- Review new information from Meeting #3 questions
- Stakeholder Review of Level 2 Alternatives Evaluation Results
- Consensus discussion on Evaluation Results and Alternatives to Advance into NEPA

*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.

PEL Process



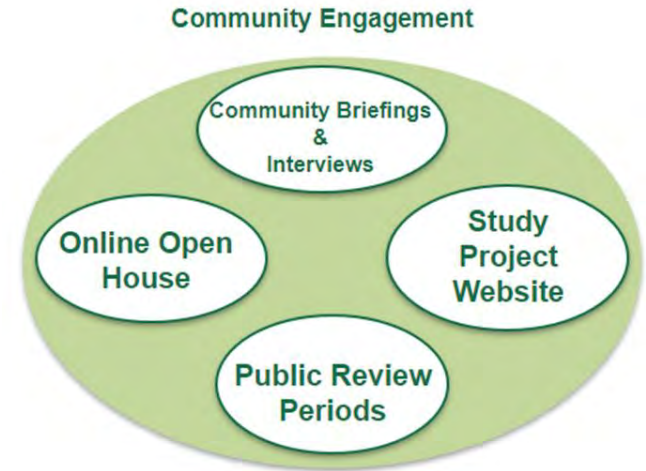
1

Public Comment on Alternatives

Public Comment on Alternatives

The project team received approximately **250 comments** between Feb. 15 and March 1 through the following engagement tools:

- WSDOT project site (Engage.wa.gov)
- Project email
- WSDOT blog
- Social media (Facebook and Reddit)
- Community briefings and interviews



What We Heard

- Environmental effects of the project
- High-Capacity Transit (HCT) compatibility, including rail
- Need for a separated shared-use path
- Induced demand from additional capacity
- Need to keep I-5 open during construction
- Improved/new alternate routes around I-5
- Importance of the Nisqually interchange/exit 114
- Freight-only lane

2

Updates to Alternatives Evaluation Criteria

Alternatives Evaluation Criteria Changes

- Congestion relief criteria separated into two criteria
 - General Purpose vehicles and trucks
 - Transit and High Occupancy Vehicles (HOV)
- Bridge strike risk criteria was removed—all alternatives include replacement of the Nisqually River truss bridges
- Emergency response
- Multimodal access to *opportunities*

| Alternatives | Design Options | Alternative 1 – Operations Improvements | | | Alternative 2 – Widen I-5 for HOV Lanes | | | | Alternative 3 – Widen I-5 for GP Lanes | | | | Alternative 4 – Convert I-5 Lanes from GP to HOV Lanes | | |
|---|--|---|---|---|---|---|---|---|--|---|---|---|--|---|---|
| | | A | B | C | A | B | C | D | A | B | C | D | A | B | C |
| Enhance mobility and connectivity on I-5 for all modes and providing support for increased person and freight throughput | Accommodates active transportation and transit modes | | | | | | | | | | | | | | |
| | <i>Provides congestion relief for general purpose (GP) vehicles/trucks</i> | | | | | | | | | | | | | | |
| | <i>Provides congestion relief for transit and high occupancy vehicles (HOV)</i> | | | | | | | | | | | | | | |
| | Effects on adjacent roadways | | | | | | | | | | | | | | |
| | Increases person throughput | | | | | | | | | | | | | | |
| | Complementary to local planning | | | | | | | | | | | | | | |
| Improve local and mainline I-5 system resiliency | Reduces the risk of infrastructure failures | | | | | | | | | | | | | | |
| | Reduces the risk of infrastructure failures due to seismic activity | | | | | | | | | | | | | | |
| | <i>Reduces the risk of large vehicle collisions with the Nisqually Bridge</i> | | | | | | | | | | | | | | |
| Enable environmental restoration and ecosystem resiliency at the I-5 crossing of the Nisqually River Delta area | Incorporates environmental restoration | | | | | | | | | | | | | | |
| | Promotes ecosystem resiliency | | | | | | | | | | | | | | |
| Support economic vitality through reliable freight movement, access to major employers, and sustainable tribal commercial fishing activity | Freight reliability | | | | | | | | | | | | | | |
| | Multimodal access to <i>opportunities</i> | | | | | | | | | | | | | | |
| | River navigability | | | | | | | | | | | | | | |
| Support equitable outcomes | Minimizes property acquisitions requiring business or residential relocations | | | | | | | | | | | | | | |
| | <i>Emergency response</i> | | | | | | | | | | | | | | |
| | Minimizes the flood risk potential for EJ populations | | | | | | | | | | | | | | |
| Relative cost of alternatives | Planning-level cost comparison | | | | | | | | | | | | | | |

Rating Scale

Lower Performing

Higher Performing

Design Option Bridge Lengths

- Design Option A – 3,000'
- Design Option B – 6,000'
- Design Option C – 12,000'
- Design Option D – 14,000'

Comments and Questions



Poll 1: Do you support the Updated Initial Alternatives Evaluation Criteria?

- Yes
- No

3

Initial Alternatives Evaluation Results

Alternative Descriptions and Common Features

| Feature | Alternatives (1-4) and Bridge Options (A-D) | | | | | | | | | | | | | |
|-----------------------------------|---|---|---|---|---|---|---|--|---|---|---|--|---|---|
| | Alternative 1 – Operations Improvements | | | Alternative 2 – Widen I-5 for HOV Lanes | | | | Alternative 3 – Widen I-5 for GP Lanes | | | | Alternative 4 – Convert I-5 Lanes from GP to HOV Lanes | | |
| | A | B | C | A | B | C | D | A | B | C | D | A | B | C |
| I-5 Widening | | | | | | | | | | | | | | |
| HOV/Lane Management | | | | | | | | | | | | | | |
| Bridge Replacement | | | | | | | | | | | | | | |
| Fill Removal | | | | | | | | | | | | | | |
| Shared-use Path | | | | | | | | | | | | | | |
| New/Changed Nisqually Interchange | | | | | | | * | | | | * | | | |
| McAllister Creek Realignment | | | | | | | | | | | | | | |
| I-5 Alignment Shift | | | | | | | | | | | | | | |

Note: Bridge Option lengths: Option A=3000', Option B=6000', Option C=12,000', Option D=14,000' Hi-Span
 *Nisqually interchange closed with Option D

Draft Initial Alternatives Evaluation

| Project Purpose Categories | Rating Scale | | | Alternatives | Alternative 1 – Operations Improvements | | | | Alternative 2 – Widen I-5 for HOV Lanes | | | | Alternative 3 – Widen I-5 for GP Lanes | | | | Alternative 4 – Convert I-5 Lanes from GP to HOV Lanes | | |
|--|--|--|-------------------|--------------|---|---|---|---|---|---|---|---|--|---|---|---|--|---|---|
| | Lower Performing | | Higher Performing | | Design Options | | | | A | B | C | D | A | B | C | D | A | B | C |
| | | | | A | B | C | D | A | B | C | D | A | B | C | D | A | B | C | |
| Enhance mobility and connectivity on I-5 for all modes and providing support for increased person and freight throughput | Accommodates Active Transportation and Transit Modes | | | | | | | | | | | | | | | | | | |
| | Provides Congestion Relief for General Purpose (GP) Vehicles/Trucks | | | | | | | | | | | | | | | | | | |
| | Provides Congestion Relief for Transit/High Occupancy Vehicles (HOV) | | | | | | | | | | | | | | | | | | |
| | Effects on Adjacent Roadways | | | | | | | | | | | | | | | | | | |
| | Increases Person and Freight Throughput | | | | | | | | | | | | | | | | | | |
| | Complementary to Local Planning | | | | | | | | | | | | | | | | | | |
| 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 freight movement, access to major employers, and sustainable tribal commercial fishing activity | Freight Reliability | | | | | | | | | | | | | | | | | | |
| | Multimodal Access to Opportunities (Jobs, Recreation, and Services) | | | | | | | | | | | | | | | | | | |
| | River Navigability | | | | | | | | | | | | | | | | | | |
| Support equitable outcomes | Minimizes property acquisitions | | | | | | | | | | | | | | | | | | |
| | Emergency Response | | | | | | | | | | | | | | | | | | |
| | Minimizes the Flood Risk Potential for EJ Populations | | | | | | | | | | | | | | | | | | |
| Relative cost of alternatives | Planning-level Cost Comparison | | | | | | | | | | | | | | | | | | |

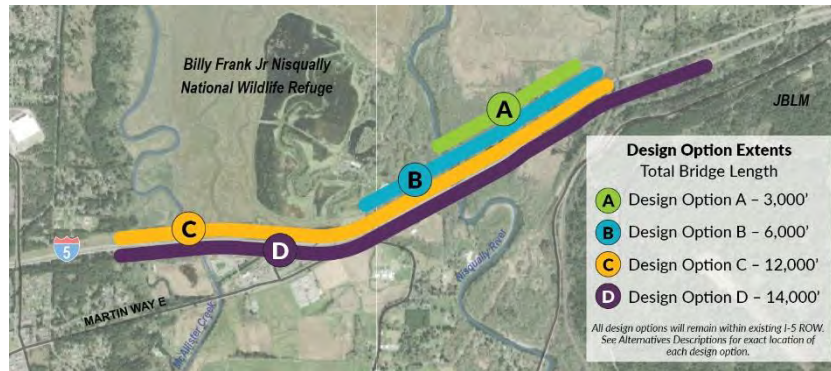
Note: Bridge Option lengths: Option A=3000', Option B=6000', Option C=12,000', Option D=14,000' Hi-Span

Enhance Mobility and Connectivity

Evaluation Summary

- Alternatives 2 and 3 provide added capacity for HOV/transit and GP/trucks and rated high-moderate compared to Alternative 1 (rated low) and Alternative 4 (rated low-moderate)
- Alternative 2 rates slightly higher than Alternative 3 (4 high ratings compared to 3 high ratings)

Initial Evaluation Results: Enhance mobility and connectivity on I-5 for all modes and providing support for increased person and freight throughput

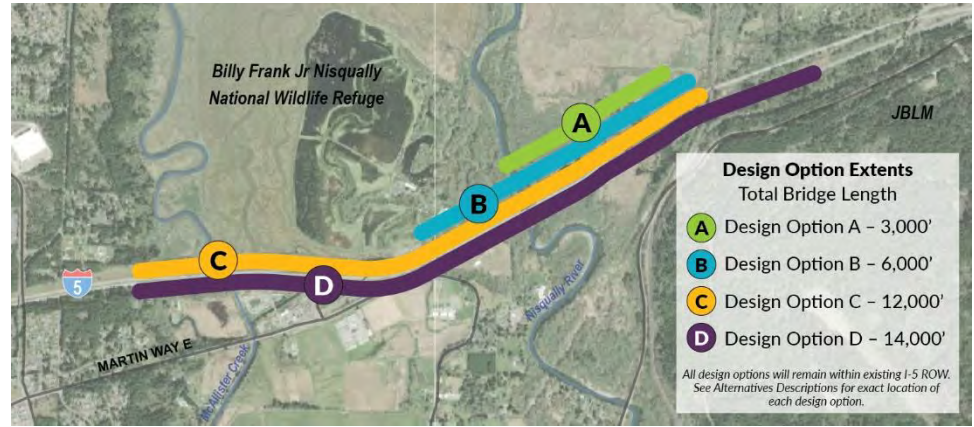


| Design Options | Alternative 1 - Operations Improvements | | | Alternative 2 - Widen I-5 for HOV Lanes | | | | Alternative 3 - Widen I-5 for GP Lanes | | | | Alternative 4 - Convert I-5 Lanes from GP to HOV Lanes | | |
|--|---|---|---|---|---|---|---|--|---|---|---|--|---|---|
| | A | B | C | A | B | C | D | A | B | C | D | A | B | C |
| Accommodates active transportation and transit modes | | | | | | | | | | | | | | |
| Provides congestion relief for general purpose (GP) vehicles and trucks | | | | | | | | | | | | | | |
| Provides congestion relief for transit and high occupancy vehicles (HOV) | | | | | | | | | | | | | | |
| Improves mobility on arterial roadways | | | | | | | | | | | | | | |
| Increases person and freight throughput | | | | | | | | | | | | | | |
| Complements local and tribal planning efforts | | | | | | | | | | | | | | |

System Resiliency

Evaluation Summary

- Design Options with longer bridges (C and D) remove risk of erosion and channel migration from the entire Nisqually River Delta area compared to only a portion of the area with shorter bridges (A and B)
- All new structures will be built to current seismic code



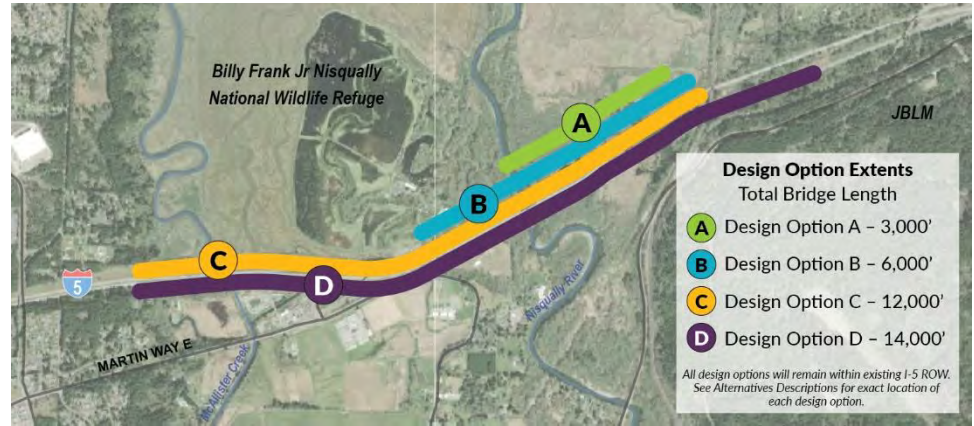
Initial Evaluation Results: Improve local and mainline I-5 *system resiliency*

| Design Options | Alternative 1 - Operations Improvements | | | Alternative 2 - Widen I-5 for HOV Lanes | | | | Alternative 3 - Widen I-5 for GP Lanes | | | | Alternative 4 - Convert I-5 Lanes from GP to HOV Lanes | | |
|---|---|-------------|------------|---|-------------|------------|------------|--|-------------|------------|------------|--|-------------|------------|
| | A | B | C | A | B | C | D | A | B | C | D | A | B | C |
| Reduces the risk of infrastructure failures by addressing erosion and channel migration | Light Green | Light Green | Dark Green | Light Green | Light Green | Dark Green | Dark Green | Light Green | Light Green | Dark Green | Dark Green | Light Green | Light Green | Dark Green |
| Reduces the risk of infrastructure failures due to seismic activity | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green |

Environmental Restoration and Ecosystem Resiliency

Evaluation Summary

- Design Options with longer bridges (Options C and D) would provide environmental restoration of the entire Nisqually River Delta area, compared to only a portion of the area with shorter bridges (Options A and B).
- Design Options B, C, and D would address impacts associated with flood events in all overflow channels, while Design Option A would address impacts associated with flood events in some overflow channels.



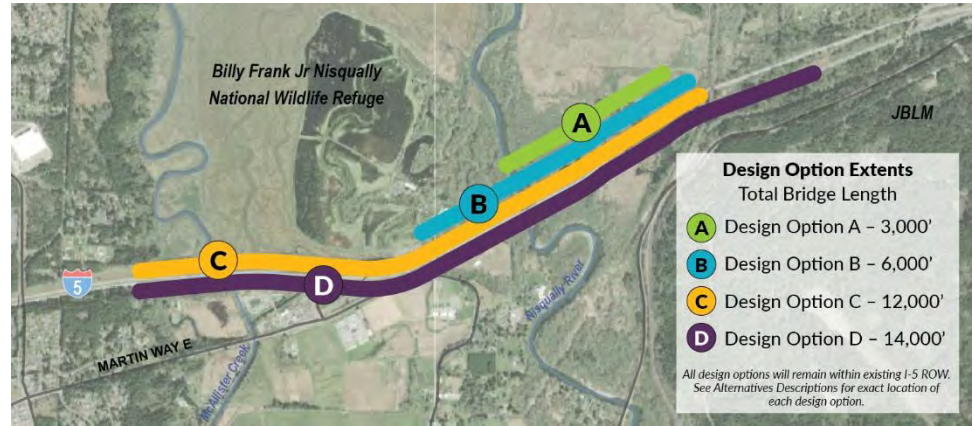
Initial Evaluation Results: Enable *environmental restoration* and *ecosystem resiliency* at the I-5 crossing of the Nisqually River Delta area

| Design Options | Alternative 1 - Operations Improvements | | | Alternative 2 - Widen I-5 for HOV Lanes | | | | Alternative 3 - Widen I-5 for GP Lanes | | | | Alternative 4 - Convert I-5 Lanes from GP to HOV Lanes | | |
|--|---|-------------|------------|---|-------------|------------|------------|--|-------------|------------|------------|--|-------------|------------|
| | A | B | C | A | B | C | D | A | B | C | D | A | B | C |
| Restores environmental systems by improving fish passage, building and maintaining habitat, reducing impacts to wetlands, river hydraulics and geomorphology, etc. | Light Green | Light Green | Dark Green | Light Green | Light Green | Dark Green | Dark Green | Light Green | Light Green | Dark Green | Dark Green | Light Green | Light Green | Dark Green |
| Increases resiliency against the impacts of climate change | Light Green | Dark Green | Dark Green | Light Green | Dark Green | Dark Green | Dark Green | Light Green | Dark Green | Dark Green | Dark Green | Light Green | Dark Green | Dark Green |

Economic Vitality

Evaluation Summary

- Freight reliability and delay is lowest with Alternative 3
- Alternatives 2 and 3 would improve access to jobs and recreation opportunities for active transportation users, HOV, transit, and GP traffic.
- Design Option D removes the Nisqually interchange, which removes direct I-5 access to adjacent businesses
- All Alternatives would improve navigability for all users, including the Nisqually Indian Tribe



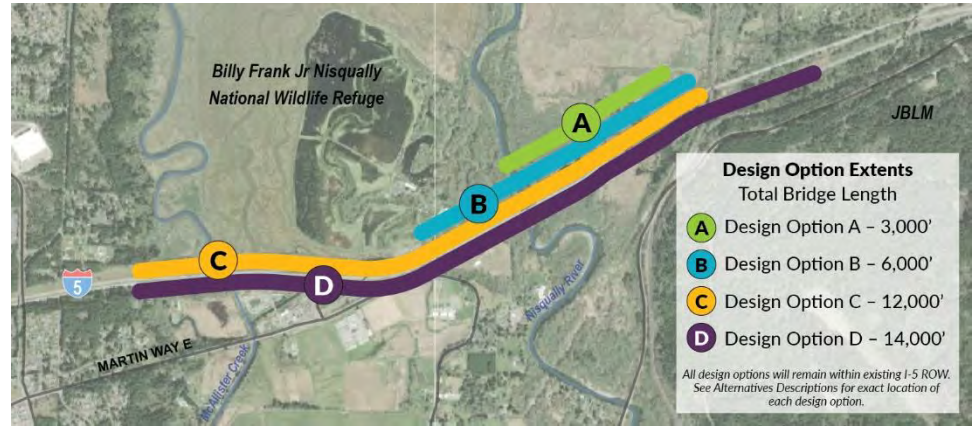
Initial Evaluation Results: Support **economic vitality** through reliable freight movement, access to major employers, and sustainable tribal commercial fishing activity

| Design Options | Alternative 1 - Operations Improvements | | | Alternative 2 - Widen I-5 for HOV Lanes | | | | Alternative 3 - Widen I-5 for GP Lanes | | | | Alternative 4 - Convert I-5 Lanes from GP to HOV Lanes | | |
|---|---|-------------|-------------|---|-------------|-------------|-------------|--|------------|------------|------------|--|-------------|-------------|
| | A | B | C | A | B | C | D | A | B | C | D | A | B | C |
| Improves freight reliability and reduces economic impacts of freight delay | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Dark Green | Dark Green | Dark Green | Dark Green | Light Green | Light Green | Light Green |
| Improves access to opportunities (jobs, recreation, and services) | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Dark Green | Dark Green | Dark Green | Dark Green | Light Green | Light Green | Light Green |
| Promotes equitable access and navigability of the Nisqually River for all users, including the Nisqually Indian Tribe | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green | Dark Green |

Equitable Outcomes

Evaluation Summary

- All alternatives would have minimal displacements or impacts, since footprint expected to be within the existing WSDOT ROW
- Design Option D may require business displacements in the Nisqually interchange area
- Alternatives 2 and 3 would decrease emergency response times due to reduced congestion
- Option D closes the Nisqually Interchange, resulting in increased emergency response times to and from this area
- All alternatives address the impacts associated with extreme river flood events, minimizing impacts to EJ populations



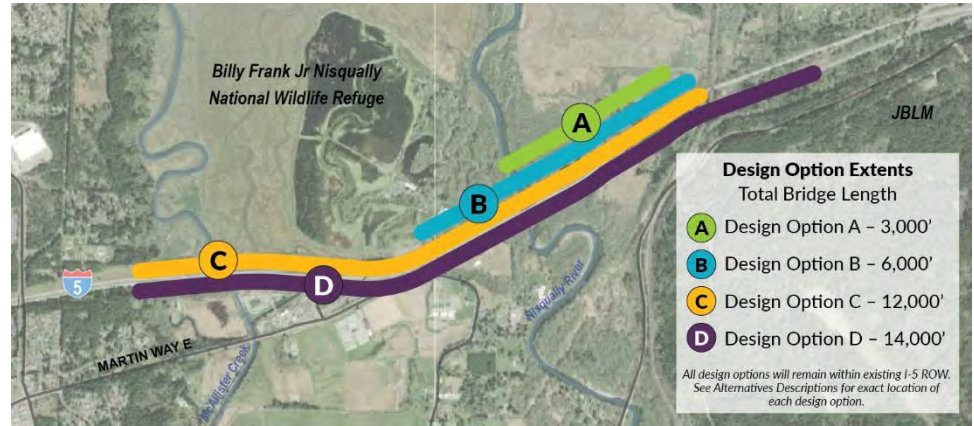
Initial Evaluation Results: Support *equitable outcomes*

| Design Options | Alternative 1 - Operations Improvements | | | Alternative 2 - Widen I-5 for HOV Lanes | | | | Alternative 3 - Widen I-5 for GP Lanes | | | | Alternative 4 - Convert I-5 Lanes from GP to HOV Lanes | | |
|---|---|-------------|-------------|---|-------------|-------------|-------------|--|-------------|-------------|-------------|--|-------------|-------------|
| | A | B | C | A | B | C | D | A | B | C | D | A | B | C |
| Minimizes property acquisitions requiring business or residential relocations | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green |
| Emergency response | Light Green | Light Green | Light Green | Dark Green | Dark Green | Dark Green | Light Green | Dark Green | Dark Green | Dark Green | Light Green | Light Green | Light Green | Light Green |
| Minimizes the flood risk potential for EJ populations | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green | Light Green |

Relative Cost

Evaluation Summary

- Design Option A has the shortest elevated structure and lowest cost compared to Design Option D with the longest elevated structure and the highest cost



Initial Evaluation Results: Relative **cost** of alternatives

| Design Options | Alternative 1 - Operations Improvements | | | Alternative 2 - Widen I-5 for HOV Lanes | | | | Alternative 3 - Widen I-5 for GP Lanes | | | | Alternative 4 - Convert I-5 Lanes from GP to HOV Lanes | | |
|--------------------------------|---|-------------|-------------|---|-------------|-------------|-------------|--|-------------|-------------|-------------|--|-------------|-------------|
| | A | B | C | A | B | C | D | A | B | C | D | A | B | C |
| Planning-level cost comparison | Dark Green | Light Green | Light Green | Dark Green | Light Green | Light Green | Light Green | Dark Green | Light Green | Light Green | Light Green | Dark Green | Light Green | Light Green |

Draft Initial Alternatives Evaluation

| Project Purpose Categories | Rating Scale | | | Alternatives | Alternative 1 – Operations Improvements | | | | Alternative 2 – Widen I-5 for HOV Lanes | | | | Alternative 3 – Widen I-5 for GP Lanes | | | | Alternative 4 – Convert I-5 Lanes from GP to HOV Lanes | | |
|--|--|--|-------------------|--------------|---|---|---|---|---|---|---|---|--|---|---|---|--|---|---|
| | Lower Performing | | Higher Performing | | Design Options | | | | A | B | C | D | A | B | C | D | A | B | C |
| | | | | A | B | C | D | A | B | C | D | A | B | C | D | A | B | C | |
| Enhance mobility and connectivity on I-5 for all modes and providing support for increased person and freight throughput | Accommodates Active Transportation and Transit Modes | | | | | | | | | | | | | | | | | | |
| | Provides Congestion Relief for General Purpose (GP) Vehicles/Trucks | | | | | | | | | | | | | | | | | | |
| | Provides Congestion Relief for Transit/High Occupancy Vehicles (HOV) | | | | | | | | | | | | | | | | | | |
| | Effects on Adjacent Roadways | | | | | | | | | | | | | | | | | | |
| | Increases Person and Freight Throughput | | | | | | | | | | | | | | | | | | |
| | Complementary to Local Planning | | | | | | | | | | | | | | | | | | |
| 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 freight movement, access to major employers, and sustainable tribal commercial fishing activity | Freight Reliability | | | | | | | | | | | | | | | | | | |
| | Multimodal Access to Opportunities (Jobs and Recreation) | | | | | | | | | | | | | | | | | | |
| | River Navigability | | | | | | | | | | | | | | | | | | |
| Support equitable outcomes | Minimizes Property Acquisitions | | | | | | | | | | | | | | | | | | |
| | Emergency Response | | | | | | | | | | | | | | | | | | |
| | Minimizes the Flood Risk Potential for EJ Populations | | | | | | | | | | | | | | | | | | |
| Relative cost of alternatives | Planning-level Cost Comparison | | | | | | | | | | | | | | | | | | |

Note: Bridge Option lengths: Option A=3000', Option B=6000', Option C=12,000', Option D=14,000' Hi-Span

Initial Evaluation: Summary

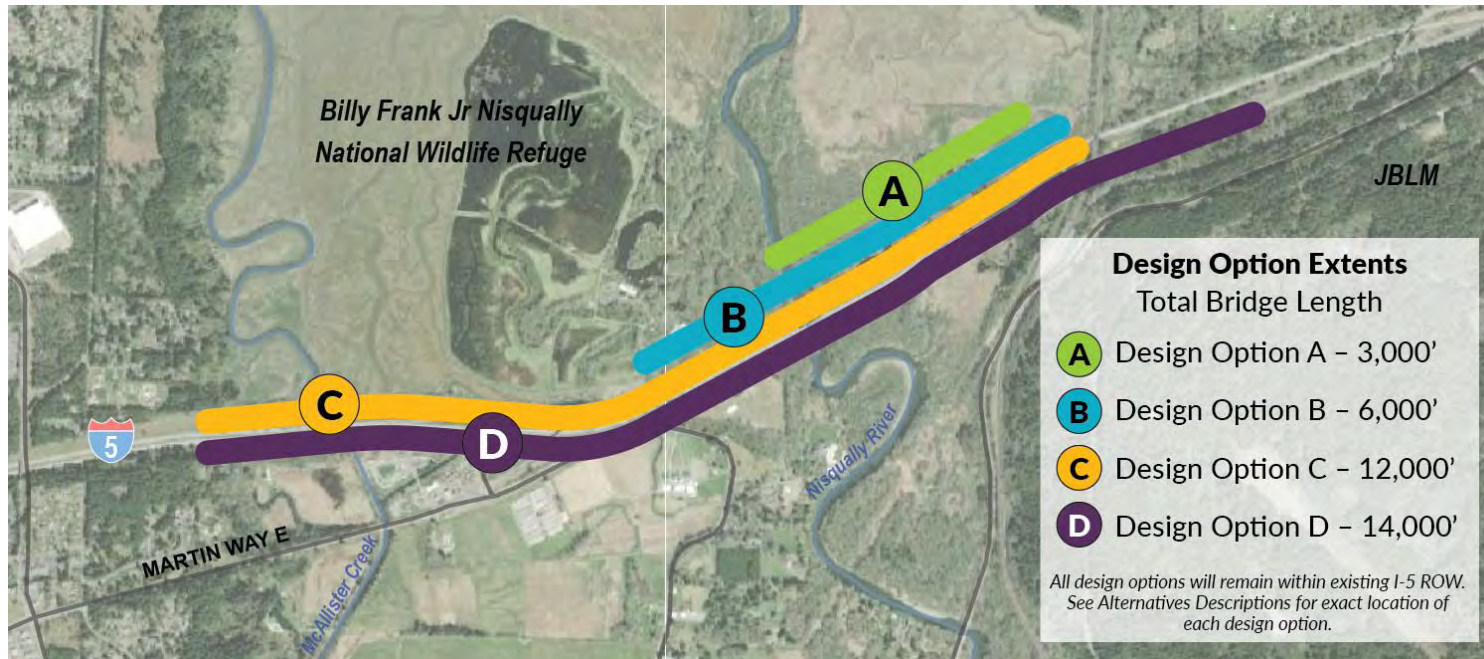
- Alternatives 2 and 3 rate highest overall with more high ratings than Alternatives 1 and 4
- Alternatives 1 and 4 rate lowest overall with Alternative 1 rated slightly lower than Alternative 4
- Options B and C rate higher overall than Option D
- Option A rates relatively high, similar to Options B and C except for lower ratings in the Environmental Restoration and Ecosystem Resiliency category
- Option D rates low in the Support Equitable Outcomes and Relative Cost of Alternatives categories.

Poll 2: Which Alternative(s) do you support advancing into the next round of evaluation? (Multiple choice)

- 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



Poll 3: Which bridge option(s) do you support advancing into the next round of evaluation? (Multiple choice)



Discussion



3

Detailed Alternatives Evaluation

Detailed Alternatives Evaluation: Approach

- Use same evaluation criteria with expanded rating scale from 3 to 5 colors.
- Consider adding criteria to the Detailed Evaluation based on comments and feedback on the Initial Evaluation
- Add quantitative analysis results to several evaluation criteria—traffic congestion, person throughput, environmental benefits, planning-level costs, and others
- Review of existing conditions in the corridor for all resources potentially affected, including:
 - cultural/historic
 - wetlands, Endangered Species Act listed species
 - floodways, sea level rise
 - socioeconomics/Environmental Justice
 - property acquisition (full or partial)
 - parklands/recreation

Comments and Questions



4

Next Steps

Next Steps

- Post meeting materials for review
- Look for a follow up poll to confirm support for advancing Alternatives into detailed evaluation
- Review and comment request on Detailed (Level 2) alternatives evaluation criteria
- Updated evaluation criteria and results will be sent before April meeting
- Let us know if you haven't received the April 18 calendar invite
- Please brief EAG members before March 21

EAG participant list

Invited to participate

- City of DuPont
- City of Lacey
- City of Lakewood
- City of Olympia
- City of Tumwater
- City of Yelm
- Federal Highway Administration
- Intercity Transit
- Joint Base Lewis-McChord
- 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

Next Steps

Meeting 1

January:

- Project Background & desired outcomes
- Study Area & Logical Termini
- Stakeholder Review of Conceptual Purpose & Need
- Stakeholder Review of Conceptual Alternatives
- Introduce Alternatives Evaluation Process
- Request for data

Meeting 2

February:

- Review Meeting #1
- Review new information from Meeting #1 questions
- Consensus discussion on Final Purpose and Need
- Stakeholder Review of Level 1 Alternatives Evaluation Criteria

Meeting 3

March:

- Review Meeting #2
- Review new information from Meeting #2 questions
- Stakeholder Review of Level 1 Alternatives Evaluation Results
- Stakeholder Review of Level 2 Alternatives Evaluation Criteria

Meeting 4

April:

- Review Meeting #3
- Review new information from Meeting #3 questions
- Stakeholder Review of Level 2 Alternatives Evaluation Results
- Consensus discussion on Evaluation Results and Alternatives to Advance into NEPA

*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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