

Opening Letter

Dear Joint Transportation Committee Members:

In Spring 2022, the Washington State Legislature passed the historic Move Ahead Washington transportation package, which included \$40 million intended for a comprehensive I-5 Master Plan that develops a modern vision for a safe, sound, and smart north-south transportation corridor.

As directed by **Senate Substitute Bill (SSB) 5975, Section 209**, in December 2022, the Washington State Department of Transportation (WSDOT) submitted an interim report presenting a recommended approach for future seismic mitigation for over 150 structures between Boeing Field and Lake City Way, in the Puget Sound region.

WSDOT is pleased to submit the two additional interim reports directed by **SSB 5975, Section 209 (3) & (4)**, which requested high-occupancy vehicle (HOV) statewide performance and Interstate 5 (I-5) corridor planning studies:

- **Interim Report: I-5 Near-Term and Longer-Term HOV Lane Recommendations, Section 209 (4):** The legislature directed WSDOT to identify and prepare recommendations for near- and longer-term actions to improve HOV lane system-wide performance. In addition to near-term solutions, the attached report identifies steps required to convert HOV lanes to a different managed lane operating concept, such as express toll lanes, and include a detailed analysis and the environmental process. The recommendations include the planning, design, environmental review, equity considerations, community engagement, traffic and revenue analysis, rate setting, and related engineering considerations necessary for a full I-5 HOV system conversion.
- **Interim Report for the I-5 Master Plan, Section 209 (3):** The legislature directed WSDOT to conduct initial partner listening sessions and submit an interim report that makes recommendations for an I-5 Master Plan. The attached report recommends study limits, management approach, equitable engagement approach and other key elements of the plan, subsequent phases of the study and next steps to determine milestones, final scope and deliverables, budget, and workforce needs.

Coordination Efforts

Western Washington has welcomed considerable growth in recent decades and is poised for a prosperous future. To meet current needs and plan for this growth, WSDOT is investing in significant planning efforts, including Cascadia UHSGT and Interstate 5 planning, that will lead to a more connected, multimodal system. In 2023, WSDOT is integrating both UHSGT and I-5 planning efforts and closely coordinate with air mobility and other related work. These other efforts include transportation planning for state and local roadways, transit, active transportation, freight, port, and Amtrak Cascades systems along the I-5 corridor. The integrated approach to multimodal system planning will foster long-term success, the strategic use of resources and a comprehensive understanding of area communities, their needs, and opportunities in the region.

In addition, this planning integration is responsive to direction WSDOT received from the legislature in **Section 219 of the 2023-2025** budget proviso:

*The department shall continue to **coordinate** planning work focused on the transportation system in western Washington across modes with the goal of maximizing system performance toward the policy goals in RCW 47.04.280 in the most cost-effective manner. This coordination must include but is not limited to: The Interstate 5 highway corridor, existing rail infrastructure and future high-speed rail alignment, and commercial aviation capacity. The department must report to the transportation committees of the legislature through existing reporting mechanisms on the status of these planning efforts including, but not limited to, a long-term strategy for addressing resilience of the transportation system in western Washington through consideration of changing demand, modal integration, and preservation needs. The coordinated work must include an analysis of different alternatives to promote system resilience, including performance and cost of each scenario.*

Next Steps

We thank the Legislature for their support in developing a modern vision for the I-5 system, which is vital to the state of Washington's economy as well as the economy of the entire West Coast. The 2023-2025 biennial transportation budget provides \$11.9 million for WSDOT to launch I-5 system planning and accomplish additional early actions:

- **Begin I-5 Master Plan:** Building on the 2022-2023 listening sessions and legislative recommendations, WSDOT will develop a framework, coordinate corridor needs, and develop core evaluation criteria and a prioritization process for an overall I-5 Master Plan while developing a vision for a resilient statewide transportation system that is safe, sound, and smart. This work will explore emerging technologies, including an equitable and transparent decision-making process and a community and partner engagement program.
- **Determine Lifeline Designation:** Determine if the study corridor will be included as part of a designated lifeline route and pursue the next steps based on the designation.
- **Conduct I-5 Ramp Reconfiguration Study:** Work with the City of Seattle and the I-5 lid representatives to identify opportunities to reconfigure, relocate, or remove ramps between Chinatown-International District and the University District.
- **Advance Seismic Work:** Develop and recommend packages of structures and phasing sequences to conduct the Seismic Vulnerability Analysis. Advance priority package(s) into the analysis.
- **Develop HOV Efficiency Implementation Plan:** Building on the 2023 legislative HOV performance recommendations, identify a pilot project to improve near-term system efficiency that progresses innovative and emerging technologies. Develop a project implementation plan and cost estimate, and advance initial steps to launch the pilot project.
- **Collaborate with Cascadia UHSGT:** Integrate engagement and scenario analysis efforts.
- **Coordinate with existing rail infrastructure** and other related efforts.

We look forward to continuing to work with the Governor's Office and the Legislature on the next steps to deliver this vision.

Sincerely,

Julie Meredith, PE

Assistant Secretary, UMA and Megaprograms, Washington State Department of Transportation

Interim Report for the I-5 Master Plan

June 2023



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Table of Contents

Table of Contents	i
Table of Figures.....	iii
Table of Tables	iii
Table of Appendices	iii
List of Abbreviations.....	iv
Executive Summary	1
Background	1
Listening Sessions	1
Recommendations for the I-5 Master Plan	2
Management Approach.....	2
Planning Process, Milestones, and Decision-Making	2
I-5 Master Plan Limits and Geographies	2
Budget and Workforce Needs	3
Engagement Approach	3
Corridor and Environmental Conditions.....	4
Development of Visions, Goals, and Objectives	4
Project Identification, Screening, and Selection.....	5
Categorization and Prioritization of Recommendations.....	6
Documentation of Projects and Programs Inconsistent with Corridor Vision.....	6
Conclusion	6
Background	7
Background	7
Move Ahead Washington	7
I-5 Master Plan and the PEL Process.....	7
Corridor Context and No Action Alternative Summary.....	8
Whatcom County	10
Skagit County.....	10
Snohomish County	10
King County.....	11
Pierce County	12
Thurston County.....	12
Lewis County.....	13

Cowlitz County.....	13
Clark County	14
Listening Sessions Feedback Summary	15
Feedback Summary Overview.....	15
Common Feedback Themes	15
Critical Issues – Current and Ongoing.....	15
Recommendations for the I-5 Master Plan.....	19
Management Approach	19
Process, Milestones, and Decision-Making.....	20
I-5 Master Plan Limits and Geographies	20
Budget and Workforce Needs	22
Partner and Community Engagement Approach.....	22
Strategies to Center Equity in the Engagement Process.....	22
Tribal Engagement.....	23
Partner Agency Engagement and Communication	24
Corridor and Environmental Conditions	24
Existing Plans and Studies	24
Infrastructure	25
Traffic and Operations.....	25
Demographics.....	26
Emerging Trends.....	27
Environmental Resources	27
Development of Visions, Goals, and Objectives.....	28
Project Identification, Screening, and Selection.....	29
No Action Alternative	29
Coordination with Related Efforts	29
Project Identification Process.....	30
Categorization and Prioritization of Recommendations.....	31
Documentation of Alternatives Inconsistent with Corridor Vision	31
I-5 Master Plan Document Outline.....	31
Main Document Chapters	31
Appendices	32

Table of Figures

Figure 1. I-5 Corridor County Map	9
Figure 2. Critical Elements of a PEL Process	19
Figure 3. I-5 Study Corridor Geography	21
Figure 4. Identification, Screening, and Selection Process	30

Table of Tables

Table 1. Geographic Sections of the I-5 Master Plan Corridor	3
Table 2. Geographic Sections of the I-5 Study Corridor	21
Table 3. Interview Trends by Category	27

Table of Appendices

Appendix A: Listening Sessions Feedback Summary	
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List of Abbreviations

CFR	Code of Federal Regulations
CWCOG	Cowlitz-Wahkiakum Council of Governments
FHWA	Federal Highway Administration
GIS	geographic information system
HEAL Act	Healthy Environment for All Act
HOV	high-occupancy vehicle
I-5	Interstate 5
ITS	Intelligent Traffic System
microsimulation	microscopic simulation traffic modeling
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
PEL	Planning and Environmental Linkages
PSRC	Puget Sound Regional Council
SCOG	Skagit Council of Governments
SR	State Route
SSB	Senate Substitute Bill
SWRTC	Southwest Washington Region Transportation Council
TRPC	Thurston Regional Planning Council
UHSGT	Cascadia Ultra-High Speed Ground Transportation
v/c ratio	volume-to-capacity ratio
WCOG	Whatcom County Council of Governments
WSDOT	Washington State Department of Transportation

Executive Summary

Background

In spring 2022, the Washington State Legislature initiated the Move Ahead Washington transportation package, which, in part, recommended the creation of a Planning and Environmental Linkages (PEL) study for Interstate 5 (I-5), providing the necessary framework for a border-to-border I-5 Master Plan. To inform the study, the Washington State Department of Transportation (WSDOT) conducted listening sessions between July 2022 and April 2023. The outcome of this work is documented in this *Interim Report for the I-5 Master Plan* (Interim Report). This Interim Report provides the background for this effort, summarizes the feedback from the listening sessions, and provides recommendations on the following as directed by Senate Substitute Bill (SSB) 5975, Section 209 (3):

- Study limits
- Milestones and deliverables for environmental analysis
- Committee structure and equitable engagement approaches
- Subsequent phases of the study
- Final scope, budget, and workforce needs

Listening Sessions

WSDOT conducted 91 listening sessions with 357 individuals representing over 137 jurisdictions, tribes, agencies, WSDOT regions and divisions, businesses, and community-based organizations, including those representing vulnerable populations and overburdened communities. Participants were asked to provide information on current planning conversations, projects, and the communities they serve. They also shared their perspectives on the I-5 transportation system, including challenges experienced now, anticipated in the future, and opportunities for improvement. Participants were also asked to identify partners to engage in future planning phases, including an emphasis on overburdened communities in their area. Feedback from participants confirmed that a comprehensive planning process for I-5 is welcomed to set a vision, address existing and anticipated challenges, consider population and employment growth, and provide direction for prioritizing investments.

The listening sessions revealed that future planning should set a modern vision for I-5 that considers the following:

- Equity, inclusion, diversity, and accessibility
- Preservation investments
- Connected communities and accessible I-5 crossings
- Congestion relief
- Freight mobility efficiency
- Improved multimodal operations and transit
- Seismic and climate-related resiliency

Recommendations for the I-5 Master Plan

The key elements of the scope of work for conducting the I-5 Master Plan are presented below.

Management Approach

The I-5 Master Plan will be developed consistent with PEL guidance provided in 23 Code of Federal Regulations (CFR) 450.212 (a)-(c) and 450.318 (a)-(d). By following these regulations, decisions made during the planning process will inform future project development processes, including the National Environmental Policy Act (NEPA).

Planning Process, Milestones, and Decision-Making

The planning process will begin with the integration of the overarching western Washington transportation system program with the I-5 Master Plan and [Cascadia ultra-high speed ground transportation](#) (UHSGT), and coordination with [air mobility planning](#) and other ongoing efforts to design an integrated approach to decision-making and partner, agency, equity considerations, and community engagement.

As directed by the legislature on April 2023 in ESHB 1125, Section 219, WSDOT will use information from the listening sessions to begin I-5 planning work to:

- Develop a framework
- Coordinate corridor needs
- Develop core evaluation criteria and a prioritization process
- Identify early action priority projects that address safety or resiliency, or both, along the corridor

The planning process will be informed by data and refined by WSDOT management and staff, federal agencies, resource agencies, tribes, local jurisdictions, community-based organizations, and community feedback. It is anticipated that the I-5 Master Plan will establish a structure to make and elevate decision-making, likely with both state-level and local/regional-level committees.

Additionally, the Legislature directed WSDOT to submit a report to the transportation committees by December 1, 2024, with recommendations for future phases of the planning work and a detailed funding request for work planned through 2029.

I-5 Master Plan Limits and Geographies

The I-5 Master Plan limits will extend the entire 277 miles from the Canadian border to the Oregon border and include local areas and communities that directly influence I-5 or are influenced by I-5. It is recommended that the I-5 Master Plan be broken into four geographic sections. From north to south, Table 1 outlines the recommended sections. It is further recommended that the proposed segments be finalized, or adjusted as needed, based on consultation and input from the counties and the MPOs at the beginning of the Master Plan effort.

Table 1. Geographic Sections of the I-5 Master Plan Corridor

Section	WSDOT Regions	Counties	MPOs
North	Northwest	Whatcom, Skagit	WCOG, SCOG
Metro	Northwest, Olympic	Snohomish, King, Pierce	PSRC
Olympic	Olympic	Pierce, Thurston	PSRC, TRPC
South	Southwest	Lewis, Cowlitz, Clark	CWCOG, SWRTC

Note: MPO = Metropolitan Planning Organization, WCOG = Whatcom County Council of Governments, SCOG = Skagit Council of Governments, PSRC = Puget Sound Regional Council, TRPC = Thurston Regional Planning Council, CWCOG = Cowlitz-Wahkiakum Council of Governments, SWRTC = Southwest Washington Region Transportation Council

Budget and Workforce Needs

In April 2023, the Washington State Legislature approved \$11.9 million of the Move Ahead Washington flexible account for an I-5 Master Plan, as well as other related work. The I-5 Master Plan will be partially funded by a portion of the \$11.9 million and partially funded by a future allocation. WSDOT is working to develop detailed budgets to align with the specific scopes of work.

WSDOT will prepare a report to the transportation committees of the Legislature by December 1, 2024, with recommendations for future phases and a detailed funding request for work planned through 2029.

Engagement Approach

Based on feedback from the listening sessions; agency, state, and federal policies; and best practices; WSDOT intends to use an equity-centered engagement approach that:

- Builds awareness and offers a variety of ways to participate
- Is accessible, inclusive, and culturally responsive
- Engages and elevates diverse voices and broad perspectives in communities along the corridor and statewide
- Brings experts together to address transportation and related topics like land use, economic development, public health, and climate
- Promotes collaboration between partner agencies and jurisdictions
- Engages with indigenous people and tribes
- Is transparent and communicates how input will influence plan decisions and people-centered outcomes
- Incorporates engagement strategies to advance environmental justice in accordance with the [Healthy Environment for All Act \(HEAL Act\)](#). Environmental justice in Washington State, as provided in the HEAL Act, addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating harm. ([RCW 70A.02.010](#))

The engagement program will be delivered in coordination with Cascadia UHSGT and provide opportunities to collaborate with other local, regional, and state agencies to achieve informed community involvement, agency commitment, and alignment around a safe, sound, and smart future of I-5.

Corridor and Environmental Conditions

Collecting existing conditions information throughout the I-5 corridor will allow WSDOT to make informed decisions about current issues and forecast what problems could occur if additional investments and improvements are not made. The following data will be collected:

- **Existing Plans and Studies:** Recommendations from the last 15 years of planning efforts
- **Infrastructure:** Existing and planned major infrastructure within the study area that could be affected by or affect transportation projects
- **Traffic and Operations:** Regional macroscopic and local microscopic traffic modeling, as well as safety analyses identifying existing hotspots, crash trends, and Highway Safety Manual performance measures; travel analysis to understand how I-5 is used by vulnerable populations and overburdened communities
- **Demographics:** Socioeconomic and demographic data from the 2020 Census or the American Community Survey five-year estimates at the block group census geography
- **Emerging Trends:** For example, vehicle electrification and automation, micromobility, strategic freight and warehousing nodes, remote work, and travel mode innovation
- **Environmental Resources:** Assemble desktop available, Geographic Information System (GIS)-based data for a right-sized baseline investigation of appropriate environmental disciplines, including those potentially impacting the built, natural, and social environments to facilitate more efficient future analyses such as during NEPA

Early identification of existing or planned infrastructure can lead to proactive collaboration between I-5 improvement projects and other infrastructure owners/operators to identify conflicts or effects and work towards solutions.

Development of Visions, Goals, and Objectives

The development of the Vision, Goals, and Objectives will serve as a link to connect planning priorities and values to the development, screening, and selection of project and program recommendations. In the context of a large planning corridor, like I-5, WSDOT recommends a tiered approach to capture both state-level policy and program priorities and values, as well as regional and local priorities and values that include:

- **Vision:** Develop in coordination with the overarching Western Washington transportation system program and Cascadia UHSGT
- **Goals:** Broader and longer-term outcomes desired from the implementation of the I-5 Master

Plan to meet the vision

- **Objectives:** Measurable localized actions to achieve the goals

The Vision, Goals, and Objectives will be the starting point for developing Purpose and Need statements in subsequent NEPA processes.

Project Identification, Screening, and Selection

No Action Alternative

The existing conditions on the corridor are important to understand, but a more appropriate point of comparison is the no action alternative. The no action alternative assumes the completion of projects currently in construction or preconstruction as well as projects that are planned and funded to be complete by 2030. The no action alternative is important to consider as a point of comparison during the I-5 Master Plan process.

Coordination with Related Efforts

The I-5 Master Plan will coordinate with other project or program planning efforts to ensure that they are consistent such as the following:

- Cascadia Ultra-High Speed Ground Transportation
- Air Mobility Planning
- I-5 Skagit Transportation Study
- I-5 Marvin Road to Mounts Road PEL Study
- US 2 Westbound Trestle Study
- 2023 Washington State I-5 Corridor Economic Analysis
- North Lewis County Industrial Access Transportation Study
- South Pierce Multimodal Connectivity Study
- I-5 Interstate Bridge Replacement (over the Columbia River)
- I-5 Operations & Transportation Demand Management Analysis (Fairhaven to Grandview)
- Other locally driven projects

Project Identification Process

The I-5 Master Plan process will not predetermine the type of recommended projects or programs to be considered. The following are some project-type categories for consideration; however, this is not an exhaustive list and will remain open-ended during the development and screening of options:

- **Preservation:** Projects that preserve existing transportation infrastructure transportation and services
- **Roadway:** Infrastructure projects that improve vehicle, freight, and transit operations
- **Active Transportation:** Projects that improve bicycle, pedestrian, and trail facilities and

emerging micromobility solutions

- **Technology:** Investments in technology such as Intelligent Traffic System (ITS) solutions, which may be paired with physical improvements but may also stand alone as websites or applications
- **Program:** Actions taken that may require intergovernmental agreements, policy changes, or incentivized behaviors and do not necessarily require the construction of physical infrastructure

Categorization and Prioritization of Recommendations

When projects or programs are identified, they will be organized to understand the decisions or resources necessary to implement them. If early action projects are identified during the planning process, those will be prioritized using the plan's committee and decision-making process, and project implementation will begin as soon as possible. All other project suggestions will be categorized by project type and prioritized based on criteria such as safety benefits; how much they contribute to the corridor vision; short-term versus long-term benefits; implementation timeline, and level of difficulty to implement, including NEPA, permitting and constructability; available funding and resources; community benefits and impacts; and equitable distribution of resources and benefits. This process will be community-facing and track the implementation of the recommended projects and programs.

Documentation of Projects and Programs Inconsistent with Corridor Vision

The screening process will also document which project suggestions are inconsistent with the corridor vision. These projects and programs will be "eliminated" or "not carried forward" based on the rationale for the decision and the direction of the Federal Highway Administration (FHWA), WSDOT, and the Master Plan Management Team.

Conclusion

The emerging legislative interest in planning the I-5 system, inclusive of opportunities for Cascadia UHSGT and air mobility, will influence specific coordination steps, community, federal agency and partner engagement, land use considerations, funding opportunities, policy considerations, and regulatory checkpoints. WSDOT will use an integrated approach to multimodal system planning that will benefit the public to develop a modern, safe, sound, and smart transportation system border-to-border. The following report focuses on the requirements of **SSB 5975, Section 209 (3)**. WSDOT recognizes that coordination and integration with other transportation opportunities will influence specific methodologies, inputs, and potential implementation directions.

Background

Background

In spring 2022, the Washington State Legislature initiated the Move Ahead Washington transportation package to create a PEL study for I-5, providing the necessary framework for a statewide I-5 Master Plan. The PEL process will assess strategies and actions to address right-of-way preservation, climate change, efficiency, and person throughput to optimize safety and operations in the I-5 corridor effectively in the long term.

WSDOT conducted over 91 partner and community listening sessions between July 2022 and April 2023, which began research to inform the PEL process. The outcome of this work is documented in this *Interim Report for the I-5 Master Plan* (Interim Report) and proposes the following:

- I-5 Master Plan study limits
- Milestones and deliverables for environmental analysis
- Committee structure and equitable engagement approaches
- Subsequent phases of the study
- Final scope, budget, and workforce needs

Move Ahead Washington

In addition to this report, the Legislature requested two additional reports as part of the 2022 Move Ahead Washington transportation package. The first is a seismic risk assessment of approximately 150 structures between Boeing Field to Lake City Way. The report includes detailed recommendations for future seismic vulnerability analysis and a funding request. This report was delivered to the Legislature in December 2022.

The second report is the Interim Report: I-5 Near-Term and Longer-Term High-Occupancy Vehicle (HOV) Lane Recommendations which will develop recommendations aimed at HOV system efficiency along the I-5 corridor. Due to the Legislature on June 30, 2023, it is being submitted along with this Interim Report.

I-5 Master Plan and the PEL Process

The I-5 Master Plan will align with WSDOT's strategic goals of resiliency, equity, and workforce development. WSDOT recommends that the I-5 Master Plan be developed and conducted in accordance with planning regulations 23 CFR 450.212(a)-(c) and 450.318(a)-(d), which allow WSDOT and FHWA to use the planning products developed during the PEL process to inform future environmental approvals through use or incorporation by reference in future NEPA documentation. It is anticipated that the completed I-5 Master Plan will become a working document for WSDOT to inform a systematic approach to improving I-5.

Corridor Context and No Action Alternative Summary

I-5 is the primary north-south route and is the backbone of Washington's transportation system, powering the statewide and regional economies, linking international markets to our ports, and connecting people to jobs, goods, and each other. It spans 277 miles, travels through nine counties (Whatcom, Skagit, Snohomish, King, Pierce, Thurston, Lewis, Cowlitz, and Clark), and is the only north-south interstate to traverse the entire state. Much of the corridor travels through rural areas, with two to three lanes in each direction. In the central region near Seattle, Tacoma, and Olympia (lower WSDOT Northwest Region and upper WSDOT Olympic Region), the mainline navigates through more urban environments. Here I-5 picks up HOV/express lanes, parallels many existing and future transit facilities, and interchanges increase in concentration, with lids over the mainline in Seattle. Without significant investment and adequate funding for the WSDOT Bridge and Structure Preservation program, continuing the status quo will result in more frequent disruptions to traffic on I-5 as emergency repairs are needed.

Over 300 recommendations to improve the I-5 corridor were identified by or brought to the team during the listening sessions, of which approximately half are part of the expected no action alternatives. These no action projects are expected to be constructed or in construction no later than 2030. As a result, these projects will not be re-analyzed during the I-5 Master Plan but instead will be assumed as part of the future existing conditions in the corridor. The remaining identified projects have been recommended by a WSDOT-led planning process, an MPO, or local jurisdiction but do not have identified funding and are not expected to be completed in the near term. These unfunded projects are subject to reconsideration by the I-5 Master Plan. The no action alternative is important to consider as a point of comparison during a PEL study to understand what happens if no additional improvements are made.

The following sections, organized from north to south, describe some of the no action projects that will have more substantial effects on the I-5 corridor in each county and the current condition of the corridor through each county.

Figure 1. I-5 Corridor County Map



Whatcom County

The section of I-5 that traverses Whatcom County is approximately 34 miles. The northern portion follows freight rail until Bellingham Bay. It traverses through rural and urban areas, with the most urban and dense land in Bellingham. The mainline maintains two lanes in each direction through most of Whatcom County and hosts 19 interchanges. An Operations and Transportation Demand Management Analysis was completed in June 2020.

No action alternative projects most likely to affect the I-5 corridor in Whatcom County are listed below.

Whatcom County Projects with Potential I-5 Impacts

- North Lake Samish Road Bridge No. 107
- I-5/Slater Road Interchange: Improvements
- Thornton Railroad Overcrossing with Connector to 2nd Avenue Roundabout
- I-5/Northbound On-Ramp at Bakerview (constructed in 2021)

Skagit County

The land use along I-5 in Skagit County is primarily rural except for the section that passes through Burlington and Mount Vernon. This section of I-5 is about 25 miles long and is paralleled by the BNSF Railway mainline tracks on the east, starting just north of Burlington and on the west, starting just north of Mount Vernon until the county line, where the tracks veer off to the west. Most of the I-5 mainline in Skagit County has two general-purpose lanes in each direction. South of the Mount Vernon Road interchange, I-5 becomes a three-lane facility in each direction. There are 12 Interchanges along I-5 in Skagit County. Currently, the Northwest Region/Mount Baker Area is engaged in a study of I-5 within the cities of Burlington and Mount Vernon (I-5 Skagit Transportation Study).

No action alternative projects most likely to affect the I-5 corridor in Skagit County are listed below.

Skagit County Projects with Potential I-5 Impacts

- I-5/SR 536
- George Hopper Interchange Improvements, Phase I, II, and III
- Mount Vernon Library Commons Project
- SR 536 Corridor/Kincaid Road: Ramp Terminals and Improvements
- I-5 and Cook Road

Snohomish County

Approximately 40 miles of I-5 passes through Snohomish County. The northern portion of Snohomish County is primarily rural until North Marysville, where it becomes more urban with some residential and commercial land uses. The North Marysville area is also where railroad lines approach and parallel the mainline. The northern portion of I-5 has three lanes in each direction until Pacific Avenue, where it picks up a fourth lane and HOV/express lane, until around the SR 99/SR 527/Wood Creek and I-5

Interchange, where the configuration changes back to three lanes with an HOV/express lane in each direction. I-5 also crosses Ebey Slough, Steamboat Slough, Union Slough, and the Snohomish River between Marysville and Everett. Snohomish County has 23 interchanges, making it an intersection-dense section of the I-5 corridor.

No action alternative projects most likely to affect the I-5 corridor in Snohomish County are listed below.

Snohomish County Projects with Potential I-5 Impacts

- I-5 SR 528, Marine Drive and 88th Street Northeast Interchange
- Northbound HOV lanes from I-5/Northbound Marine View Drive to SR 528
- Lynnwood Link Extension
- Stride Bus Rapid Transit Lines S1 and S2
- I-5 HOV Lanes from US 2 to SR 529
- I-405 Second Express Toll Lane
- I-5/Northgate Way and Maple Road Bridges: Seismic Retrofit
- I-5/Northbound Lowell Road to Snohomish River: Prestressed Concrete Cylinder Pipe and Expansion Joints Rehab
- City of Edmonds, Highway 99 Gateway: Revitalization and Poplar Extension Bridge
- I-5/156th Northeast Interchange in Marysville

King County

King County is the most dense and urban section of I-5, which extends about 38 miles through the county. This section is characterized by the I-5 express lane, which has up to four lanes in some sections and is separate from the mainline from near the King County border south to Denny Way, where it re-merges with the highway as an express/HOV lane. I-5 traverses the core of Seattle, with parallel and intersecting transit facilities, two lids, several streets that pass over I-5, and portions where express lanes separate and rejoin the I-5 mainline. South of Exit 163B, the mainline has three lanes in each direction, plus an express lane in each direction with auxiliary lanes. From Lucille Street (South Seattle) to Southcenter Boulevard, I-5 has four lanes and an express lane in each direction. The surrounding land starts to become more industrial and less urban south of Seattle. I-5 crosses the Duwamish River, after which it picks up one to two extra lanes in each direction as auxiliary lanes. South of Klickitat, southbound I-5 has five general-purpose lanes, while northbound has four general-purpose lanes; each direction has an express lane on the inside. South of 188th Street, northbound and southbound I-5 are four lanes each, with an express/HOV lane in each direction. There are 35 interchanges along I-5 in King County.

No action alternative projects most likely to affect the I-5 corridor in King County are listed below.

King County Projects with Potential I-5 Impacts

- I-5 Southbound South Spokane Street to I-90 West-South Ramp: Deck Overlay and Expansion Joints
- I-5/SR 161/SR 18 Project
- RapidRide: G Line
- RapidRide: H Line
- RapidRide: J Line
- Federal Way Link Extension
- HOV and Express Lane Access and Connection I-5/SR 520 Interchange

Pierce County

This section of I-5 through Pierce County is approximately 25 miles and has three to four general-purpose lanes in each direction. The HOV/express lane ends just north of the Port of Tacoma and is picked up again and remains from SR 16 south of 38th Street. I-5 crosses the Puyallup River and traverses mostly urban land use while passing through Tacoma and Lakewood. From Thorne Lane to Center Drive, there are four lanes in each direction, with a grassy median between them. The surrounding land is rural and forested. I-5 becomes three lanes in each direction south at the Mounts Road Interchange (Exit 116), where the surrounding land becomes more dense (mostly residential). There are 20 interchanges along I-5 in Pierce County.

No action alternative projects most likely to affect the I-5 corridor in Pierce County are listed below.

Pierce County Projects with Potential I-5 Impacts

- SR 167 Extension
- I-5/ Joint Base Lewis-McChord Corridor Improvements
- South Tacoma Station Access Improvements
- DuPont Sounder Extension
- I-5/SR 16 Tacoma/Pierce County HOV Program
- I-5 and 54th Avenue East Interchange

Thurston County

This section of I-5 through Thurston County is nearly 30 miles. From north to south in the county, land use south of Martin Way becomes denser as the corridor approaches Tumwater Boulevard, where I-5 is three lanes in each direction with a center median. The land use south of Tumwater becomes less dense but not entirely rural; I-5 maintains three lanes in each direction in this section. Continuing south, the land use becomes more mixed urban/farm/industrial and increasingly rural until Grand Mound. South of Grand Mound is still rural until West Reynolds Avenue, where it transitions to commercial and residential properties, and I-5 drops to two lanes in each direction. The mainline is paralleled closely by BNSF

Railroad tracks from Maytown Road southwest into Lewis County. There are 15 interchanges along I-5 in Thurston County.

No action alternative projects most likely to affect the I-5 corridor in Thurston County are listed below.

Thurston County Projects with Potential I-5 Impacts

- I-5 Trosper/Capitol Boulevard Reconfiguration
- I-5 Marvin Road to Mounts Road PEL Study

Lewis County

Approximately 29 miles of I-5 pass through western Lewis County and has 14 interchanges. From the Thurston/Lewis County border to the Skookumchuck River, I-5 is three lanes in each direction and passes through Chehalis starting north of the river. South of the Skookumchuck River, I-5 narrows to two lanes in each direction and parallels the Chehalis River until south of SR 6/Main Street and I-5 Interchange. I-5 is two lanes in each direction until the Southwest Parkland Drive interchange, then widens to three lanes in each direction and moves into a more industrial area. South of the Rush Road interchange, I-5 narrows to two lanes in each direction and traverses a primarily rural landscape, crossing the Newaukum and Cowlitz rivers before entering Cowlitz County.

No action alternative projects most likely to affect the I-5 corridor in Lewis County are listed below.

Lewis County Projects with Potential I-5 Impacts

- I-5/Rush Road Interchange Improvements
- I-5 Chamber Way: Stage 2

Cowlitz County

The section of I-5 that traverses Cowlitz County is approximately 35 miles long and has 14 interchanges. From the county border on the north to the Toutle River Rest Area, I-5 is two lanes in each direction, then widens to three lanes south of the rest area. This stretch is rural until the SR 504 Interchange in Castle Rock, after which the land use is a mix of urban, industrial, and rural. I-5 is paralleled closely by the Cowlitz River, starting north of Castle Rock, and passes through Longview, Kelso, Carrolls, and Kalama before reaching the Clark County border.

No action alternative projects most likely to affect the I-5 corridor in Cowlitz County are listed below.

Cowlitz County Projects with Potential I-5 Impacts

- Industrial Way/Oregon Way Intersection Improvements
- I-5/SR 432 Talley Way Interchanges: Rebuild Interchanges
- SR 411 Cowlitz River Bridge: Replace Bridge Deck

Clark County

The section of I-5 in Clark County is approximately 20 miles, has 13 interchanges, traverses both urban and semi-rural areas, and is three lanes in each direction. Southward from the city of Woodland and Lewis River Road, I-5 crosses the Lewis River, then the East Fork Lewis River. South of Northeast 179th Street into Vancouver, the land use becomes denser, and I-5 is three lanes in each direction, except where auxiliary lanes are incorporated near and between interchanges to the south. I-5 connects to I-205 in Salmon Creek, north of Vancouver.

No action alternative projects most likely to affect the I-5 corridor in Clark County are listed below.

Clark County Projects with Potential I-5 Impacts

- I-5/I-205 Concrete Panel Replacement and Joint Rehabilitation
- SR 501/I-5 to Port of Vancouver: Intersection and Profile Improvements
- I-5/Northeast 179th Street (Northeast Delfel Road to Northeast 15th Avenue)
- I-5/Mill Plain Boulevard
- I-5/Northeast 134th Street Interchange (I-5/I-205): Rebuild Interchange
- Fourth Plain Boulevard and Fort Vancouver Way: Safety and Mobility
- I-5 East Fork Lewis River Northbound Bridge Replacement
- I-5 Interstate Bridge Replacement (over the Columbia River)

Listening Sessions Feedback Summary

Feedback Summary Overview

WSDOT conducted listening sessions with partners representing a range of transportation interests inside and outside the agency to inform the PEL and I-5 Master Plan recommendations in this Interim Report. WSDOT held **91 listening sessions** from August 2022 through April 2023. Some sessions were conducted with multiple organizations, and most sessions were virtual.

Listening session participants included **357 individuals** representing over **137 jurisdictions, tribes, agencies, businesses, organizations, and internal WSDOT divisions**. The feedback collected at these listening sessions is documented in Appendix A. Higher-level themes are described in the sections below.

The sessions began with an overview of the work WSDOT is conducting as directed by SSB 5975. Then participants were asked to provide information on current planning efforts, projects, and their perspectives on the I-5 transportation system, including challenges experienced now and anticipated in the future, as well as opportunities for improvement. Participants were also asked to help identify partners to engage as the planning process moves forward, including vulnerable populations and overburdened communities in their area.

Common Feedback Themes

Common themes heard across the listening sessions include:

- I-5 is vital to the movement of people and goods and is the backbone of our regional economy
- Congestion is experienced corridor-wide and affects the quality of life
- Improved access across I-5 is needed to connect communities and provide safe routes for people who walk, bicycle, and use public transit
- Overburdened communities experience current I-5 challenges, and an equity-centered planning process is vital
- A resilient I-5 system is needed to withstand seismic events and the effects of climate change
- Improving operations and transit service versus adding capacity is generally preferred
- A comprehensive planning approach is needed for a modern I-5 system

Critical Issues – Current and Ongoing

A Modern Vision for I-5

Most participants saw benefits in developing an I-5 Master Plan that collaboratively creates a modern vision for the system and includes a framework to prioritize investments. A regionally coordinated approach to project funding could help create transparency, bridge geographic transportation disparities along the corridor, and ensure equitable benefits from investments.

Participants felt that the I-5 Master Plan should center on the needs of communities, remain high-level and not overly complex, and allow flexibility and the ability to adapt, accommodate, and respond to changes such as:

- Growth and development
- Emerging technologies and trends
- Investments in other modes, such as transit and high-speed rail
- New needs and opportunities

Equity, Inclusion, Diversity, and Accessibility

Vulnerable populations and overburdened communities along or accessing the I-5 corridor currently experience considerable challenges. Concerns shared by listening session participants include:

- Direct intercity transit service is a vital and currently unmet need that requires multiple bus transfers and long travel times.
- Residing outside economic centers due to the high cost of living creates reliance on I-5 to reach jobs. The workforce is being priced out of urban areas, causing additional disadvantages such as increased commute times, cost, and traffic complications, causing congestion farther from urban core areas.
- Safe, comfortable, efficient I-5 crossings are needed to serve those who walk, bike, and access transit.
- If tolling is considered, its impact on lower-resourced people who rely on I-5 should be evaluated.

It is vital to center an I-5 Master Plan on equity, both in process and outcomes. This Plan should include a meaningful engagement process with broad perspectives and diverse representation at the decision-making level and employ strategies that connect with overburdened communities.

Preservation Investments

While participants acknowledged that planning for the future of I-5 is critical, many stressed the importance of preserving and maintaining the existing system. From aging infrastructure to safe access for people walking and biking around interchanges, current challenges should be prioritized. As maintenance and preservation projects occur, local jurisdictions and communities stressed the need for early engagement and frequent communications to stay informed about construction effects.

Connected Communities and Accessible I-5 Crossings

I-5 often acts as a barrier bisecting communities and separating people, infrastructure, businesses, parks, health care, and schools, with long distances between crossing opportunities for all modes. Further, I-5 crossings are often uncomfortable for people who walk, bicycle, and use transit.

Urban interchanges are becoming congested as they function as both transit hubs and freeway access. As the population grows, some less-urbanized areas desire more access to I-5 and experience congestion at their limited number of crossings; there is interest in developing new interchanges and

points to cross I-5.

To create more connected communities and enhance safety and mobility, participants stressed the need for improvements at existing interchanges (such as widened sidewalks, bicycle and bus lanes, and transit signal prioritizations). There also is some interest in building lids over I-5 to create more pedestrian- and cyclist-focused crossings.

I-5 is also a barrier to wildlife, and there were multiple areas along the corridor where the need for wildlife crossings was suggested.

Congestion Relief

More people are experiencing traffic congestion as growth occurs in both major urban areas and rural communities along the I-5 corridor. Congestion presents higher costs and greater strain on commuters, commercial drivers, and emergency services. Participants in the I-5 corridor's most populous counties—Snohomish, King, and Pierce—mentioned major back-ups on I-5 that have caused spillover traffic onto local streets. The increasing cost of living in urban areas, coupled with the ability to work remotely at least multiple days a week, has led to more people and businesses relocating to more rural areas along the corridor. These rural communities have experienced rapid residential and commercial growth around I-5, putting strain on their interchanges and local streets while increasing system demand.

Freight Mobility Efficiency

I-5, the most significant freight corridor on the West Coast, serves many major ports and links to international markets. A 24/7 goods movement and just-in-time manufacturing supply chain require a resilient, predictable, and reliable transportation system, which does not describe I-5 today. Back-ups at the Canadian border that affect freight movement are an ongoing issue. Some challenges surrounding freight movement on I-5 include high traffic volumes even during non-peak hours, outdated infrastructure that cannot support heavy freight vehicles, insufficient truck parking, and a lack of parallel routes in some areas that serve freight, leading to time-intensive detours.

Improved Multimodal Operations and Transit

As communities experience operational challenges today and anticipate further challenges in the future, most listening session participants generally prefer demand-management, transit, and safety solutions instead of additional lanes. There is some support for increasing capacity where I-5 has never been widened, where two lanes merge into three-lane sections, and at challenging interchanges. Ramp metering and auxiliary lanes are specific suggestions to help improve operations.

There is support for using lane management to improve traffic flow. Suggestions for managed lanes included:

- Pricing strategies
- Expanding the HOV system on I-5
- Exploring transit-only and through-traffic-only lanes
- Improving managed lane system integration across the Puget Sound region

Substantial transit investments in the Puget Sound region have provided the opportunity to integrate

better transit operations into the future I-5 system. Expanding high-capacity transit and direct intercity bus connections can encourage transit usage and reduce car reliance.

Seismic and Climate-Related Resiliency

Most participants stressed the importance of I-5 becoming operational shortly after extreme weather, seismic events, or other disasters. Communities throughout the corridor raised resiliency concerns, listed below:

- Increasing climate change and weather-related events such as flooding and landslides that close lanes or the entire freeway
- Seismic vulnerability of I-5 bridges and structures adjacent to I-5, such as levees and dams, and its performance after a major earthquake
- Few or nonexistent parallel routes that offer alternate north/south travel options, leading travelers to often use adjacent local roads in residential areas or mountain roadways unintended for high-volume or freight traffic

Acknowledging the Historical Impacts of I-5

Listening sessions were held with organizations that represent vulnerable populations and overburdened communities to gather their perspectives on how I-5 functions, impacts, and serves them now, as well as into the future. The input received is included throughout the common themes, critical needs, and county geography sections of the feedback summary report (Appendix A). These conversations communicated many of the same transportation themes received throughout the listening sessions. However, they also provided unique perspectives from communities of color, including Black participants who generously shared their or their family's history with I-5 when it was originally constructed. Participants reminded the team that construction of the interstate system displaced and negatively impacted neighboring communities. For example, when I-5 was originally built through the City of Seattle, it divided and displaced a vibrant commercial district that included social gathering places that served the city's communities of color. It is important to acknowledge and learn from the past as the I-5 Master Plan envisions an equitable and accessible transportation system that serves all people while preserving the rich historical context and resources along the corridor.

Recommendations for the I-5 Master Plan

This section will summarize the key elements of the scope of work for conducting the I-5 Master Plan.

Management Approach

WSDOT recommends that the I-5 Master Plan be developed consistent with the PEL process provided in 23 CFR 450.212 (a)-(c) and 450.318 (a)-(d). Following these regulations, the data analyzed, and decisions made during the Master Plan may help streamline future project delivery strategies and outcomes, including NEPA and subsequent project permitting. The PEL process should follow the appropriate PEL regulations, as summarized in Figure 2.

WSDOT recommends that the I-5 Master Plan be developed as part of a multimodal, systems-level study encompassed within an accepted statewide planning process. For this I-5 Master Plan, that means the process will likely include the following, at a minimum:

- Development of Vision, Goals, and Objective statements
- Definition of the travel corridor and modes
- Development and screening of options
- Description of the environmental setting, potential effects, and mitigation

The I-5 Master Plan should include coordination with FHWA, resource and regulatory agencies, and other federal, state, local, and tribal agencies. These agencies, other partners, and the community will have the opportunity to review plan information and be provided a reasonable opportunity to comment. The PEL process will follow FHWA PEL guidance regarding the integration of transportation planning and the NEPA process, which encourages the use of planning studies to provide information for incorporation into future NEPA documents. The goal of these early integrated planning efforts is to streamline subsequent analysis during NEPA processes and incorporate early and continuous engagement with partners, agencies, and the public.

As part of the process, WSDOT will need to document the relevant information, including methodologies and results from data collection, engagement activities, project and program considerations, screening results, and recommendations for future project development.

Figure 2. Critical Elements of a PEL Process



Though the recommendation is to follow the PEL planning process, WSDOT recommends that the community-facing name will be the “I-5 Master Plan.” Individual FHWA PEL questionnaires will be

developed for each geographic section of the study area to provide the level of detail necessary for future phases of project development. The questionnaires will be included as appendices to the final report.

Process, Milestones, and Decision-Making

The planning process will begin with the integration of the overarching western Washington transportation system program with the I-5 Master Plan and Cascadia UHSGT, and coordination with air mobility planning and other ongoing efforts to design an integrated approach to decision-making and partner, agency, equity considerations, and community engagement.

As directed by the Legislature this spring in ESHB 1125, Section 219, WSDOT will begin I-5 planning work to:

- Develop a framework
- Coordinate corridor needs
- Develop core evaluation criteria and a prioritization process
- Identify early action priority projects that address safety or resiliency, or both, along the corridor

The planning process will be informed by data and refined by WSDOT management and staff, federal agencies, resource agencies, tribes, local jurisdictions, community-based organizations, and community feedback. It is anticipated that the I-5 Master Plan will establish a structure to make and elevate decision-making, likely with both state-level and local/regional-level committees and groups. Ultimately, the FHWA will review and endorse the PEL process at key milestones and the conclusion of the master planning effort.

Additionally, the Legislature directed WSDOT to submit a report to the transportation committees by December 1, 2024, with recommendations for future phases of the planning work and a detailed funding request for work planned through 2029.

I-5 Master Plan Limits and Geographies

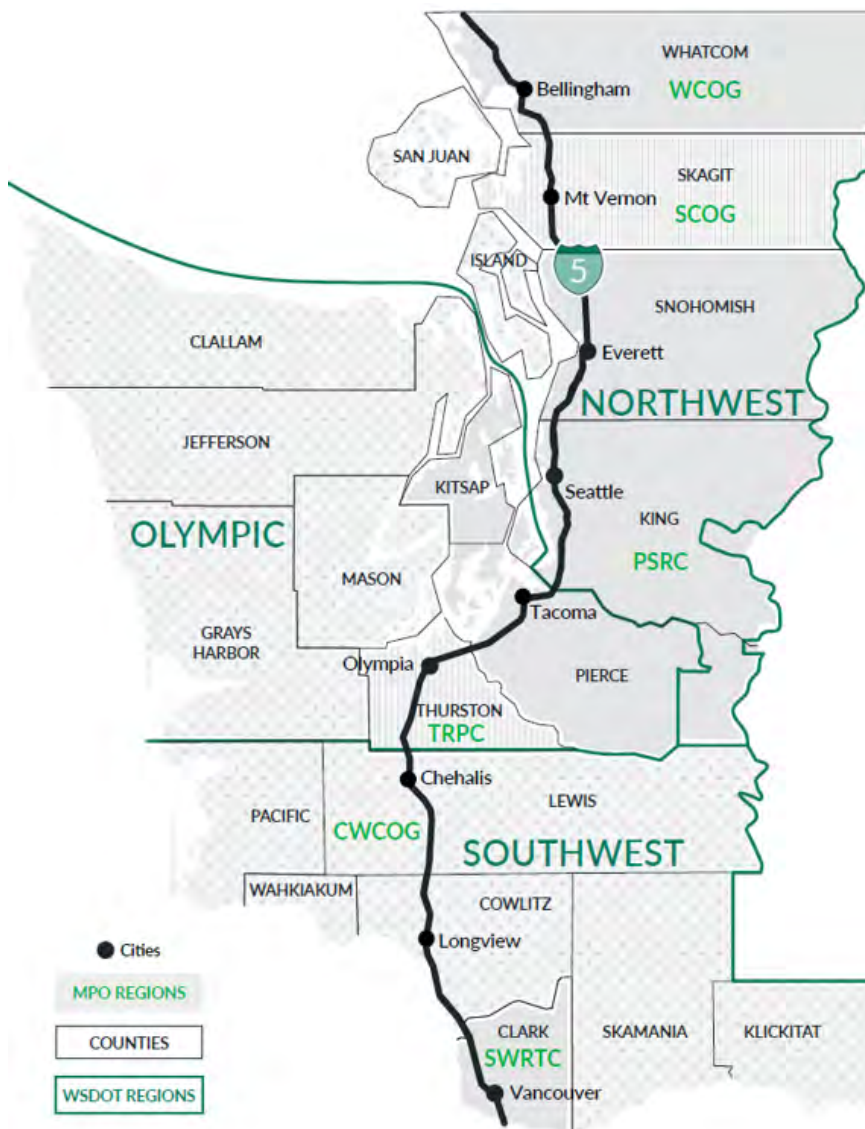
The I-5 Master Plan study limits will be confirmed at the project's onset. The study limits will not be restricted to the I-5 facilities and existing I-5 right-of-way. The study area will include those local areas and communities directly served by I-5 and with daily travel patterns that influence I-5 or are influenced by I-5. WSDOT Regions encompassing the I-5 Master Plan study limits include the Northwest, Olympic, and Southwest regions. Although the overall study limits will cover the I-5 corridor, the study limits will be broken into smaller sections to address local issues at a more granular level. Four sections of I-5 are recommended. It is further recommended that the proposed segments be finalized, or adjusted as needed, based on consultation and input from the counties and the MPOs prior to beginning the Master Plan effort and in coordination with other ongoing efforts.

From north to south, Figure 3 and Table 2 outline geographic regions with the corresponding MPOs.

Table 2. Geographic Sections of the I-5 Study Corridor

Section	WSDOT Regions	Counties	MPOs
North	Northwest	Whatcom, Skagit	WCOG, SCOG
Metro	Northwest, Olympic	Snohomish, King, Pierce	PSRC
Olympic	Olympic	Pierce, Thurston	PSRC, TRPC
South	Southwest	Lewis, Cowlitz, Clark	CWCOG, SWRTC

Figure 3. I-5 Study Corridor Geography



Budget and Workforce Needs

In April 2023, the Washington State Legislature approved \$11.9 million for the Move Ahead Washington flexible account. This funding was designated for an I-5 Master Plan following PEL planning guidance to build upon the work completed by the efforts documented in this report, as well as the seismic resiliency work and the HOV system work.

WSDOT is working to develop detailed budgets to align with the specific scopes of work.

WSDOT will prepare a report to the Legislature's transportation committees by December 1, 2024, with recommendations for future phases and a detailed funding request for work planned through 2029.

Partner and Community Engagement Approach

Based on partner feedback, agency, state and federal policies, and best practices, WSDOT intends to use an equity-centered engagement approach in coordination with Casacadia UHSGT that:

- Builds awareness and offers a variety of ways to participate
- Is accessible, inclusive, and culturally responsive
- Engages and elevates diverse voices and broad perspectives in communities along the corridor and statewide
- Brings experts together to address transportation and related topics like land use, economic development, public health, and climate
- Promotes collaboration between partner agencies and jurisdictions
- Engages with Indigenous people and tribes
- Is transparent and communicates how input will influence plan decisions and people-centered outcomes
- Incorporates engagement strategies to advance environmental justice in accordance with the [HEAL Act](#). Environmental justice in Washington State, as provided in the HEAL Act, addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating harm. ([RCW 70A.02.010](#))

The HEAL Act addresses disproportionate environmental and health impacts in all laws, rules, and policies by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating harm.

Strategies to Center Equity in the Engagement Process

The I-5 Master Plan engagement process will reflect the voices and perspectives of vulnerable populations and overburdened communities who have been historically impacted disproportionately by transportation investments, including those listed below:

- People with either low income, people who are economically disadvantaged, or both
- Black, Indigenous, and People of Color
- Older adults and youth
- People who speak non-English languages, especially those with limited English proficiency
- People living with a disability

Key strategies for equitable engagement to consider include:

- Balancing qualitative research with geospatial, demographic, and socioeconomic data to locate high-priority audiences
- Teaming with local leaders and community-based organizations with strong community relationships to reach diverse audiences corridor-wide, co-create outreach strategies and culturally relevant messages, provide in-language facilitation, language translation and interpretation, and on-the-ground engagement
- Providing early and ongoing engagement with the equity organizations that participated in the listening sessions and other organizations that represent vulnerable populations and overburdened communities suggested by listening session participants
- Recruiting new and diverse community voices and perspectives to serve on all I-5 Master Plan committees and work groups
- Compensating community members who serve on committees, work groups, focus groups, and related activities based on individual situations and state and federal regulations
- Developing visually rich, Americans with Disabilities Act-compliant materials
- Offering multiple ways to engage, including meeting people where they are and already gather
- Beginning engagement early in the process and being accountable to input received, clearly communicating how it shapes outcomes throughout the project

Tribal Engagement

WSDOT will engage tribes early and throughout the project through the following:

- WSDOT tribal liaisons and planning staff consultation (consistent with the procedure on tribal consultation established in the Centennial Accord and the New Millennium Agreement)
- Coordination at key milestones
- Strategic outreach and communications
- Established networks such as the Tribal Transportation Planning Organization

The I-5 Master Plan process will continue to engage tribes that were contacted during the listening sessions:

- Confederated Tribes of the Chehalis Reservation
- Cowlitz Indian Tribe
- Duwamish Tribe of Indians
- Lummi Nation
- Muckleshoot Tribe
- Nisqually Indian Tribe
- Nooksack Indian Tribe
- Puyallup Tribe of Indians
- Samish Indian Nation
- Sauk-Suiattle Indian Tribe
- Skokomish Indian Tribe
- Snoqualmie Indian Tribe
- Squaxin Island Tribe
- Stillaguamish Tribe of Indians
- Swinomish Indian Tribal Community
- Tulalip Tribes
- Upper Skagit Indian Tribe
- Yakama Nation

Partner Agency Engagement and Communication

The partner agency engagement program will regularly coordinate and provide opportunities to collaborate with other local, regional, and state agencies to achieve informed community involvement, agency commitment, and alignment around a safe, sound, smart future of I-5.

Corridor and Environmental Conditions

The backbone of planning for the future is understanding the present. Collecting existing conditions information throughout the I-5 corridor will allow WSDOT to make informed decisions about current issues and forecast what could occur if additional investments and improvements are not made. The existing conditions also serve as a first step to scope for long-lead items, potential controversy, intergovernmental or private sector coordination, and regulatory requirements.

Existing Plans and Studies

Planning activities are already occurring along the I-5 corridor. This is happening at all levels of government, from local plans, such as comprehensive plans and transportation improvement programs, to state and federal planning processes, such as WSDOT Statewide Transportation Improvement

Program and I-5 Tumwater to Mounts Road Corridor PEL. The intent of the I-5 Master Plan is not to supersede existing planning efforts. The intent is to continue or augment current planning processes, fill in the gaps for long-range planning, and provide a cohesive vision for future planning and project implementation.

During the listening sessions, participants identified 51 local municipal plans along the corridor.

Infrastructure

The I-5 Master Plan will locate and catalog the existing and planned major infrastructure within the study area that could be affected by or affect transportation projects such as existing transportation facilities (roadway, transit, bicycle, and pedestrian), freight railroads, bridges, drainage structures, storm and sanitary sewers, water utilities, dams and impoundments, electrical utilities, and telecommunications infrastructure. Early identification of existing or planned infrastructure can lead to proactive collaboration between I-5 improvement projects and other infrastructure owners/operators to identify conflicts or effects and work towards solutions.

Traffic and Operations

To evaluate the short- and long-term transportation needs of the I-5 corridor, existing and future conditions of the freeway will be measured and analyzed. The analysis will consider two key components: traffic operations and safety. For traffic operations, macroscopic model and microscopic model analyses are necessary. At the same time, regional and local safety data along the corridor as well as at interchanges and other crossing locations will be evaluated to understand existing and predicted areas with poor safety conditions.

Macroscopic traffic modeling is recommended for the I-5 corridor to identify travel patterns in the region and forecast traffic volumes in future years utilizing state and regional MPO travel demand models. This macro modeling effort can provide high-level results along I-5 and other roadways, such as daily and peak hour/period traffic volumes, vehicle miles traveled, vehicle hours traveled, and mode of travel. For the I-5 corridor, which is over 270 miles and includes approximately 150 interchanges, the analysis level will vary depending on the system's congestion level and complexity. For more rural and less congested sections of I-5 (or areas with greater distance between interchanges), metrics can be developed based on the outputs from the traffic demand model. The measure of effectiveness for the analysis may be based on a volume-to-capacity ratio (v/c ratio) of a given freeway segment, which measures the level of congestion on a roadway. The v/c ratios determine the level of service performance for mainline freeway segments between interchanges. Micro modeling can be performed for more dense, congested sections of I-5.

Microscopic simulation traffic modeling (microsimulation) is location-specific and occurs in greater detail than macroscopic traffic modeling. Microsimulation will be appropriate for areas with higher congestion, tightly spaced interchanges with traffic weave conditions, and interchange complexes where ramps and ramp terminals will be evaluated. Changes to ramp configurations and traffic controls at ramp terminals are best analyzed using microsimulation. This type of modeling is more time intensive

and inappropriate for the entire corridor. The measure of effectiveness for this analysis may include travel times, speeds, queue lengths, intersection delays, and weave density measures based on a v/c ratio of a given freeway segment, which measures the level of congestion on a roadway. Micro modeling can also help identify and define early action projects.

WSDOT's Target Zero Plan aims for zero deaths and zero serious injuries on Washington's roads. Bringing this philosophy to the I-5 corridor, an assessment of existing safety performance will be conducted that identifies existing hotspots, crash trends, and Highway Safety Manual performance measures that integrate vehicle miles traveled. Evaluation of existing conditions will assess metrics such as severity, crash type, and contributing factor, with data presented in tabular and graphical map formats.

Identification of potential improvements will incorporate the principles of a safe systems approach that is proactive and multifaceted, integrating transit, pedestrian, and bicycle safety where intermodal conflicts are occurring, are expected to occur, or are in areas noted by the community as perceived as dangerous. For example, bottlenecks and modal conflicts where local facilities cross I-5 were a frequent concern at listening sessions. Potential improvements will be assessed using predictive safety tools that quantitatively measure effectiveness. The specific tool used will reflect the site's scale, design detail, and complexity. It may include Crash Modification Factors, FHWA's Interactive Highway Safety Design Model, or spreadsheet tools such as the Enhanced Interchange Safety Analysis Tool.

Demographics

The I-5 Master Plan will collect socioeconomic and demographic data from the 2020 Census and the American Community Survey five-year estimates at the block group census geography. The demographic information will play a key role in identifying vulnerable populations and overburdened communities for discussions of effects and benefits and developing a community outreach plan to ensure the planning process occurs equitably. Certain demographics, such as people with disabilities and non-English speakers, require special accommodations for community outreach efforts and project implementation. Additionally, some demographics are protected under Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 and 13166.

Title VI of the Civil Rights Act of 1964: "...each Federal agency shall ensure that all programs or activities receiving Federal financial assistance that affect human health or the environment do not directly, or through contractual or other arrangements, use criteria, methods, or practices that discriminate on the basis of race, color, or national origin."

Executive Order 12898, Environmental Justice: "...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States..."

Executive Order 13166, Limited English Proficiency: “...ensures individuals whose first language is not English and have a limited capacity to read, write or understand English are provided meaningful access to programs, information and services by any entity receiving Federal funding.”

Emerging Trends

WSDOT discussed several emerging trends during the listening sessions. Table 3 summarizes the trends most commonly brought up during the interviews and some additional details for the I-5 Master Plan to consider.

Table 3. Interview Trends by Category

Category	Trend
Technology	<ul style="list-style-type: none"> • Electric vehicles and charging infrastructure • Autonomous vehicles • Automation and artificial intelligence
Moving People, Goods, and Services	<ul style="list-style-type: none"> • Microdelivery and micromobility are gaining in popularity • Desire for increased transit mobility and connectivity between services • Strategic freight and warehousing nodes are developing in exurban and rural areas • Freight logistics are hindered in major cities by congestion • Last-mile delivery techniques are evolving
Development Trends	<ul style="list-style-type: none"> • Work-from-home and hybrid work options necessitate less commuting to urban centers, driving demand for housing in suburbs and once-rural areas • Housing goals for municipalities are encouraging denser development/redevelopment in built-out communities • High cost of housing in major cities and suburbs driving demand for lower cost housing further out into once rural areas

Environmental Resources

The I-5 Master Plan will collect GIS-based environmental data and maintain that data in an online database tool, to be used during policy, equity, and technical discussions and during options evaluation. GIS-based environmental data will be collected from federal and state agencies or departments, MPOs, local governments, private industry, and non-profit organizations. GIS data can be made available to agencies and the community via online mapping tools. The types of GIS-based environmental data

typically available online include, but are not limited to:

- Socioeconomic Census or American Fact Finder data
- Section 4(f) eligible resources, such as recreational resources, open spaces, etc.
- Floodplains
- Community facilities such as schools, churches, and hospitals
- Cultural, tribal, and historic resources, including historic bridges
- Biological resources, including threatened and endangered species, critical habitat and habitat connectivity, fish passage barriers, and migration corridors
- Chronic environmental deficiencies
- Noise
- Climate vulnerability
- Jurisdictional and tribal land boundaries
- Transportation resources
- Hazardous materials sites
- Urban growth boundaries
- Watersheds
- Geological hazards sites, such as landslides areas, abandoned mines, or wells
- Existing land use and zoning
- Impaired waters
- Air quality status
- Planned/future land use
- Wetlands and Waters of the U.S.
- Prime farmland
- Environmental mitigation sites

Development of Visions, Goals, and Objectives

The development of the Vision, Goals, and Objectives serves as a link to connect planning priorities and values to the development, screening, and selection of project and program recommendations. In the context of a large planning corridor, like I-5, WSDOT recommends a tiered approach to capture both state-level policy and program priorities and values, as well as regional and local priorities and values.

- **Vision:** The project will collaborate with UHSGT and the overarching program to establish a vision for the transportation system in Western Washington: Where are we now? Where are we going? Where do we want to be? How do we get there? The vision will broadly define what

the overarching program is and is not covering and considering.

- **Goals:** The goals define how the I-5 Master Plan will meet the vision. The goals will form the criteria base for the evaluation process and provide the framework for metrics to screen and select recommended projects and programs.
- **Objectives:** Project development, screening, and selection will need to balance statewide policy with regional and local needs. Regional and local needs are unique to individual geographies. It is recommended that the corridor be broken into four geographic sections. The planning process for each section will allow for the development of objectives specific to each section. Objectives are similar to goals but are more granular and specific to regional and local issues or challenges; they will generally support the project goals. Section-specific objectives will provide the criteria to assess options based on regional and local context, priorities, and values.

For addressing a hypothetical goal to optimize operations, an objective for an urban section may be to evaluate closely spaced interchanges, while an objective in a rural section may be to evaluate shoulder widening or refuge areas.

The Vision, Goals, and Objectives will be the starting point for developing the Purpose and Need for individual project implementation.

Project Identification, Screening, and Selection

The I-5 Master Plan process will use a tiered approach to develop the criteria used to screen scenarios and individual projects and programs along the corridor. The criteria in the tiers will be based on the Vision, Goals, and Objectives identified during the initial stages of the project. Using the corridor-wide goals will ensure projects are consistent with the vision, and using the objectives as criteria will allow sections to achieve a more granular level of screening, depending on the priorities of a specific section's geography.

No Action Alternative

As described above, the no action alternative assumes (1) the completion of projects in preconstruction or construction and (2) projects already planned and funded that will be completed even if the I-5 Master Plan recommendations are not implemented. The no action alternative is important to consider as a point of comparison during analysis to understand what happens if no additional improvements are made.

Coordination with Related Efforts

The I-5 Master Plan will not be the only planning project or program near the corridor. The I-5 Master Plan will coordinate with other project or program planning efforts to ensure consistent planning. Examples of project and program planning efforts currently underway with which to coordinate include:

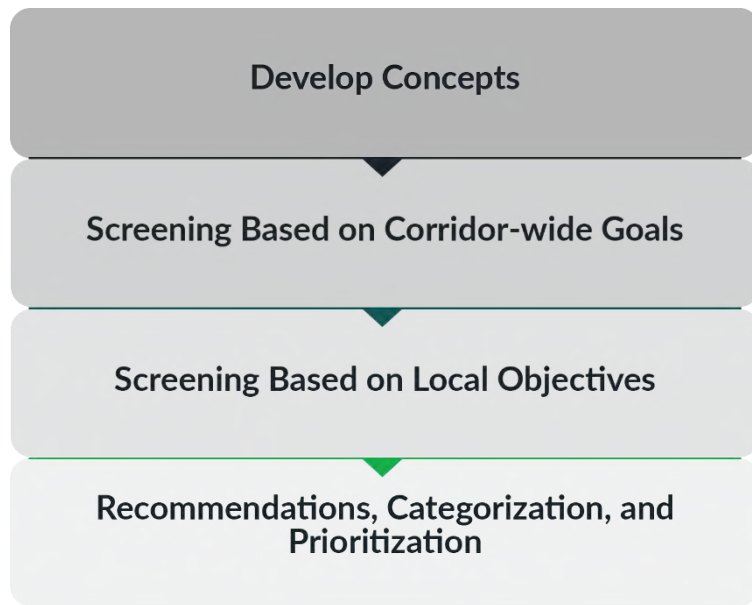
- UHSGT
- Air Mobility Planning

- I-5 Skagit Transportation Study
- I-5 Marvin Road to Mounts Road PEL Study
- US 2 Westbound Trestle Study
- 2023 Washington State I-5 Corridor Economic Analysis
- North Lewis County Industrial Access Transportation Study
- South Pierce Multimodal Connectivity Study
- I-5 Interstate Bridge Replacement (over the Columbia River)
- I-5 Operations & Transportation Demand Management Analysis (Fairhaven to Grandview)
- Other locally driven projects

Project Identification Process

This corridor planning process will start at a high level with general concepts and ideas before lines on a map are drawn, or design begins. Concepts will meet the Vision, Goals, and Objectives before being carried forward into subsequent and more specific project-planning phases.

Figure 4. Identification, Screening, and Selection Process



Types of Project and Program Recommendations

The I-5 Master Plan process will not predetermine the type of recommended projects or programs. The following are some project-type examples for consideration; however, this is not an exhaustive list and will remain open-ended during the development and screening of possible recommendations:

- **Preservation:** Projects that preserve existing transportation infrastructure transportation and services
- **Roadway:** Infrastructure projects that improve vehicle, freight, and transit operations

- **Active Transportation:** Projects that improve bicycle, pedestrian, and trail facilities and emerging micromobility solutions
- **Technology:** Investments in technology such as Intelligent Traffic System (ITS) solutions, which may be paired with physical improvements but may also stand alone as websites or applications
- **Program:** Actions taken that may require intergovernmental agreements, policy changes, or incentivized behaviors and do not necessarily require the construction of physical infrastructure

Categorization and Prioritization of Recommendations

When projects or programs are identified, each will be organized so the decisions or resources necessary to implement the projects are understood. If early action projects are identified during the planning process, those will be prioritized, and project implementation will begin as soon as possible. All other project recommendations will be categorized by project type and prioritized based on criteria such as safety benefits; how much it contributes to the corridor vision; short-term versus long-term benefits; implementation timeline and level of difficulty to implement, including NEPA, permitting and constructability; available funding and resources; community benefits and impacts; and equitable distribution of resources and benefits. This process will be public-facing and track the implementation of the recommended projects and programs.

Documentation of Alternatives Inconsistent with Corridor Vision

The screening process will document which project and program considerations are inconsistent with the corridor vision. These projects and programs will be “eliminated” or “not carried forward” based on the rationale for the decision and the direction of FHWA and WSDOT.

I-5 Master Plan Document Outline

The Plan will culminate with a published planning report and related documentation. A project website will document the Plan development process and highlight community outreach and opportunities for community comments or input. The website will be maintained after the publication of the I-5 Master Plan to show progress toward implementing Plan recommendations.

Main Document Chapters

1. Executive Summary
2. Introduction
3. Existing Conditions Overview
4. Vision and Goals
5. Coordination with Concurrent Study Efforts
6. Engagement Activities
7. Project and Program Development and Evaluation
8. Recommendations
9. Implementation Program

Appendices

- A. PEL Questionnaires
- B. Corridor and Environmental Conditions Report
- C. Engagement Summary Report
- D. Project and Program Analysis Report

Appendix A: Listening Sessions Feedback Summary



Appendix A:

Listening Sessions Feedback Summary

June 2023



Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

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91 LISTENING SESSIONS

350 INDIVIDUALS

137 DIFFERENT JURISDICTIONS, TRIBES, AGENCIES, ORGANIZATIONS AND WSDOT REGIONS AND DIVISIONS PARTICIPATED

I-5 Ship Canal Bridge and Lake Union
SEATTLE, WASHINGTON

Introduction

In spring of 2022, the Move Ahead Washington funding package directed the Washington State Department of Transportation (WSDOT) to conduct listening sessions to inform next steps in developing an I-5 Master Plan, as follows:

The department shall conduct initial stakeholder listening sessions and submit an interim report on the Interstate 5 planning and environmental linkage study to the joint transportation committee by June 30, 2023.

The I-5 Study team conducted listening sessions with participants representing a wide range of transportation interests, both inside and outside the agency. This report summarizes **91 listening sessions** conducted from August 2022 through April 2023. Some sessions were conducted with more than one organization, and most sessions were virtual. Participants included over **350 individuals** representing over **137 different jurisdictions, tribes, agencies, WSDOT regions and divisions, businesses and community-based organizations, including those representing vulnerable populations and overburdened communities.**

The sessions began with an overview of the I-5 Study. Then participants were asked to provide information on current planning conversations, projects and the communities they serve. They also shared their perspectives on the I-5 transportation system, including challenges experienced now, those anticipated in the future and opportunities for improvement. Participants were also asked to help identify partners to engage as the planning process moves forward, including an emphasis on overburdened communities in their area. This feedback will directly inform the *Interim Report for the I-5 Master Plan*, submitted to the Legislature.



Common Themes

Feedback from participants confirmed that a comprehensive planning process for I-5 is welcomed to set a modern vision for I-5, address existing and anticipated challenges, consider population and employment growth, and provide direction for prioritizing investments. Other common themes follow:



I-5 is vital to the movement of people and goods and is the backbone of our state economy.



Improved access across I-5 is needed to connect communities and provide safe routes for people who walk, bike and use public transit.



Congestion is experienced corridor-wide and impacts quality of life.



Underserved communities experience current I-5 challenges significantly, and an equity-centered planning process is vital.



A resilient I-5 system is needed to withstand seismic events and weather-related impacts exacerbated by climate change.



Improving operations and transit service versus adding capacity is generally preferred.



Feedback Organized around Critical Needs – Current and Ongoing

This section summarizes feedback organized by critical needs raised by listening session participants.

A MODERN VISION FOR I-5

Most participants saw benefits in developing an I-5 Master Plan that collaboratively creates a modern vision for the I-5 transportation system and includes a framework to prioritize investments. A regionally coordinated approach to project funding could help create transparency, bridge geographic transportation disparities along the corridor and ensure equitable benefits from investments.

Participants felt that the I-5 Master Plan should center on the needs of communities and allow flexibility and the ability to adapt, accommodate and respond to changes such as:

- Growth and development
- Emerging technologies and trends
- Investments in other modes such as transit and high-speed rail
- New needs and opportunities

EQUITY, INCLUSION, DIVERSITY AND ACCESSIBILITY

Vulnerable populations and overburdened communities residing along or accessing the I-5 corridor currently experience significant challenges.

Concerns shared by listening session participants include the following:

- Direct intercity transit service is a vital and currently unmet need that requires multiple bus transfers and long travel times.
- Residing outside economic centers due to the high cost of living creates reliance on I-5 to reach jobs. The workforce is being priced out of urban areas, causing additional disadvantages such as increased commute times, cost and traffic complications causing congestion farther from urban core areas.

- Safe, comfortable and efficient I-5 crossings are needed to serve those who walk, bike and access transit.
- If tolling is considered, its impact on lower-resourced people who rely on I-5 should be evaluated.

It is vital to center an I-5 Master Plan in equity, both in process and outcomes. This Plan should include a meaningful engagement process with broad perspectives and diverse representation at the decision-making level and employ strategies that connect with overburdened communities.

PRESERVATION INVESTMENTS

While participants acknowledged planning for the future of I-5 is critical, many stressed the importance of preserving and maintaining the existing system. From aging infrastructure to safety needs for people walking, biking and driving, current challenges should be prioritized.

As safety, maintenance and preservation projects occur, local jurisdictions and communities stressed the need for early engagement and frequent communications to stay informed about construction impacts.

CONNECTED COMMUNITIES AND ACCESSIBLE I-5 CROSSINGS

I-5 often acts as a barrier bisecting communities and separating people, infrastructure, businesses, parks, health care facilities and schools with long distances between crossing opportunities for all modes. Further, I-5 crossings are often uncomfortable for people who walk, bike and use transit.

Urban interchanges are becoming congested as they function as both transit hubs and freeway access points. As the population grows, some less-urbanized areas are experiencing congestion at their limited number of crossings, and there is interest in developing new crossings or interchanges.

To create more connected communities and enhance safety and mobility, participants stressed the need for improvements at existing interchanges (such as widened sidewalks, bike and bus lanes and transit signal prioritizations). There also is some interest in building lids over I-5 to create more pedestrian- and bicyclist-focused crossings.

I-5 is also a barrier to wildlife; there are multiple areas along the corridor where the need for wildlife crossings is suggested.

CONGESTION RELIEF

More people are experiencing traffic congestion as growth occurs in both major urban areas and rural communities along the I-5 corridor. Congestion presents higher costs and greater strain on commuters, commercial drivers and emergency services. Participants in the I-5 corridor's most populous counties—Snohomish, King and Pierce—mentioned major back-ups on I-5 that have caused spillover traffic onto local streets.

The increasing cost of living in urban areas, coupled with the ability to work remotely at least multiple days a week, has led to more people and businesses relocating to more rural areas along the corridor. These rural communities have experienced rapid residential and commercial growth around I-5, putting strain on their interchanges and local streets while increasing system demand.

FREIGHT MOBILITY EFFICIENCY

I-5, which is the most significant freight corridor on the West Coast, serves many major ports and links to international markets. A 24/7 goods movement and just-in-time manufacturing supply chain requires a resilient, predictable and reliable transportation system, which does not describe I-5 today. Backups at the Canadian border that affect freight movement are an ongoing issue.

Some challenges surrounding freight movement on I-5 include high traffic volumes, even during non-peak hours; outdated infrastructure that cannot support heavy freight vehicles; insufficient truck parking; and a lack of parallel routes in some areas that serve freight, leading to time-intensive detours.

IMPROVED MULTIMODAL OPERATIONS AND TRANSIT

As communities experience operational challenges today and anticipate further challenges in the future, most participants generally prefer demand-management, transit and safety solutions instead of additional lanes. There is some support for increasing capacity where I-5 has never been widened, where two lanes merge into three-lane sections and at challenging interchanges. Ramp metering and auxiliary lanes are specific suggestions to help improve operations.

There is support for using lane management to improve traffic flow. Suggestions for managed lanes included the following:

- Pricing strategies
- Expanding the high occupancy vehicle (HOV) system on I-5
- Exploring transit-only and through-traffic-only lanes
- Improving managed lane system integration across the Puget Sound region

Substantial transit investments in the Puget Sound region have provided the opportunity to better integrate transit operations into the future I-5 transportation system. Expanding high-capacity transit as well as direct intercity bus connections can encourage transit usage and reduce the reliance on cars.

SEISMIC AND CLIMATE-RELATED RESILIENCY

Most listening session participants stressed the importance of I-5 becoming operational shortly after extreme weather, seismic events or other disasters. Communities throughout the corridor raised the resiliency concerns listed below:

- Increasing climate change and weather-related events such as flooding and landslides that close lanes or the entire freeway
- Seismic vulnerability of I-5 bridges and structures adjacent to I-5, such as levees and dams, and their performance after a major earthquake
- Few or nonexistent parallel routes that offer alternate north/south travel options, leading travelers to use adjacent local roads in residential areas or mountain roadways unintended for high-volume or freight traffic

ACKNOWLEDGING THE HISTORICAL IMPACTS OF I-5

Listening sessions were held with organizations that represent vulnerable populations and overburdened communities to gather their perspectives on how I-5 functions, impacts and serves them now, as well as into the future. The input received is included throughout the Common Themes, Critical Needs and County Geography sections of this report. These conversations communicated many of the same transportation themes that were received throughout the listening sessions. However, they also provided unique perspectives from communities of color, including Black participants who generously shared their or their family's

history with I-5 when it was originally constructed. Participants reminded the team that construction of the interstate system displaced and had negative impacts on communities of color. For example, when I-5 was originally built through the City of Seattle, it divided and displaced a vibrant commercial district that included social gathering places that served the city's communities of color. It is important to acknowledge and learn from the past as the I-5 Master Plan envisions an equitable and accessible transportation system that serves all people while preserving the rich, historic context and resources along the corridor.



Feedback Organized by County

This section includes feedback received from listening session participating jurisdictions and organizations within each county along the I-5 corridor as well as from statewide organizations who provided county-specific input. For each county, a county snapshot is presented, followed by summarized responses to a series of questions that were asked of the participants. Counties are presented in this report from north to south along the I-5 corridor.



NORTH



Whatcom County

This section includes feedback received from participating jurisdictions and organizations within Whatcom County as well as from statewide organizations who provided county-specific input.

Area snapshot

Whatcom County is located in northwest Washington, with the U.S.-Canada border to the north and Skagit County to the south. Thirty five miles of the I-5 corridor run through the county, which intersect with four state highways: State Route (SR) 548, SR 539, SR 542 and SR 11. SR 9 parallels I-5.

Whatcom County is the state's ninth most populous county, with more than 231,000 residents. It is also home to a major port in the city of Bellingham, the largest city in the county, just 21 miles south of the U.S.-Canada border. Whatcom County has a mix of rural and urban environments, with most of its major urban centers located along the I-5 corridor.

What are the key planning conversations related to I-5 in your area?

Area planning topics raised by listening session participants primarily focused on improving the mobility of freight on I-5 and around the U.S.-Canada border as well as I-5 crossing and interchange capacity, as follows:

- **Freight mobility** is a transportation planning priority, particularly as it impacts the movement of goods across at the U.S.-Canada border and to the Port of Bellingham.
- **Population growth and development** are contributing to increased traffic on I-5.
- **Ramp metering and traffic data collection** are being looked at as possible ways to help combat congestion through the [I-5 Operations and Demand Analysis Study](#).
- Those traveling in and around Whatcom County would benefit from **improved transit access**, including **high-speed transit**.
- **Lack of adequate connections to cities on either side of I-5** contributes to accessibility issues throughout the I-5 corridor. The [Lincoln-Lakeway Multimodal Transportation Study](#) would connect crossings and interchanges along I-5 to increase functionality and accessibility.
- Cities along I-5 need better pedestrian and bicycle access to cross the freeway.



POPULATION

- 👤 231,000 residents
- 9th most populous county
- 📍 Mix of rural with urban centers along I-5

URBAN CENTERS NEAR I-5

- 🏢 Blaine, Ferndale, Bellingham

FEATURES

- 📍 Port of Bellingham, international border, Bellingham Airport

LENGTH OF I-5 CORRIDOR

- 📏 35 Miles

I-5 INTERSECTS

- ↕ SR 548, SR 539, SR 542 and SR 11

I-5 PARALLELS

- ↕ SR 9

Are there active or imminent construction projects on or around I-5 in your area that we should be aware of?

Active or imminent construction projects in Whatcom County revolve around improving bridges, interchanges and crossings adjacent to I-5, listed below:

- Multiple **interchange improvement** projects are underway in Whatcom County.
- The **North Lake Samish Road Bridge Replacement Project** is also underway in Bellingham.
- Border crossing improvement projects.

What are your thoughts, ideas and/or concerns related to I-5?

Whatcom County listening session participants' key ideas and concerns included corridor maintenance and resiliency as it relates to flooding, landslides and lack of adequate detour routes during I-5 closures. Other issues and ideas raised included local growth, congestion and improving transit service. Themes are listed below:

- **Maintenance and preservation** of this section of I-5 is essential for the longevity of the corridor.
- **The lack of parallel routes to I-5** is a concern, especially with climate change and the increase of events such as flooding and landslides.
- **Improve freight mobility**, especially considering the number of ports serving the trade and travel corridor between Vancouver, British Columbia and Seattle, is a transportation planning priority for Whatcom County jurisdictions.
- **Transit access improvements** such as revised routes, additional stops and more park and rides would improve **connectivity and equitable access** to jobs and healthcare.

- Improvements to existing interchanges and crossings, as well as additional southbound lanes on I-5 in the Bellingham area would **increase capacity and functionality** along the I-5 corridor. However, some jurisdictions recommend demand management strategies instead of adding travel lanes.
- Provide **better pedestrian and bicycle access to and across I-5**, including bike lanes, trails/paths and bridges.
- Demand management strategies, such as **ramp metering and reduced vehicular speeds**, would improve the safety of all travelers along I-5 and address capacity concerns.
- The international border crossing into Canada experiences congestion and a high volume of commercial vehicle traffic.

Who else in your community should we engage moving forward, including underserved communities?

The listening session participants suggested engaging the following moving forward.

- City of Bellingham neighborhood associations
- Freight interests and organizations in the area, including cross-border freight industry interests
- Lummi Nation
- North Sound Transportation Alliance
- Whatcom Transportation Authority

Skagit County

This section includes feedback received from participating jurisdictions and organizations within Skagit County as well as from statewide organizations who provided county-specific input.

Area snapshot

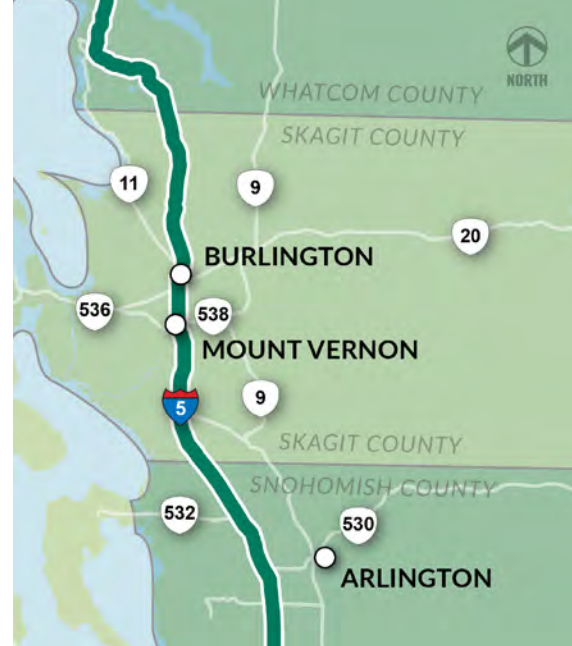
Skagit County is located in northwest Washington between Whatcom County to the north and Snohomish County to the south. Twenty four miles of the I-5 corridor run through the county, which intersect with five state highways: SR 11, SR 20, SR 538, SR 536 and SR 534. SR 9 parallels I-5.

Skagit is the 11th most populous county in Washington, with more than 133,000 residents. The largest city in the county is Mount Vernon. Areas along the I-5 corridor in Skagit County are mostly rural.

What are the key planning conversations related to I-5 in your area?

Area planning topics raised by participants, which are listed below, primarily focused on maintenance of the I-5 corridor, implementing ramp metering to improve congestion and project funding.

- **Proper maintenance of existing bridges, crossings and interchanges** plays a vital role in safety throughout the I-5 corridor and is a key transportation priority among participating jurisdictions.
- Flooding and landslides commonly cause I-5 closures. Skagit County is studying **traffic impacts** on I-5 detour routes.
- There is interest in **ramp metering** as a possible way to help reduce congestion.
- Future I-5 planning should identify what is **financially realistic** for WSDOT and local jurisdictions to fund.
- Skagit County is continuing to invest in **future transportation improvements**. The *Mount Vernon Library Commons Project* will include 76 charging stations for electric vehicles.
- There is a desire to **enhance transit, bike and pedestrian infrastructure** in the overall **safety and connectivity** of the I-5 corridor.



POPULATION

- 133,000 residents
- 11th** most populous county
- Mostly rural

URBAN CENTERS NEAR I-5

- Burlington, Mount Vernon

FEATURES

- Port of Anacortes, Anacortes Ferry Terminal

LENGTH OF I-5 CORRIDOR

- 24 Miles

I-5 INTERSECTS

- SR 11, SR 20, SR 538, SR 536 and SR 543

I-5 PARALLELS

- SR 9

Are there active or imminent construction projects on or around I-5 in your area that we should be aware of?

Active or imminent construction projects in Skagit County, which are listed below, are focused around on- and off-ramp and interchange improvements.

- Multiple **on- and off-ramp improvement** projects are underway on state highways adjacent to I-5.
- Skagit County is **adding a new vehicular lane** to the George Hopper interchange east of I-5 in Burlington.

What are your thoughts, ideas and/or concerns related to I-5?

Skagit County listening session participants' key ideas and concerns, listed below, included growth and congestion; corridor resiliency, especially around adequate detour routes during I-5 closures; better east-west connections; and the need for improved transit.

- **Population growth and development** are contributing to increased traffic on I-5. There is interest in using technology, such as ramp metering, to help **alleviate congestion**.
- County agencies and jurisdictions have concerns about **system resiliency on I-5**, particularly regarding the functionality and capacity of parallel routes, including SR 9, during flooding and landslides. They also want a better understanding of how long I-5 would be unusable following a seismic event.

- On- and off-ramps in Mount Vernon near the I-5 Skagit River bridge are a focus for improvements, given current safety and maintenance concerns. Short distances between exits lead to weaving.
- **East-west connections to I-5 are limited** throughout the county, creating bottlenecks that exacerbate congestion.
- **Improved access to transit**, including **high-speed rail infrastructure**, is a transportation planning priority for area agencies and jurisdictions.
- **A third northbound lane** on I-5 from Mount Vernon would increase capacity and functionality along the corridor.

Who else in your community should we engage moving forward, including underserved communities?

The listening session participants suggested engaging the following moving forward:

- City of Burlington
- City of Sedro Wooley
- Samish Indian Nation
- Sauk-Suiattle Indian Tribe
- Skagit Valley Hospital
- Swinomish Indian Tribal Community
- Upper Skagit Indian Tribe

Snohomish County

This section includes feedback received from participating jurisdictions and organizations within Snohomish County as well as from statewide organizations who provided county-specific input.

Area snapshot

Snohomish County lies between Skagit County to the north and King County to the south. Snohomish County contains about 40 miles of the I-5 corridor, which intersects with six state highways, one U.S. highway and one interstate: SR 532, SR 530, SR 531, SR 526, SR 525, SR 104, U.S. Highway 2 (US 2) and I-405. SR 9 parallels I-5.

Snohomish is the state's third most populous county, with approximately 833,000 residents. I-5 passes through Everett, the county's largest metropolitan city which is home to one of the region's busiest ports and an airport. The southern half of the I-5 corridor in Snohomish County is surrounded by a mix of suburban and urban environments. The northernmost section of I-5 in the county runs through rural communities.




What are the key planning conversations related to I-5 in your area?

Area planning topics raised by participants primarily focused on the Everett Link light rail extension and efforts to mitigate the effects of regional growth, including major I-5 interchange and east-west corridor improvement projects. These topics are listed below:


- Planning studies are underway around **US 2 and its intersection with I-5** in Everett. The **US 2 Westbound Trestle Study** is examining transportation issues, environmental concerns and community needs around the US 2 corridor.
- Planning for the future of I-5 is important to prepare for expected increases in freight demand and population growth.
- Area jurisdictions are planning transit and infrastructure projects around the **Everett Link Extension**, which includes stations in Lynnwood and Everett. Area leaders advocate for prioritizing the Link light rail extension to Lynnwood ahead of the initial East Link segment between Bellevue and Redmond.



POPULATION

-  833,000 residents
-  3rd most populous county
-  Mix of urban, suburban and rural

URBAN CENTERS NEAR I-5

-  Arlington, Marysville, Everett, Lynnwood, Mill Creek, Mountlake Terrace and others


FEATURES

-  Port of Everett, Paine Field

LENGTH OF I-5 CORRIDOR

-  40 Miles

I-5 INTERSECTS

-  SR 532, SR 530, SR 531, SR 526, SR 525, SR 104, US 2 and I-405

I-5 PARALLELS

-  SR 9

- As cities grow in the northern part of the county, there is interest in improving existing **I-5 interchanges** and potentially building new ones to accommodate increased traffic. I-5 interchanges at 172nd Street Northeast (SR 531), 156th Street Northeast and 164th Street Southwest (SR 528) were mentioned.
- Jurisdictions and agencies are discussing plans for improving safety and capacity on **major east-west corridors that cross I-5** due to increased traffic on 128th Street Southwest (SR 96) and 164th Street Southwest.
- **Major parallel routes**, such as SR 527 in the city of Mill Creek, are being considered for safety and capacity improvement projects.
- **Transit development and infrastructure** improvements are being discussed for the county's northern communities such as Smokey Point, where demand for transit service is increasing. Parking capacity at light rail stations is a challenge.
- Increasing capacity on I-5 is an issue for land use requirements under Snohomish County's **Vision 2050**.
- Long-term development projects are being planned for **Quil Ceda Village** on the Tulalip Reservation. Development is expected to increase traffic at the I-5 interchanges at 116th Street Northeast and 88th Street Northeast, as well as along the 27th Avenue Northeast corridor.
- Survey results show people in Snohomish County with higher incomes are commuting less post-pandemic, but they still make vehicle trips on I-5 for non-work reasons.

- There is interest in high-speed rail planning conversations, as well as improving Amtrak Cascades service.
- **Pedestrian improvements** are needed in **Lynnwood** and other communities to improve accessibility and safety around transit corridors.

Are there active or imminent construction projects on or around I-5 in your area that we should be aware of?

Active or imminent construction projects in Snohomish County, listed below, focus primarily on improvements to I-5 interchanges and major east-west corridors that intersect with I-5.

- There are active or upcoming construction projects on major **east-west highways** that intersect with I-5, including US 2, SR 526, SR 530 and SR 531.
- **Interchange improvement projects** are underway near the Tulalip Reservation, in Marysville and in Everett.
- Major **commercial and residential developments** are underway around the Port of Everett.
- Projects for the **Revive I-5 Program** will take place in Snohomish County over the next decade.
- A new **I-5 crossing project** at **Poplar Way** in Lynnwood is nearing final design.

What are your thoughts, ideas and/or concerns related to I-5?

Snohomish County listening session participants' key concerns, which are listed below, included regional growth and associated impacts on I-5 traffic and interchanges, corridor accommodations for transit services and the need for more effective I-5 lane management. Other needs and concerns raised included safety, I-5 environmental impacts and corridor resiliency.

- Existing **I-5 interchanges** need upgrades to address major **congestion issues**. This challenge is especially present in the urban areas of the county.
- **Freight mobility** is often hindered by I-5 congestion. The Port of Everett is seeking methods for moving freight without using I-5.
- Additional **non-interchange I-5 crossings** would facilitate east-west mobility across I-5, especially for those biking, walking or rolling.
- Certain sections of the I-5 corridor are more dangerous than others. There are **many traffic collisions** in south Everett between 41st Street and Marine View Drive on northbound I-5.
- There is a **capacity challenge** on I-5, especially around Everett.
- Cities in the area are **growing rapidly**. Residential and commercial developments near the Port of Everett will affect freight access to the port. The Cascade Industrial Center in north Marysville is expected to bring tens of thousands of **new jobs**.
- Addressing **seismic vulnerabilities** of I-5 infrastructure should be a priority.
- The **HOV system** in Snohomish County needs to be updated to make it more effective. Increasing passenger capacity regulations or using other types of managed lanes were raised as possible solutions.
- **Exit 194** in Everett gets very congested, which can uniquely impact those who have disabilities and use vanpools to commute.
- Area **paratransit** routes are **not efficient**, and users can experience long commutes.
- A **holistic approach to I-5 planning** is needed. Lack of coordination between jurisdictions can lead to growing corridor traffic problems.
- Park and ride locations and parking capacity need to be considered in I-5 corridor planning to improve **inter-county transit connectivity**, which is currently a challenge in Snohomish, Skagit and Whatcom counties. **Direct access ramps** from park and rides to I-5 would benefit transit service efficiency.
- I-5 north of SR 526 does not experience significant congestion.
- Traffic on I-5 spreads **invasive plant species** to surrounding environments. This is an environmental concern on the Tulalip Reservation.
- **Wildlife crossings** must be considered in I-5 planning efforts.
- I-5 in the county is vulnerable to natural disasters. **Stormwater, floodplain and resiliency** planning are essential.
- SR 9 is a **major I-5 parallel route** through Snohomish County. This highway and its connections to I-5 need to be part of future corridor planning.

Who else in your community should we engage moving forward, including underserved communities?

The listening session participants suggested engaging the following moving forward:

- Cascade Industrial Center
- City of Lynnwood Planning Department
- City of Monroe
- City of Mountlake Terrace
- City of Snohomish
- City of Stanwood
- Committee for Improved Transportation
- Dial-A-Ride Transportation Paratransit (Community Transit)
- Delta Neighborhood in northeast Everett (low-income, BIPOC and LEP communities)
- Downtown Everett Association
- Duwamish Tribe of Indians
- Everett Housing Authority
- Everett Naval Station
- Homage
- Housing Authority of Snohomish County
- Housing Consortium of Everett and Snohomish County
- Housing Hope
- Lynnwood Chamber of Commerce
- North Sound Transportation Alliance
- On-Trac
- Rabanco garbage facility near Riverside Business Park in Everett
- Residents renting in Lynnwood
- Seattle Premium Outlets
- Snohomish Bicycle Club
- Snohomish County Committee
- Snohomish County Citizens Committee
- Snohomish County Human Services Department
- Snohomish County Infrastructure Coordinating Committee
- Snohomish County Planning Advisory Committee
- Snow Goose Transit
- The Arc of Snohomish County
- Trucking community on East Marine View Drive
- Tulalip Resort and Casino
- Users of the emergency access road on 75th Street Southeast in Everett
- Valley View neighborhood in Everett

King County

This section includes feedback received from participating jurisdictions and organizations within King County as well as from statewide organizations who provided county-specific input.

Area snapshot

King County is in the central Puget Sound region between Snohomish County to the north and Pierce County to the south. The county contains about 38 miles of the I-5 corridor, which intersect with four state highways and two interstates: SR 522, SR 520, SR 18, SR 161, I-405 and I-90. I-405 parallels I-5 in the northern part of the county and SR 167 parallels I-5 in the southern portion.

King County is the state's most populous county, with approximately 2.25 million residents. I-5 passes through Seattle, the state's largest metropolitan city. The I-5 corridor through King County is surrounded by a mix of urban and suburban environments. The county also contains the Port of Seattle and Seattle-Tacoma International Airport.



What are the key planning conversations related to I-5 in your area?

Area planning topics raised by participants, listed below, primarily focused on improving access across I-5, enhancing the north and south movement of freight and addressing the congestion associated with residential and commercial growth in area cities.


- The **Puget Sound Gateway Program** is central to **freight mobility** planning.
- The addition of a **new commercial airport** is part of planning discussions for ports in the region.
- Sound Transit's **light rail expansion** is a central part of planning efforts for many cities, including Shoreline, Seattle, Bellevue, Kent and Federal Way.
- **Multimodal access across I-5** is a planning priority for the SeaTac, Shoreline, Kent and Seattle communities, especially where new light rail stations are being built adjacent to I-5.
- **I-5 lids** in downtown Seattle are being considered in planning conversations.



POPULATION

-  2.25 million residents
- 1st** The most populous county
-  Urban and suburban

URBAN CENTERS NEAR I-5

-  Seattle, Shoreline, Tukwila, Renton, Kent, SeaTac, Federal Way, Des Moines, Auburn and others


FEATURES

-  Seattle-Tacoma International Airport, Port of Seattle


LENGTH OF I-5 CORRIDOR

-  38 Miles

I-5 INTERSECTS

-  SR 522, SR 520, SR 18, SR 161, I-405 and I-90

I-5 PARALLELS

-  I-405 in northern part of the county, SR 167 in the southern portion

- Area planning efforts are addressing traffic congestion associated with **residential and commercial growth**, especially in south King County. The cities of Tukwila and Federal way are planning for major developments in their urban centers soon.
- Area transit agencies are working to **restructure transit routes** around new light rail extensions.
- Planning efforts are underway for multiple **I-5 interchange improvement** projects in Federal Way.
- New lane management solutions are being discussed. **Tolling, transit-only lanes, freight lanes, road use charges and additional HOV lanes** are potential options.
- **High-speed rail** is an important longer-term solution. In the near-term, **intercity transit routes** can help alleviate congestion, such as a direct route between Olympia and Seattle.

Are there active or imminent construction projects on or around I-5 in your area that we should be aware of?

Active or imminent construction projects in King County, which are listed below, are primarily associated with large-scale capital projects in the region, including the Puget Sound Gateway Program, Sound Transit Link light rail extensions and the **Revive I-5 Program**.

- The **SR 509 Completion Project** is currently in stage 1b and will result in the first mile of a new SR 509 Expressway, new I-5 ramps, new interchanges and a new bridge. This project is expected to bring improvements for people and freight traveling through south King County.
- Construction for Sound Transit's **new light rail stations** is underway or coming soon in Shoreline, Kent, Des Moines and Federal Way.
- Area jurisdictions are constructing or planning **multimodal infrastructure across I-5** to improve non-motorized access to future light rail stations. Construction for the Shoreline **148th Street Non-Motorized Bridge** is expected to start in 2023.

- There are ongoing multimodal improvement projects happening on major **east-west corridors** that cross I-5, including at North 175th Street and North 145th Street in Shoreline.
- Sound Transit is developing new **bus rapid transit** routes in east King County that will intersect with I-5.
- Projects for the Revive I-5 Program will take place throughout King County's I-5 corridor over the next decade.

What are your thoughts, ideas and/or concerns related to I-5?

King County listening session participants' key concerns, which are listed below, included challenges to east-west mobility across I-5, major congestion and costs and risks associated with vulnerable I-5 infrastructure. Other thoughts and ideas raised included prioritizing transit investment and movement along the corridor, the need for a systemwide approach to planning and freight mobility optimization.

- I-5 needs to be considered as part of a **holistic freeway network** that connects with I-405, I-90, SR 520, SR 18, SR 167 and SR 522. **More efficient interchanges and connectivity of HOV** and toll lanes would make the entire system operate better for all users.
- Consider transit-only lanes to improve access for commuters to downtown Seattle and other employment centers.
- Prioritize using **existing I-5 infrastructure** more effectively instead of adding lanes.
- Addressing **I-5 seismic vulnerabilities** should be a priority. **Emergency lifeline routes** need to be established and maintained.
- **Aging I-5 infrastructure** is a source of frequent lane closures and increasing congestion. There needs to be more **resiliency planning** to mitigate closure impacts.

- **Freight mobility** through the county, especially in Seattle, is challenging due to congestion. Ports and trucking services seek alternative routes or methods for moving goods north and south. **Kent's warehouse district** depends on the ability to move goods through the region efficiently.
- There are opportunities for **inter-agency collaboration** with WSDOT and local jurisdictions to better communicate transportation information to I-5 travelers.
- The **Virtual Coordination Center** partnership between WSDOT and the University of Washington is a good step in coordinated **incident response**.
- Major **east-west corridors** that intersect I-5 need improvements to facilitate travel and ease access on and off of I-5.
- **Multimodal access and safety across I-5** is a major challenge, especially in **downtown Seattle**. Overpasses in the area do not feel comfortable or safe for people who bike, walk or roll across I-5. Pedestrian and cyclist **safety** should be a priority.
- I-5 is an **access barrier** for many communities.
- Rethink a more efficient way to bring people on and off the freeway in downtown **Seattle**, potentially reducing the number of **downtown exits**.
- People of color are being displaced from Seattle but still need access to downtown. **Transportation equity** needs to be a priority for I-5 planning efforts.
- I-5 planning in the county's urban areas must balance the movement of a growing number of people and goods with **limited space and right of way**.
- **Trails and bicycle paths** need to be part of I-5 corridor planning.
- WSDOT should work with local jurisdictions to **build or improve park and rides** along the corridor that accommodate local needs for capacity and electric vehicle charging infrastructure and locations. **Increasing bus electrification** will require more charging points.
- **Encampments** along the I-5 corridor pose safety and maintenance challenges. Conditions for people living in encampments are hazardous.
- **I-5 spillover traffic** in cities along the corridor, such as Des Moines and Tukwila, can create back-ups on surface streets.
- As I-5 traffic grows, there are **increasing burdens** on local **emergency services**, including financial costs and operational changes to avoid use of I-5 as much as possible.
- More ramp meters could help alleviate I-5 traffic in regularly **congested areas** of the corridor.
- **Funding allocation** for projects along I-5 should align with the pace of growth. Areas that are growing faster need more funding.
- **HOV lanes** fill up, making them ineffective for carpool travelers and transit. Increasing passenger capacity regulations or converting to transit-only lanes was suggested to improve managed lane efficiency.
- Seattle area transit has capacity for additional ridership. **Increasing public transit use** by improving transit reliability and efficiency could take cars off I-5.
- The **Northgate pedestrian bridge project** should be a blueprint for the kinds of pedestrian crossings needed near the University District.
- **Signage and lane markings** can create **confusion** for drivers, especially when navigating freeway interchanges in the Seattle area.
- There is often congestion when accessing **Sea-Tac Airport**.

Who else in your community should we engage moving forward, including underserved communities?

The listening session participants suggested engaging the following moving forward:

- Aging & Disability Services for Seattle & King County
- Aurora Reimagined Coalition
- Charlie's Produce
- Eastrail Partners
- Federal Way Chamber of Commerce
- Federal Way Economic Development Department
- Fred Hutchinson Cancer Center
- Freight community in Kent
- Green River College
- Highline College
- Hopelink – Kent
- Hopelink – Shoreline
- Hopelink – Eastside Easy Riders Collaborative
- LeafLine Trails Coalition
- Manufacturing and industrial organizations
- MTRWestern
- NW Seaport Alliance
- Pacific Maritime Association
- Pacific Merchant Shipping Association
- Puget Sound Regional Council Equity Cabinet
- Save Weyerhaeuser Campus
- Seattle Fire Department Emergency Operations
- Seattle Neighborhood Greenways
- Seattle Office of Immigrant and Refugee Affairs
- Seattle Southside Regional Tourism Authority
- Seattle Southside Chamber of Commerce
- Seattle Subway
- Seattle Transit Riders Union
- Segale Properties
- Shoreline Community College
- Starfire Sports
- State Ecology Office and other major employers in Shoreline
- Washington Apple Commission
- Washington Maritime Federation
- Washington Potato Commission
- Washington Public Ports Association
- World Relief Seattle

Pierce County

This section includes feedback received from participating jurisdictions and organizations within Pierce County as well as from statewide organizations who provided county-specific input.

Area snapshot

Pierce County is located in the south Puget Sound area between King County to the north and Thurston County to the south. Approximately 25 miles of the I-5 corridor run through the county, intersecting Tacoma in the northern part of the county and Joint Base Lewis-McChord (JBLM) in the south. In Pierce County, I-5 intersects with three state highways and one interstate: SR 167, SR 7, SR 512 and I-705. SR 7 and SR 507 parallel I-5 through much of the county.

Pierce County is the state’s second most populous county with about 925,000 residents. The northern section of Pierce County’s I-5 corridor is surrounded by a dense urban and commercial environment, as it passes by Fife, Tacoma and Lakewood, as well as the Port of Tacoma, one of the busiest ports in the region. Suburban communities and JBLM surround most of the county’s southern I-5 corridor.

What are the key planning conversations related to I-5 in your area?

Area planning topics raised by participants, listed below, primarily focused on increasing overall mobility in the county as the regional population and subsequent traffic volumes grow. Other planning priorities mentioned include flood and climate change impact mitigation, multimodal I-5 crossings and safety.


- **Growth management** is a major focus of many planning efforts around I-5 in Pierce County. Traffic volumes are rising with continued residential and commercial development.
- **HOV system expansion** between Tacoma and Dupont is being considered. The potential effects on low-income populations and communities of color in the area is a concern that needs to be addressed.
- The City of Tacoma is evaluating **mobility across I-5** for those who drive, bike, walk and roll to determine opportunities for improved crossings.



POPULATION

 925,000 residents

 2nd most populous county

 Mix of urban, commercial/ industrial and suburban

URBAN CENTERS NEAR I-5

 Tacoma, Fife, Lakewood and others


FEATURES

 Port of Tacoma, Joint Base Lewis-McChord


LENGTH OF I-5 CORRIDOR

 25 Miles

I-5 INTERSECTS

 SR 167, SR 7, SR 512 and I-705

I-5 PARALLELS

 SR 7 and SR 507

- Improving north and south **freight mobility** is a key part of county planning efforts, and the **Puget Sound Gateway Program** projects are an important component.
- **Sound Transit service expansion** is a central part of transportation planning for many jurisdictions and agencies. Subarea and station access planning efforts are underway in the cities of Tacoma, Lakewood and Fife.
- Jurisdictions are working to address **floodplain risks** around Clover Creek, just north of JBLM. Flooding has caused I-5 closures in the past.
- **Climate change** poses a threat to I-5, especially around the Nisqually Delta. Pierce County is developing plans to mitigate climate change impacts.
- There are potential **tribal developments** on the horizon adjacent to I-5 and the Emerald Queen Casino.
- **Vision Zero Tacoma** is central to the city's transportation planning efforts.

Are there active or imminent construction projects on or around I-5 in your area that we should be aware of?

Active or imminent construction projects in Pierce County, which are listed below, are primarily associated with major transit and highway expansion programs, especially those around Tacoma.

- The **SR 167 Completion Project** is in stage 1b and will result in a new expressway between I-5 and SR 509. This project is central to **freight mobility** in south Puget Sound as it provides a link to the Port of Tacoma.
- Construction for the **Tacoma Dome Link Extension** will begin as early as 2026, adding 10 miles to the light rail system between Federal Way and Tacoma.
- An **interchange rebuild** project is starting near Dupont to address **chronic congestion** around JBLM as part of the larger **I-5 Mounts Road to Thorne Lane I/C - Corridor Improvements** project.

What are your thoughts, ideas and/or concerns related to I-5?

Pierce County listening session participants' key concerns, which are listed below, included congestion and associated impacts on transit, freight and commuters, as well as I-5 flood and erosion vulnerabilities. Other thoughts and ideas raised included safety, I-5 crossings, HOV system expansion and environmental concerns, especially around tribal lands and local waterways.

- **Congestion** is a major challenge where I-5 passes through Tacoma and JBLM. Traffic volumes will continue to increase as the county population grows. **HOV expansion or managed lanes** could help alleviate congestion.
- Using existing I-5 infrastructure more efficiently will be more effective than building additional **lane capacity**.
- The **lack of truck parking** along I-5 is an issue. Truckers often park on the side of the road or along I-5 ramps.
- **Multimodal access across I-5** is a challenge for communities split by I-5, such as Lakewood, Tacoma, Fife and the lands of the Puyallup Tribe of Indians. **Pedestrian access** should be a high a priority in a future I-5 Master Plan.
- Alternative high-capacity transit options such as **high-speed rail** would help alleviate I-5 congestion and improve freight mobility and transit services in the region.
- There are **few parallel routes** along I-5, which makes it the most important north-south corridor for the local economy and JBLM.
- **Safety** is a major concern on I-5. The section of I-5 between Fife, Milton and Tacoma is one of the most dangerous on the corridor with a **high volume of collisions**. This traffic safety challenge has a disproportionate impact on Puyallup Tribal members.

- The effects of **air and noise pollution** on communities surrounding the I-5 corridor need to be addressed. These effects are disproportionate on communities of color.
- **Flooding and erosion** around the Nisqually Delta are a significant concern and make I-5 structures in the area vulnerable.
- Future WSDOT I-5 planning efforts should consider **impacts to tribes** in Pierce County, especially where I-5 intersects with waterways. Local waterway pollution from I-5 traffic affects tribal members and natural resources.
- **Encampments** along the corridor pose challenges to nearby cities and communities. Conditions are unsafe for people living in encampments, and it is difficult for smaller cities to manage **safety and sanitation issues**.
- **I-5 maintenance** is needed between Fife and Milton, especially on interchanges and bridge structures. Issues include overgrowth, debris and aging infrastructure.
- **Freight movement is crucial** in the county. For example, the Port of Tacoma accounts for 80 percent of goods on the shelves in Alaska, all transported by truck.
- **There is a high volume of commuting traffic** from Pierce County to King County.
- The Legislature wants to **double manufacturing capacity** in the county over next 10 years, which, if reached, will amplify issues on the transportation system along the I-5 corridor.

Who else in your community should we engage moving forward, including underserved communities?

The listening session participants suggested engaging the following moving forward:

- Bridge Development Partners
- City of Edgewood
- Downtown on the Go
- Economic Development Board of Pierce County
- Edgewood Chamber of Commerce
- Giadrone Middle School
- Jenny Reed Elementary School
- Manufacturing and industrial organizations
- Pacific Maritime Association
- Pacific Merchant Shipping Association
- Pierce County Health Department
- Puyallup Tribe of Indians, Housing and Communications Departments
- South Sound Alliance
- The Tillicum community
- Transportation Choices Coalition
- Washington Apple Commission
- Washington Maritime Federation
- Washington Potato Commission
- Washington Public Ports Association

Thurston County

This section includes feedback received from participating jurisdictions and organizations within Thurston County as well as from statewide organizations who provided county-specific input.

Area snapshot

Thurston County is situated on the southern tip of Puget Sound in western Washington. The county's 29 miles of I-5 begins at the mouth of the Nisqually River near the northeastern border with Pierce County. The corridor then continues through the state capitol of Olympia, where it intersects with U.S. Highway 101 (US 101), the primary route to the Olympic Peninsula. I-5 also intersects with two state highways and one U.S. highway: SR 510, SR 121 and US 12. SR 507 parallels I-5 through much of the county.

Thurston is the state's sixth most populous county, with just less than 300,000 residents. The capitol city of Olympia constitutes the most densely populated section of the I-5 corridor in Thurston County. I-5 travels through a mix of rural and suburban environments in the southern portion of the county.


What are the key planning conversations related to I-5 in your area?

Area planning topics raised by participants, listed below, primarily focused on optimizing traffic flow along the I-5 corridor to accommodate residential and commercial growth.


- The I-5 corridor is being evaluated between **Tumwater and Mounts Road** near the Thurston and Pierce County border as part of a Planning and Environmental Linkages study to develop mid- and long-term transportation system strategies.
- The **Nisqually Delta** is a major area of focus for county jurisdictions and agencies due to its importance to local environmental health, local tribes and its intersection with I-5.
- Regional jurisdictions are evaluating opportunities for **improved or additional high-capacity transportation** along I-5.
- Early planning work for **HOV system expansion** into Thurston County is ongoing.
- Multiple planning efforts are underway around the **Grand Mound** area, where I-5 meets US 12 and Old Highway 99, to meet the area's rapidly growing transportation needs.
- Area jurisdictions and agencies are planning for the potential addition of a **commercial airport**.




POPULATION

 300,000 residents

 6th most populous county

 Some urbanized areas with mix of rural and suburban

URBAN CENTERS NEAR I-5

 Olympia, Tumwater, Lacey


FEATURES

 Port of Olympia, State Capitol

LENGTH OF I-5 CORRIDOR

 29 Miles

I-5 INTERSECTS

 SR 510, SR 121, US 101 and US 12

I-5 PARALLELS

 N/A

- Thurston County planners are considering transportation improvements around Yelm to alleviate congestion caused by **diverted I-5 traffic**.
- The I-5 and US 101 interchange is a **congestion point** that needs improvements.
- Transit agencies that operate in Thurston County are working with WSDOT and the Federal Highway Administration to improve **I-5 access to corridor park and rides**.
- **Freight mobility** is a transportation planning priority for most participants.
- Additional projects to address safety issues around accessing the JBLM main gate have been considered, but not advanced.
- It is important to consider opportunities to create **wildlife crossings**.

Are there active or imminent construction projects on or around I-5 in your area that we should be aware of?

Active or imminent construction projects in Thurston County, listed below, primarily focus on I-5 interchange improvements and transit signal prioritization.

- Multiple I-5 **interchange improvement** projects are underway.
- Area transit agencies are supporting a project to improve **signal priority for transit services** near the Martin Way East interchange.

What are your thoughts, ideas and/or concerns related to I-5?

Thurston County listening session participants' key concerns, listed below, included congestion caused by a combination of regional growth and a lack of parallel routes along the corridor. Other issues and ideas included transit prioritization, environmental vulnerabilities and the need for agency coordination.

- **I-5 congestion** continues to worsen as more people move to Thurston County. Congestion affects the effectiveness of **transit services** and **ridesharing programs** along the I-5 corridor. Unreliable transit times reduce ridership.
- **A lack of parallel routes** causes severe back-ups on major arterials when lanes are closed on I-5. Roads in cities like Yelm cannot handle high traffic volumes.
- More HOV lanes are desired in Thurston County. Many participants noted that HOV and transit only lanes are more efficient solutions than increasing lane capacity.
- Thurston County needs additional resources to support **inter-county express transit services**.
- **Access to and from JBLM** is a challenge for the region. People traveling to and from the base contribute to congestion on I-5 and surrounding cities such as Yelm and Lacey. If there is a closure and JBLM employees cannot report for duty, it becomes a mission-readiness issue.

- Addressing **environmental concerns and bridge vulnerabilities** around the Nisqually Delta should be a WSDOT priority.
- Transportation planning around the I-5 corridor should be a **coordinated effort** instead of a region-by-region approach.
- Participants expressed appreciation for **proactive and frequent communication** regarding I-5 construction projects. This helps local jurisdictions prepare for traffic impacts.
- WSDOT needs to prioritize and **invest in transit and alternative transportation methods**. Continued investment in single-occupancy vehicle infrastructure will encourage people to continue buying cars.

Who else in your community should we engage moving forward, including underserved communities?

The listening session participants suggested engaging the following moving forward:

- Capital City Council of the Blind
- City of Tumwater
- Elected officials in Thurston County
- Nisqually Indian Tribe
- People First of Washington
- Squaxin Island Tribe
- State employees who live in Thurston County
- Thurston Regional Planning Council

Lewis County

This section includes feedback received from participating jurisdictions and organizations within Lewis County as well as from statewide organizations who provided county-specific input.

Area snapshot

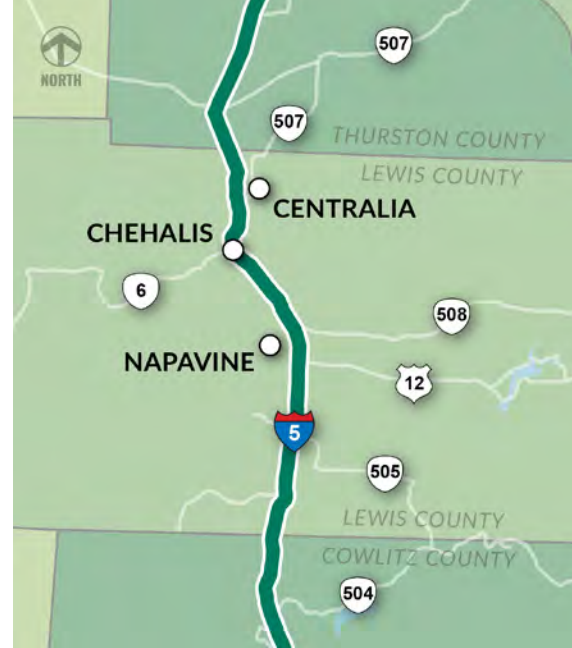
Lewis County is located in southwest Washington between Thurston County to the north and Cowlitz County to the south. Approximately 28 miles of the I-5 corridor run through the county. I-5 intersects with five state highways and one U.S. highway in Lewis County: SR 507, SR 6, SR 508, SR 505, SR 506 and U.S. Highway 12 (US 12).

Lewis County is the state's 16th most populous county, with about 84,000 residents. The county's largest cities are situated along the I-5 corridor. Lewis County is primarily rural, with urban environments around Centralia and Chehalis.


What are the key planning conversations related to I-5 in your area?

Area planning topics raised by participants, listed below, primarily focused on addressing the effects of regional residential and commercial growth on the I-5 corridor, especially around Chehalis and Centralia.


- Planning efforts are underway to address the **continuing residential growth** in Lewis County by **upgrading major interchanges** such as Rush Road.
- Subarea plans around Chehalis and Centralia are considering locations for **new I-5 interchanges** (north of Harrison Avenue) to accommodate commercial development.
- Jurisdictions are planning to alleviate congestion by **adding parallel routes** along the corridor and seeking to **increase I-5 lane capacity** in some areas, especially between Chehalis and Napavine, where there is a segment with only two lanes in each direction.
- Transit agencies are looking to make **improvements to park and rides** at I-5 Exits 63 and 77 to improve transit ridership.
- **Food mitigation** efforts are considered in many jurisdictions' infrastructure plans.



POPULATION

 84,000 residents

16th most populous county

 Primarily rural with some urban environments

URBAN CENTERS NEAR I-5

 Centralia, Chehalis, Napavine


FEATURES

 Port of Chehalis

LENGTH OF I-5 CORRIDOR

 28 Miles

I-5 INTERSECTS

 SR 507, SR 6, SR 508, SR 505, SR 506 and US 12

I-5 PARALLELS

 N/A

Are there active or imminent construction projects on or around I-5 in your area that we should be aware of?

Active or imminent construction projects in Lewis County primarily focus on improving mobility around major interchanges and enhancing parallel north-south routes. Listed below are these projects or discussion around needed projects.

- The I-5 corridor **between Chehalis and Centralia** is a particular area of focus for upcoming construction projects.
- Jurisdictions are working to **expand capacity on roadways** that parallel I-5 to alleviate freeway congestion.
- **Interchange projects** near Chehalis and Centralia will create more efficient access on and off I-5 and reduce congestion.

What are your thoughts, ideas and/or concerns related to I-5?

Lewis County listening session participants' key concerns, listed below, included congestion caused by a combination of regional growth and lack of I-5 lane capacity and the need for improved interchanges and bridges. Participants also identified a need for more parallel routes, flooding vulnerabilities on I-5 and opportunities for increased transit infrastructure.

- Sections of I-5 with only two lanes pose a significant challenge to corridor mobility. **Adding additional capacity** on I-5 will help alleviate regional congestion and improve roadway conditions, especially in the two-lane section. **HOV lanes** could be added if additional lanes are built.
- **Residential and commercial growth** in the county is contributing to congestion. More travelers are using I-5 to commute to Portland, Seattle and north of Seattle.
- Many **I-5 interchanges** need capacity and safety improvements, including Rush Road.

- There are opportunities to **expand transit use** in Lewis County by investing in transit centers with electric vehicle infrastructure. Rideshare programs and light rail would be effective in this region.
- **Area I-5 bridges** are regularly struck by vehicles because they do not meet current height standards. Frequent bridge maintenance is a source of congestion. Many I-5 bridges cannot handle **freight vehicles** carrying excess loads, thus forcing trucks to detour onto other highways.
- A **seismic study** of Lewis County structures would be helpful for planning.
- **Flooding on I-5** has resulted in financial impacts for local economies and should be addressed to increase resiliency. **Landslides** are also a concern.
- **The lack of parallel routes** is a challenge. When I-5 closures occur, commuters and freight vehicles use local roads, which are not equipped to handle freight and high traffic volumes.
- Lewis County has many barriers that affect **mobility** in its cities, including I-5, rivers and the railroad.

Who else in your community should we engage moving forward, including underserved communities?

The listening session participants suggested engaging the following moving forward:

- Centralia College
- Chehalis Advisory Board
- Chehalis Chamber of Commerce
- Chehalis Rotary
- Confederated Tribes of the Chehalis Reservation
- Lewis County Port Authority
- Port of Chehalis
- United Natural Foods

Cowlitz County

This section includes feedback received from participating jurisdictions and organizations within Cowlitz County as well as from statewide organizations who provided county-specific input.

Area snapshot

Cowlitz County is located in southwest Washington, situated between the Columbia River on its western border and Mount Saint Helens on the east. Thirty six miles of I-5 run through the county. Between Kelso and Woodland, I-5 sits in a narrow corridor between the Columbia River and rolling mountains. I-5 intersects with five state highways: SR 504, SR 411, SR 4, SR 432 and SR 503.

Cowlitz County is the state's 12th most populous county, with nearly 110,000 residents. It is also home to two major ports in Longview and Kalama. Cowlitz County has a mix of rural and urban environments, with most major urban centers located along the I-5 corridor.

What are the key planning conversations related to I-5 in your area?

Area planning topics raised by participants, listed below, primarily focused on the environmental impacts on I-5, specifically the need to address flooding and landslides.


- Closures on I-5 due to flooding, landslides or accidents are challenging due to the **lack of adequate parallel routes**. I-5 traffic using local area roads, such as Green Mountain Road, are not equipped to handle freight vehicles and high traffic volumes.
- I-5 between Woodland and Kelso experiences **regular flooding and landslides**.
- The cities of Woodland and Kelso are conducting planning efforts to address **congestion around interchanges** at Exit 21 in Woodland and Exit 39 in Kelso (Allen Street corridor).
- Bridge replacement and improvement studies are underway, including the **East Fork Lewis River Northbound Bridge Replacement Study** and the **SR 433 Lewis and Clark Bridge Finger Joint Replacement Project**. It is anticipated that **construction will cause significant traffic congestion** due to the lack of alternate routes.
- Transit agencies are working with WSDOT and local jurisdictions on efforts to **improve park and rides** along the I-5 corridor and **expand bus services**.



POPULATION

 110,000 residents

12th most populous county

 Primarily rural with some urban centers

URBAN CENTERS NEAR I-5

 Castle Rock, Longview, Kelso, Kalama, Woodland


FEATURES

 Port of Longview, Port of Kalama, Port of Woodland

LENGTH OF I-5 CORRIDOR

 35 Miles

I-5 INTERSECTS

 SR 504, SR 411, SR 4, SR 432 and SR 503

I-5 PARALLELS

 N/A

Are there active or imminent construction projects on or around I-5 in your area that we should be aware of?

In Cowlitz County, there are few major construction efforts on I-5 underway.

Most of the projects mentioned are maintenance or paving projects on bridges, ramps and other roadways.

What are your thoughts, ideas and/or concerns related to I-5?

Cowlitz County listening session participants' key concerns, listed below, include environmental and resiliency as they relate to flooding, landslide and lack of adequate parallel routes during I-5 closures. Issues and ideas relating to local growth, congestion, transit service and I-5 crossings were also raised.

- **Flooding** affects I-5 and requires ramp closures and full closures of I-5.
- **Lack of adequate parallel routes** contributes to congestion on I-5 and local roads and affects emergency service response networks. No adequate freight access is available.
- **I-5 bridges** are a source of traffic congestion due to their **reduced lane capacity** and frequent **maintenance** projects. I-5 bridges are often struck by vehicles, which results in the need for repairs and subsequent lane closures.
- **Population growth** and development are contributing to increased traffic on I-5 and at interchanges.

- **Existing park and ride facilities** lack sufficient parking capacity or proximity to population centers to meet the needs of the increasing number of commuters.
- There is a significant number of people traveling between Longview, Kelso and Vancouver who would benefit from **improved transit access**.
- Cities that are bisected by I-5 need **better pedestrian and bicycle access across I-5** by narrowing vehicle lanes, adding bike lanes and building pedestrian infrastructure such as trails or bridges.

Who else in your community should we engage moving forward, including underserved communities?

The listening session participants suggested engaging the following moving forward:

- City of Woodland
- Cowlitz Indian Tribe
- Ilani Casino and Event Center
- Kelso Longview Chamber of Commerce
- Longview Industrial Area
- OI Glass
- Residents living along the Green Mountain Road detour route
- RSG Forest Products
- Steelscape

Clark County

This section includes feedback received from participating jurisdictions and organizations within Clark County as well as from statewide organizations who provided county-specific input.

Area snapshot

Clark County is located in southwest Washington, adjacent to the Columbia River and the state of Oregon across the river on its southern and western borders. Approximately 21 miles of the I-5 corridor run through Clark County. The southern end of Washington's I-5 corridor begins in Clark County. In the northern part of the county, I-5 passes through rural communities before entering the more suburban and denser urban environments of Vancouver near the county's southern border. I-5 intersects with four state highways and one interstate in Clark County: SR 501, SR 502, SR 500, SR 14 and I-205. SR 503 parallels I-5 through most of the county.

Clark County is the state's fifth most populous county with about 480,000 residents, and it contains Washington's fourth largest city, Vancouver. The county also borders the major metropolitan city of Portland, Oregon, which gets thousands of daily commuters traveling from southern Washington communities.


What are the key planning conversations related to I-5 in your area?


Area planning topics raised by participants, listed below, primarily focused on Vancouver and the Interstate Bridge Replacement Program.

- The **I-5 – Interstate Bridge Replacement Program (IBR)** will begin as early as 2025 and have significant effects on Vancouver and surrounding communities. Local jurisdictions are looking to minimize this program's impacts to downtown access and improve multimodal mobility across I-5 within Vancouver.
- Major **interchange and east-west corridor improvements** are being considered around Vancouver and other urban areas in Clark County. The Northwest 179th Street corridor and I-5 and I-205 interchange were mentioned.
- Planning is underway to improve access to the Port of Vancouver by extending Northwest 32nd Avenue.
- **Transit program and route expansions** are being considered for the near future around Vancouver and in north Clark County. The I-5 corridor between Ridgefield and Northeast 99th Street is an area of focus.




POPULATION

 480,000 residents
5th most populous county

 Primarily rural in the north, a mix of suburban and urban in the south

URBAN CENTERS NEAR I-5

 Vancouver, Battle Ground, Ridgefield


FEATURES

 Oregon-Washington border, Port of Vancouver

LENGTH OF I-5 CORRIDOR

 21 Miles

I-5 INTERSECTS

 SR 501, SR 502, SR 500, SR 14 and I-205

I-5 PARALLELS

 SR 503

Are there active or imminent construction projects on or around I-5 in your area that we should be aware of?

Active or imminent construction projects in Clark County are primarily located around the city of Vancouver. The focus and types of such projects are listed below:

- Construction projects happening around Vancouver are focused on improving mobility across I-5 for people driving, walking and biking.
- There are also projects underway to enhance freight access to and from the Port of Vancouver.

What are your thoughts, ideas and/or concerns related to I-5?

Clark County listening session participants' key concerns, listed below, included local congestion and its associated impacts on transit services and the growing number of I-5 travelers. Ideas and issues related to electric vehicle infrastructure, I-5 access and flood resiliency were also mentioned.

- **Congestion on I-5** affects transit services and local traffic. **Growth in the region** will continue to add more cars on the road. This congestion challenges goods movement and reliable access for emergency and other essential services.
- **Strategies for managing existing lanes** are preferable to adding new I-5 capacity.
- WSDOT could develop a **congestion management toolset** for local jurisdictions.
- I-5 planning needs to incorporate **electric vehicle infrastructure** to accommodate the rapid shift to electric vehicles.
- **Lack of direct access ramps to I-5 and signal priority** at interchanges affects travel times for transit services. Some transit routes avoid I-5 at peak traffic hours.
- Sections of I-5 through Clark County are at a lower elevation and **vulnerable to flooding**.

- I-5 structures in this part of the corridor could be at risk in the event of significant **seismic activity**.
- There are opportunities to **improve access to I-5** for some Clark County cities and tribes. These opportunities include a **westward extension of SR 502** and additional on-ramps in Woodland.
- The I-5 **interchange with SR 500** presents **safety challenges**; short on-ramps and distances between exits at the interchange leads drivers to make **rapid lane changes**.
- The I-5 **interchange with I-205** may lack the needed **capacity** to accommodate future growth in the region.

Who else in your community should we engage moving forward, including underserved communities?

The listening session participants suggested engaging the following moving forward:

- City of Battle Ground
- City of Richfield
- City of Vancouver Neighborhood Association
- City of Woodland
- Clark County Bicycle Pedestrian Advisory Committee
- Columbia Corridor Association
- Cowlitz Indian Tribe
- Friends of Clark County
- OI Glass
- Residents in north Clark County (rural area, property owners, low income)
- Residents in south Clark County (BIPOC, mostly renters, low income)
- Rosemere neighborhood
- RSG Forest Products
- Steelscape
- Team 99
- Vancouver Casino



Recommended Statewide Organizations and Businesses to Engage Moving Forward

- AARP Washington
- Amazon
- Amtrak
- Center for Independence Washington
- Costco
- Darigold
- FedEx
- Jewish Community Services
- League of United Latino American Citizens
- Microsoft
- NAACP
- Safeway
- Transportation Futures Alliance
- UPS
- Washington State Department of Archaeology and Historic Preservation
- Washington State Emergency Management Division
- Washington State Independent Living Council
- Washington State Office of the Insurance Commissioner (Flood Insurance)
- Washington Tourism Association
- World Relief



Who we heard from

The I-5 Study team conducted listening sessions with participants representing a wide range of transportation interests, both inside and outside the agency.

Participants included over 350 individuals representing over 137 different jurisdictions, tribes, agencies, WSDOT regions and divisions, businesses and community-based organizations, including those representing vulnerable populations and overburdened communities.

WSDOT Staff and Participants

The following staff either represented WSDOT at external listening sessions or participated in internal sessions. Internal sessions were held with representatives from Region leadership, Tribal and Federal Relations, Headquarters Planning Office, Transportation Economic Partnerships, and Rail, Freight and Ports Division.

April Delchamps
*Planning Manager,
UMAM Management
of Mobility Division*

Brian Nielsen
*Regional Administrator,
Northwest Region*

Carley Francis
*Regional Administrator,
Southwest Region*

Chris Damitio
*Assistant Regional
Administrator,
Northwest Region*

Dan Hoyt
*Planning and Land Use
Manager, UMAM Management
of Mobility Division*

Gaius Sanoy
*Planning and Program Manager,
Olympic Region*

George Mazur
*Planning Manager,
Olympic Region*

Hunter Henderson
Fish Passage, Olympic Region

Jason Beloso
*Strategic Planning Manager,
Rail, Freight and Ports Division*

Jason Gibbens
*Transportation Planner,
Southwest Region*

Jeff Storrar
*Regional Planning and Policy
Manager, UMAM Management
of Mobility Division*

JoAnn Schueler
*Assistant Regional
Administrator, Olympic Region*

Julie Meredith
Assistant Secretary, UMAM

Kelly Smith
*Transportation Planning
Specialist, Southwest Region*

Kerri Woehler
*Deputy Assistant Secretary,
Multimodal Development
and Delivery*

Laurie Lebowsky
*Planning Director,
Southwest Region*

Lorraine Basch
*Management Analyst,
Government Relations*

Lucy Temple
*NEPA/SEPA Program Manager,
Environmental Services Office*

Manuel Abarca
*Traffic Design Engineer,
Olympic Region*

Megan Cotton
*Tribal and Federal Relations
Director, Headquarters*

Megan Nicodemus
Tribal Relations, Planning Office

Monica Harwood Duncan
*Regional Traffic Engineer,
Southwest Region*

Paul Kruger
*Transportation Engineer, Rail,
Freight and Ports Division*

Richard Warren
*Planning Studies Manager,
UMAM Management of
Mobility Division*

Robin Mayhew
*Assistant Regional
Administrator,
Northwest Region*

Ron Pate
*Director of Rail, Rail,
Freight and Ports Division*

Sarah Ott
Traffic Engineer, Olympic Region

Steve Roark
*Regional Administrator,
Olympic Region*

Tamara Greenwell
*Communications Manager,
Southwest Region*

Todd Carlson
*Planning and Engineering
Services Manager,
Northwest Region*

Tonia Buell
*Alternative Fuels Program
Manager, Transportation
Economic Partnerships*

Travis Phelps
*Director, UMAM Management
of Mobility Division*

Organization and Jurisdiction Participants

The following jurisdictions, organizations and businesses participated in individual or small group listening sessions.

AAA of Washington

Andrea Lucky
Chief People Officer

Gregory Hagen
Fleet Supervisor

Laura Ray
*Vice President
of Corporate Affairs*

Michelle Glass
Vice President of Travel Services

Percy Hoffman
*Automotive Solutions
and Technology Expert*

Associated Cities of Washington

Brandy DeLonge
*Government Relations Advocate,
Associated Cities of Washington*

Association of Washington Business

Mike Ennis
*Government Affairs Director
for Transportation, Land Use,
Telecom, and Vitality*

Representatives from the
following organizations
were present:

- Washington Policy Center

- Fred Meyer

- Seattle Tacoma
International Airport

- Les Schwab

Association of Washington Counties

Axel Swanson
*Washington State Association of
County Engineers (WSACE)*

Association of Women and Minority Businesses

Irene Reyes
*Founder and Chair of the
Board of Directors*

Boeing

Eugene Green
*Senior Manager for Boeing
Licensed Transportation*

Perry Hoffman
*Manager for Boeing
Licensed Transportation*

Rich White
*State and Local
Government Operations*

Vickie Currie
*Manager for Boeing
Licensed Transportation*

Cascade Bicycle Club

Lee Lambert
Executive Director

Rachel Schaffer
*Seattle Policy
and Advocacy Director*

Cascadia Innovation Corridor

Alan Hart
VIA Architecture

Andrea Newton
Urban Land Institute

Bernard Abelson
*McElhanney
Consulting Engineers*

Christoph Rufenacht
Vancouver International Airport

Colleen Kerr
Microsoft

David Hoff
Ledcor Group

Kate Joncas
MIG

Kevin Desmond
Sam Schwartz

Molly Keenan
Lodestar Partners

Paula Hammond
Co-Chair, WSP

City of Arlington

Paul Ellis
City Administrator

Marc Hayes
Development Director

City of Bellevue

Janice Zahn
Council Member

Katie Halse
Transportation Policy Advisor

City of Bellingham

Chad Schulhauser
Assistant Director of Engineering

Chris Comeau
Transportation Planner

Steve Haugen
Traffic Signal Supervisor

City of Blaine

Gary McSpadden
Public Works Director

Manroop Kaur
Public Works Project Manager

Mike Harmon
City Manager

Richard May
Mayor Pro Tem

City of Bothell

Eddie Low
Deputy Public Works Director

Eric Leonhart
Public Works Director

City of Centralia

Kelly Smith Johnston
Mayor

Kim Ashmore
Public Works Director

Patty Page
City Engineer

City of Chehalis

Jud Riddle
Interim Water Superintendent

Tammy Baraoni
Planning and Building Manager

City of Des Moines

Tommy Owen
City Engineer

City of Everett

Nick Harper
Deputy Mayor

Ryan Sass
Public Works Director

Tom Hood
City Engineer

Yorik Stevens Wajda
Planning Director

City of Federal Way

Rick Perez
City Traffic Engineer

Susan Honda
Deputy Mayor

City of Ferndale

Kevin Renz
Public Works Director

Michael Cerbone
Community Development Director

City of Fife

Derek Matheson
City Manager

Pat Hulcey
Council Member

City of Kent

David Paine
Transportation Planner

Rob Brown
Transportation Engineer

City of Kirkland

Jay Arnold
Deputy Mayor

City of Lakewood

Dave Bugher
Assistant City Manager

Paul Bucich
Public Works Engineering Director

Tiffany Speir
Strategic Planning Manager

City of Lynnwood

David Mach
Public Works Manager

City of Marysville

Jeff Laycock
Public Works Director

Max Phan
City Engineer and Assistant Public Works Director

City of Mill Creek

Frank Reinart
City Engineer

Martin Yamomoto
City Manager

Mike Todd
Director of Public Works and Development Services

City of Milton

Dustin Madden
Public Works Director

City of Mount Vernon

Gary Molenaar
Council Member

Jill Boudreau
Mayor

Juan Morales
Council Member

Mary Hudson
Council Member

Melissa Beaton
Council Member

Richard Brocksmith
Council Member

City of Napavine

Shawn O'Neill
Mayor

City of Newcastle

Jeff Brauns
Public Works Director

City of Seattle

Adiam Emery
Executive General Manager, Seattle Mayor's Office

Bill LaBorde
Senior Policy Advisor and Council Liaison

Greg Spotts
Director, Seattle Department of Transportation (SDOT)

Kit Loo
Bridge Operations and Engineering Manager, SDOT

City of SeaTac

Florendo Cabudol
City Engineer

City of Shoreline

Nytasha Walters
Transportation Services Manager

City of Tacoma

Carrie Wilhelme
Senior Transportation Planner

Jennifer Kammerzell
Interim Transportation Division Manager

Josh Diekmann
Traffic Engineer

Leigh Starr
Assistant Division Manager

Rosa McLeod
Director of Government Relations

City of Tukwila

Brandon Miles
Senior Planner

City of Vancouver

Ann McInerney-Ogle
Mayor

Katherine Kelly
Senior Policy Advisor

Rebecca Kennedy
Deputy Director of Community Development

Clark County

Christopher Carle
Capital Program Manager

Gary Albrecht
Transportation Planner

Kaley McLachlan-Burton
Community Engagement & Inclusion Manager

Ken Lader
County Engineer

Rob Klug
County Traffic Engineer

Community Transit

Scott Ritterbush
Planning Project Manager

Thomas Tumola
Planning Manager

Commute Seattle

Bethany Goad
Transportation Specialist

Kendle Bjelland
Program Director

Kirk Hovenkotter
Executive Director

Priya Balan
Transportation Specialist

Zarina Infante
Program Manager

Conference on Minority Transportation Officials Washington Chapter

Grantley Martelly
President

Cowlitz County

Chris Andrews
Roads Project Manager

Susan Eugenis
County Engineer

Cowlitz-Wahkiakum Council of Governments

Bill Fashing
Executive Director

Lauren Read
Mobility Management Coordinator

Robert Stevens
Transportation Planner

C-TRAN

Taylor Eidt
Planning Project Manager

Disability Mobility Initiative, Disability Rights Washington

Anna Zivarts
Director

Amandeep Kaur
Physician, The Everett Clinic

Betty Fitzpatrick
Community Member

Brian Baker
Community Member

Ivanovah Smith
Activist Advocate, At Work!

Laura Lovesian
Community Member

Linda Moran
Community Member

Philip Bradford
Community Member

Eastside Transportation Partnership

Regular meeting attendees

Economic Alliance of Snohomish County

Andy Thompson
Chair, Snohomish County Committee for Improved Transportation

Gary Clark
President and CEO

Rashma Agarwal
Director of Government Relations

Reid Shockey
Founder and President, Snohomish County Committee for Improved Transportation

El Centro De La Raza

Estela Ortega
Executive Director

45 members in attendance

Feet First

John Stewart
Vice President

Jonathon Freedman
Policy Committee

Federal Emergency Management Agency

Bryr Harris
NFIP/ESA Specialist

Dennis Jeney
Acting Earthquake Program Manager

John Graves
Floodplain Management and Insurance Branch Chief

Roxanne Reale-Pilkenton
Floodplain Management Specialist

Suzanne Sarpong
Floodplain Management Specialist

Federal Highway Administration (FHWA)

Gary Martindale
Southwest Region Area Engineer

Liana Liu
Olympic Region Area Engineer

Lindsey Handel
Seattle Area Urban Engineer

Matthew Pahs
Statewide Planner

Michael Villnave
Area Engineer, Skagit, Snohomish, and Whatcom Counties

Sharon Love
Environmental Program Manager

Greater Vancouver Chamber

Greg Miller
Director of Government Affairs, Peacehealth

John McDonagh
President and CEO, Greater Vancouver Chamber

Nelson Holmberg
Community Affairs Manager, Northwest Natural

Intercity Transit

Ann Freeman-Manzanares
General Manager

Rob LaFontaine
Planning Manager

International Mobility and Trade Corridor Program

Regular members present include the following representatives:

Bill Lawrence
City of White Rock, BC

Brittney Valdez
U.S. Customs & Border Protection

Christopher Borst
U.S. Customs & Border Protection

Cory Paterson
BC Trucking Association

Gorav Nagi
Canada Border Services Agency

Harmit Gil
U.S. Customs & Border Protection

Kelly Monroe
U.S. Border Patrol

Laurie Trautman
Border Policy Research Institute, Western Washington University

Randolph Greene
U.S. Customs & Border Protection

Ryan Vanderstar
Canada Border Services Agency

Sean Connell
Office of U.S. Representative Rick Larsen

Shivonne van Wessem
U.S. Customs & Border Protection

Sung Choi
U.S. Consulate General, Vancouver

King County

Chris O'Claire
Director of Mobility

Kim Becklund
Capital Partnerships Supervisor

King County Metro

Erik Rundell
Transportation Planner

Matthew Crane
Vehicle Maintenance Division

Lewis County

Josh Metcalf
Public Works Director

Mike Kroll
Transportation Planner

Tim Fife
County Engineer

Lid I-5

Bruno Lambert
Steering Committee

Greg Briggs
Advisory Council

John Feit
Co-Chair

Scott Bonjukian
Co-Chair

National Association of Minority Contractors Washington Chapter

Robert Armstead
President

Eddie Rye, Jr.
Board Member

Northwest Minority Builders Alliance

Vicky Schianterilli
Initial Director

Northwest Mountain Minority Supplier Development Council

Fernando Martinez
President and CEO

Northwest Seaport Alliance

Christine Wolf
Senior Transportation Planner

Oregon Metro

Margi Bradway
Deputy Director, Planning, Development and Research Department

Peninsula Regional Transportation Planning Organization

Bek Ashby
Executive Board Chair, City Council Member, City of Port Orchard

Edward Coviello
Transportation and Land Use Planner, Kitsap Transit

John Clauson
Executive Director, Kitsap Transit

Lindsey Schromen-Wawrin
*City Council Member,
City of Port Angeles*

Miranda Nash
Fiscal Agent, Jefferson Transit

Randy Neatherlin
*County Commissioner,
Mason County*

Pierce County

Hugh Taylor
Council Analyst

Jen Tetatzin
*Director of Planning and
Public Works*

Jesse Hamashima
*Transportation
Planning Supervisor*

Ryan Mello
County Council Member

Pierce Transit

Earl Fowlkes
*Assistant Manager,
Communication Center*

Darin Stavish
Principal Planner

Mark Davilla
Service Impacts Supervisor

Port of Bremerton

Arne Bakker
Chief Operating Officer

Port of Everett

Adam LeMieux
Government Affairs Manager

Garret Jensen
Planner

Laura Gurley
Planner

Port of Kalama

Mark Wilson
Executive Director

Patrick Harbison
Commissioner

Port of Olympia

Amy Evans
Commissioner

Bob Iyall
Commissioner

Sam Gibboney
Executive Director

Port of Seattle

Eric ffitch
Government Relations Manager

Geraldine Poor
*Regional Senior Manager,
Regional Transportation*

Port of Tacoma

Christine Wolf
Senior Transportation Planner

Eric Johnson
Executive Director

Port of Vancouver

Jim Hagar
*Economic Development
Project Manager*

Mike Bomar
*Director of Economic
Development*

Ryan Hart
Chief External Affairs Officer

Puget Sound Regional Council

Josh Brown
Executive Director

Kelly McGourty
*Director of
Transportation Planning*

Puyallup Tribe of Indians

Andrew Strobel
*Director of Planning
and Land Use*

Angela Dillon
Environmental Planner

Robert Barandon
Planner

Regional Access Mobility Partnership

Regular meeting attendees

RiverCities Transit

Jim Seeks
Director

SeaShore Transportation Forum

Regular meeting attendees

Seattle Fire Department

Byron (Sean) Branum
Battalion Chief

Seattle Metropolitan Chamber of Commerce

Amy Grotefendt
*Consultant, Seattle Metropolitan
Chamber of Commerce*

Betz Mayer
*Assistant Director, Pacific
NorthWest Economic Region
(PNWER)*

Bradley Miller
*Transportation Group Director,
HNTB*

Bruce Agnew
*Director of NW Transportation
Infrastructure Accelerator and
Director of ACES*

Charles Knutson
*Senior Public Policy Manager,
Amazon*

Goran Sparrman
*Vice President & Business
Development Officer, HNTB*

Jennifer Basset-Hales
Vice President, Jacobs

Lars Erickson
*Public Affairs, Seattle
Metropolitan Chamber
of Commerce*

Lily Hayward
*Policy Specialist,
Seattle Metropolitan
Chamber of Commerce*

Mark Weed
*Managing Member,
Main Street Equity Partners LLC*

Nick Jackal
*Director of Community Relations
and Organizing, Downtown
Seattle Association*

Phil Miller
*Senior Transportation Planner,
University of Washington*

Rachel Smith
*President, Seattle Metropolitan
Chamber of Commerce*

Rob Fellows
*Transportation Planning
Director, WSP*

Skagit Council of Governments

Kevin Murphy
Executive Director
Mark Hamilton
Senior Transportation Planner

Skagit County

Forrest Jones
Planner
Grace Kane
County Engineer

Skokomish Indian Tribe

Marty Allen
Transportation Planner

Snohomish County

Doug McCormick
*Deputy Public Works Director
and County Engineer*

Matthew Ojala
Project Manager

Sam Low
County Council Member

Steve Dickson
*Transportation
and Environmental
Services Director*

Snohomish County Transportation Coalition

Brock Howell
Director

Sound Transit

Alex Krieg
*Director of Access, Integration
and Stationary Planning*

Brian de Place
*Director of System
and Service Planning*

South County Area Transportation Board

Regular meeting attendees

South Sound Military and Communities Partnership

Bill Adamson
Program Director

Maria Tobin
Program Coordinator

Southwest Washington Region Transportation Council

Dale Robbins
Planning Manager

Lynda David
Principal Planner

Mark Harrington
Principal Planner

Matt Ransom
Executive Director

Shann Westrand
Staff Assistant

Tabor 100

Henry Yates
Public Affairs Chair

Tacoma and Pierce County Chamber

Andrea Reay
CEO

Ryan Spence
Board Member

David Schrodoel
*Metropolitan
Development Director*

**Tacoma-Pierce County
Black Collective**

Bill Dickens
Economic Development Chair

Lyle Quasim
Chair

Thurston County

Robin Campbell
Assistant County Manager

Scott Lindblom
County Engineer

Tye Menser
County Commissioner

**Thurston Regional
Planning Council**

Marc Daily
Executive Director

**Transportation Choices
Coalition**

Hester Serebin
Policy Director

**Tribal Transportation
Planning Organization**

Regular meeting attendees

Tulip Tribes

Allison Warner
Wetland Program Coordinator

Twin Transit

Joe Clark
Executive Director

Michael Richards
Operations Supervisor

Maggie McCarthy
Operations Manager

Maleah Kuzminsk
Community Relations Manager

**Washington Emergency
Management Association**

Ross McDowell
President-Elect

Washington Farm Bureau

Caleb Gwerder
Government Affairs Coordinator

Washington State Patrol

Dan Atchison
*Assistant Chief,
Field Operations Bureau*

Captain James Prouty
Field Operations, Headquarters

Captain Jason Cuthbert
Motor Carrier, Safety Division

Captain Jason Linn
*Commander District 5
(Vancouver)*

**Washington Trucking
Association**

Sherri Call
Executive Vice President

Jim Christofferson
Peninsula Truck Lines

Jim McSpadden
Skagit Transportation

Ron Kieswether
Peninsula Truck Lines

Steve Holtgeerts
Peninsula Truck Lines

Tim Vander Pol
Peninsula Truck Lines

Washington Roundtable

Neil Strege
Vice President

Whatcom County

Doug Ranney
*County Traffic and
Development Manager*

Jim Karcher
County Planner

Matt Aamot
County Planner

Roland Middleton
*Special Programs Manager,
Public Works*

**Whatcom County Council
of Governments**

Hugh Conroy
Director of Planning

Jaymes McClain
Senior Planner

Melissa Fanucci
Principal Planner

Robert Wilson
Executive Director