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

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

While you're waiting…

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

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

Executive Advisory Group Meeting #3

March 21, 2023

JoAnn Schueler	WSDOT Olympic Region ARA Project Development
Ashley Carle	WSDOT Olympic Region Multimodal Development Manager
John Perlic	Consultant Team Project Manager—Parametrix
Kirk Wilcox	Consultant Team—Parametrix

Agenda

1:00 Welcome and Introductions

1:15 Meeting Goals and Outcomes

1:25 Review Public Comment Initial Range of Alternatives

1:35 Review Initial Alternatives Evaluation Criteria and Results

2:25 Review Detailed Alternatives Evaluation Approach

2:40 Next Steps

2:45 Adjourn

Welcome and Thank You

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

Introductions

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

EAG Participants

Invited to participate

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

Meeting Participation

Virtual Participation

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

Input Opportunities

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

Meeting Goals and Outcomes

Meeting Goals

- Input and active participation
- Understanding of the process

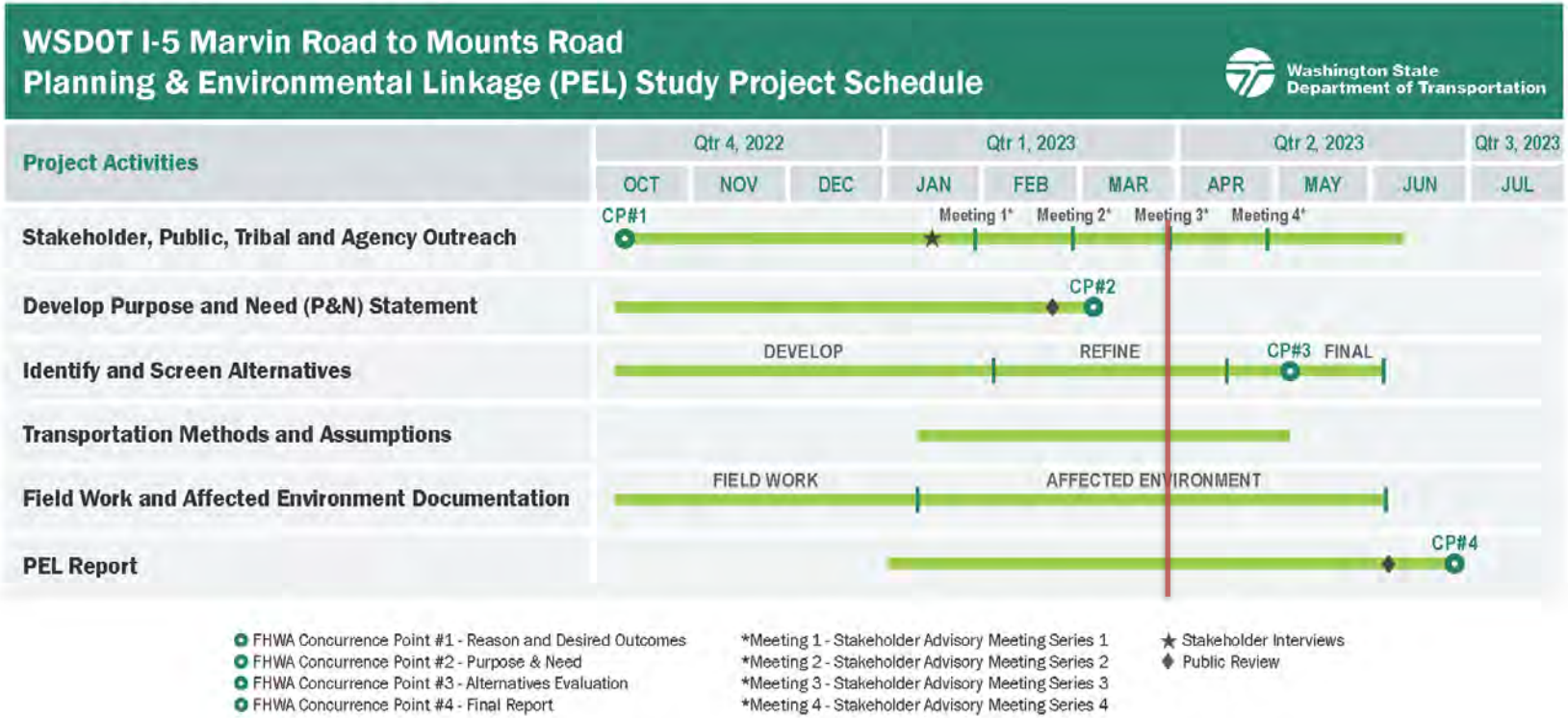
Outcomes

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

Advisory Group Responsibilities

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

Schedule


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

2023 PEL Advisory Group Meetings

Meeting 1

January:

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

Meeting 2

February:

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

Meeting 3

March:

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

Meeting 4

April:

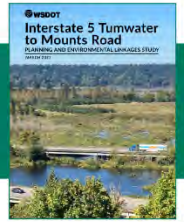
- Review Meeting #3
- Review new information from Meeting #3 questions
- Stakeholder Review of Level 2 Alternatives Evaluation Results
- Consensus discussion on Evaluation Results and Alternatives to Advance into NEPA

*Agendas may change slightly as the project progresses.

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

PEL Process

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



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

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

FHWA Concurrence Point #1

Reason and Desired Outcomes

Reason for PEL study and desired outcomes

FHWA Concurrence Point #2

Purpose and Need

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

FHWA Concurrence Point #3

Alternatives Evaluation

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

FHWA Concurrence Point #4

Final Report

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

NEPA/SEPA Environmental Review

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

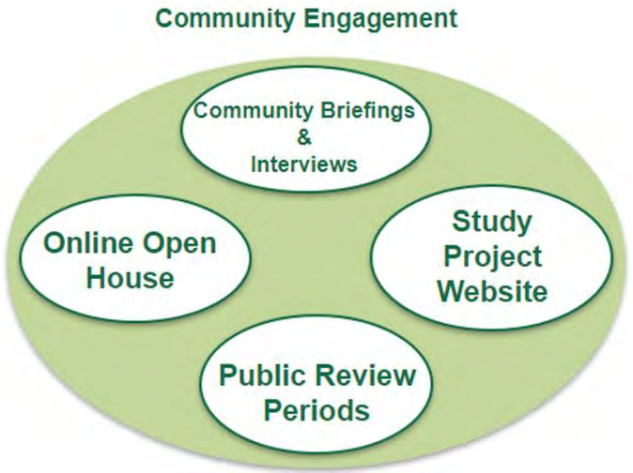
1

Public Comment on Alternatives

Public Comment on Alternatives

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

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



What We Heard

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

2

Updates to Alternatives Evaluation Criteria

Alternatives Evaluation Criteria Changes

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

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

Rating Scale

Lower Performing		Higher Performing

Design Option Bridge Lengths

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

Comments and Questions

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

- Yes
- No

3

Initial Alternatives Evaluation Results

Alternative Descriptions and Common Features

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

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

Draft Initial Alternatives Evaluation

Rating Scale

Lower Performing — Higher Performing

Project Purpose Categories	*Alternatives*	Alternative 1 – Operations Improvements			Alternative 2 – Widen I-5 for HOV Lanes				Alternative 3 – Widen I-5 for GP Lanes				Alternative 4 – Convert I-5 Lanes from GP to HOV Lanes		
	Design Options	A	B	C	A	B	C	D	A	B	C	D	A	B	C
Enhance mobility and connectivity on I-5 for all modes and providing support for increased person and freight throughput	Accommodates Active Transportation and Transit Modes														
	Provides Congestion Relief for General Purpose (GP) Vehicles/Trucks														
	Provides Congestion Relief for Transit/High Occupancy Vehicles (HOV)														
	Effects on Adjacent Roadways														
	Increases Person and Freight Throughput														
	Complementary to Local Planning														
Improve local and mainline I-5 **system resiliency**	Reduces the Risk of Infrastructure Failures														
	Reduces the Risk of Infrastructure Failures due to Seismic Activity														
Enable **environmental restoration and ecosystem resiliency** at the I-5 crossing of the Nisqually River Delta area	Enables Environmental Restoration														
	Enables Ecosystem Resiliency														
Support **economic vitality** through reliable freight movement, access to major employers, and sustainable tribal commercial fishing activity	Freight Reliability														
	Multimodal Access to Opportunities (Jobs, Recreation, and Services)														
	River Navigability														
Support **equitable** outcomes	Minimizes property acquisitions														
	Emergency Response														
	Minimizes the Flood Risk Potential for EJ Populations														
Relative cost of alternatives	Planning-level Cost Comparison														

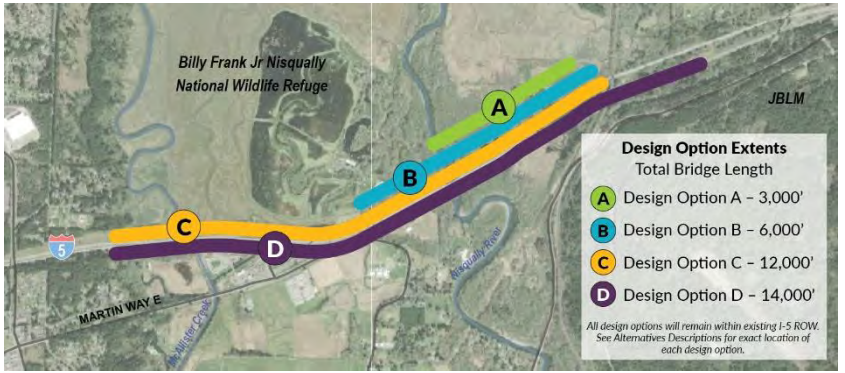
Note: Bridge Option lengths: Option A=3000', Option B=6000', Option C=12,000', Option D=14,000' Hi-Span

Enhance Mobility and Connectivity

Evaluation Summary

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

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

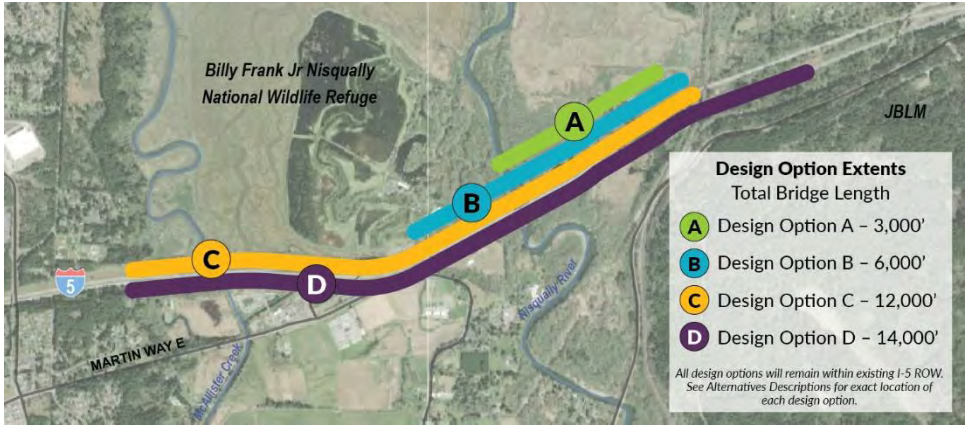


	Alternative 1 - Operations Improvements			Alternative 2 - Widen I-5 for HOV Lanes				Alternative 3 - Widen I-5 for GP Lanes				Alternative 4 - Convert I-5 Lanes from GP to HOV Lanes		
Design Options	***A***	***B***	***C***	***A***	***B***	***C***	***D***	***A***	***B***	***C***	***D***	***A***	***B***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

System Resiliency

Evaluation Summary

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



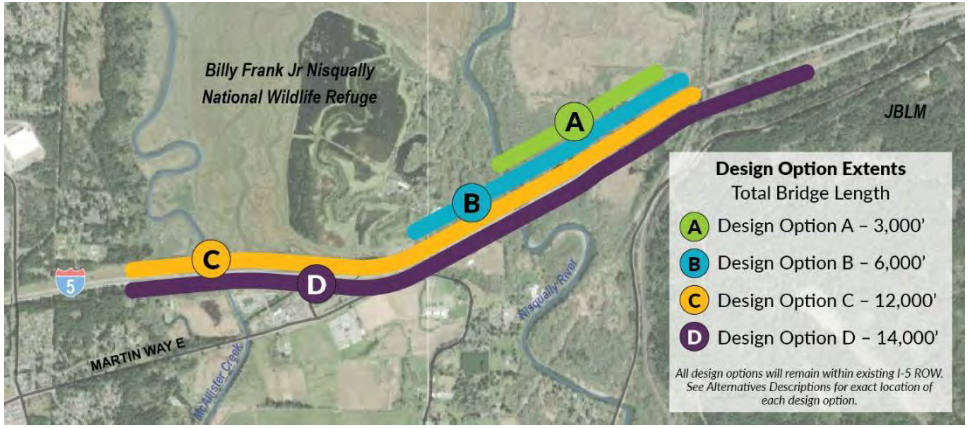
Initial Evaluation Results: Improve local and mainline I-5 ***system resiliency***

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

Environmental Restoration and Ecosystem Resiliency

Evaluation Summary

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



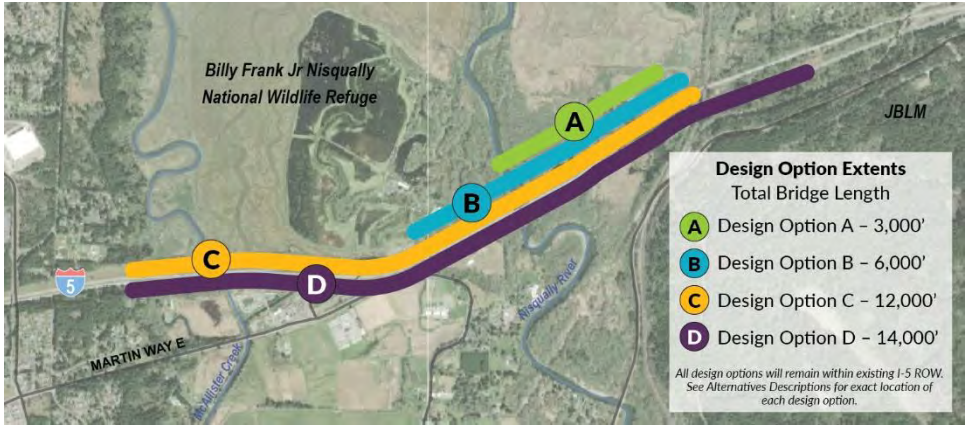
Initial Evaluation Results: Enable ***environmental restoration*** and ***ecosystem resiliency*** at the I-5 crossing of the Nisqually River Delta area

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

Economic Vitality

Evaluation Summary

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



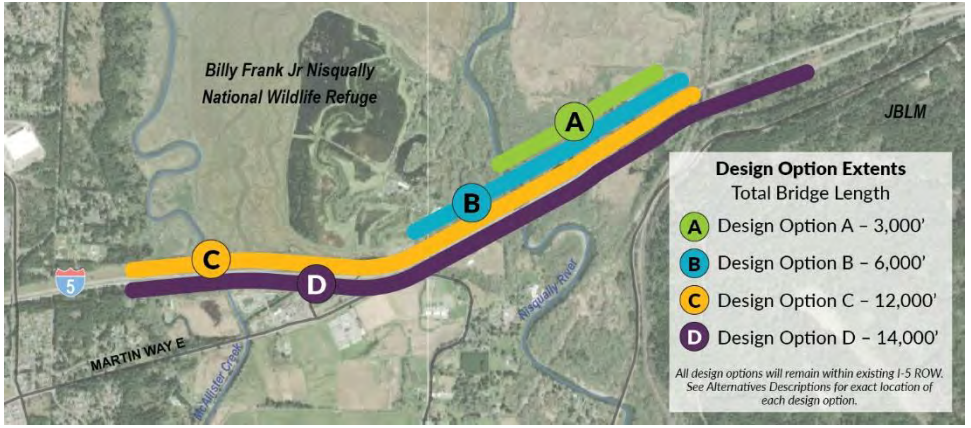
Initial Evaluation Results: Support ***economic vitality*** through reliable freight movement, access to major employers, and sustainable tribal commercial fishing activity

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

Equitable Outcomes

Evaluation Summary

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



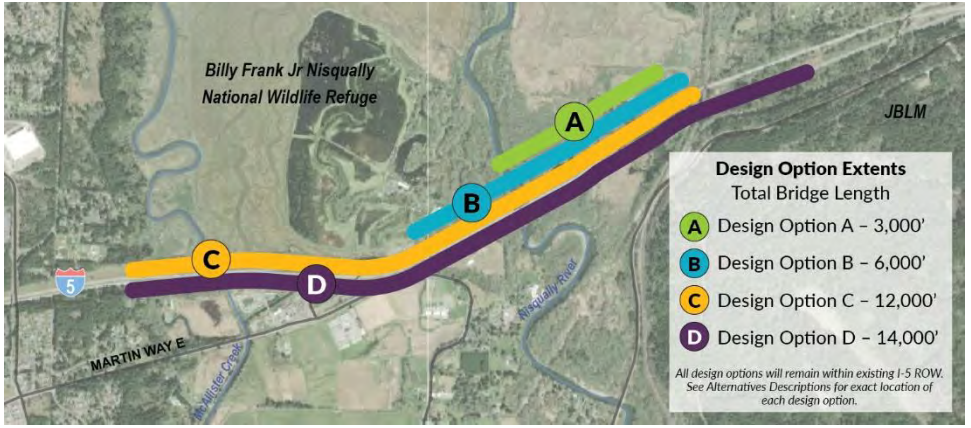
Initial Evaluation Results: Support ***equitable outcomes***

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

Relative Cost

Evaluation Summary

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



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

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

Draft Initial Alternatives Evaluation

Project Purpose Categories	Rating Scale: Lower Performing → Higher Performing	*Alternatives*	Alternative 1 – Operations Improvements			Alternative 2 – Widen I-5 for HOV Lanes				Alternative 3 – Widen I-5 for GP Lanes				Alternative 4 – Convert I-5 Lanes from GP to HOV Lanes		
		Design Options	A	B	C	A	B	C	D	A	B	C	D	A	B	C
Enhance mobility and connectivity on I-5 for all modes and providing support for increased person and freight throughput	Accommodates Active Transportation and Transit Modes															
	Provides Congestion Relief for General Purpose (GP) Vehicles/Trucks															
	Provides Congestion Relief for Transit/High Occupancy Vehicles (HOV)															
	Effects on Adjacent Roadways															
	Increases Person and Freight Throughput															
	Complementary to Local Planning															
Improve local and mainline I-5 **system resiliency**	Reduces the Risk of Infrastructure Failures															
	Reduces the Risk of Infrastructure Failures due to Seismic Activity															
Enable **environmental restoration and ecosystem resiliency** at the I-5 crossing of the Nisqually River Delta area	Enables Environmental Restoration															
	Enables Ecosystem Resiliency															
Support **economic vitality** through reliable freight movement, access to major employers, and sustainable tribal commercial fishing activity	Freight Reliability															
	Multimodal Access to Opportunities (Jobs and Recreation)															
	River Navigability															
Support **equitable** outcomes	Minimizes Property Acquisitions															
	Emergency Response															
	Minimizes the Flood Risk Potential for EJ Populations															
Relative cost of alternatives	Planning-level Cost Comparison															

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

Initial Evaluation: Summary

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

What we Heard

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

- ACG members present: 11 members
- TAG members present: 22 members

Poll data:

Alternative 1 – Operations Improvements (1/8 or 13%); (6/18 or 33%)
Alternative 2 – Widen I-5 for HOV lanes (8/8 or 100%); (16/18 or 89%)
Alternative 3 – Widen I-5 for General Purpose lanes (6/8 or 75%); (13/18 or 72%)
Alternative 4 – Convert I-5 lanes from General Purpose to HOV (2/8 or 25%); (3/18 or 17%)

What we Heard

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

- ACG members present: 11 members
- TAG present: 23 members

Poll data:

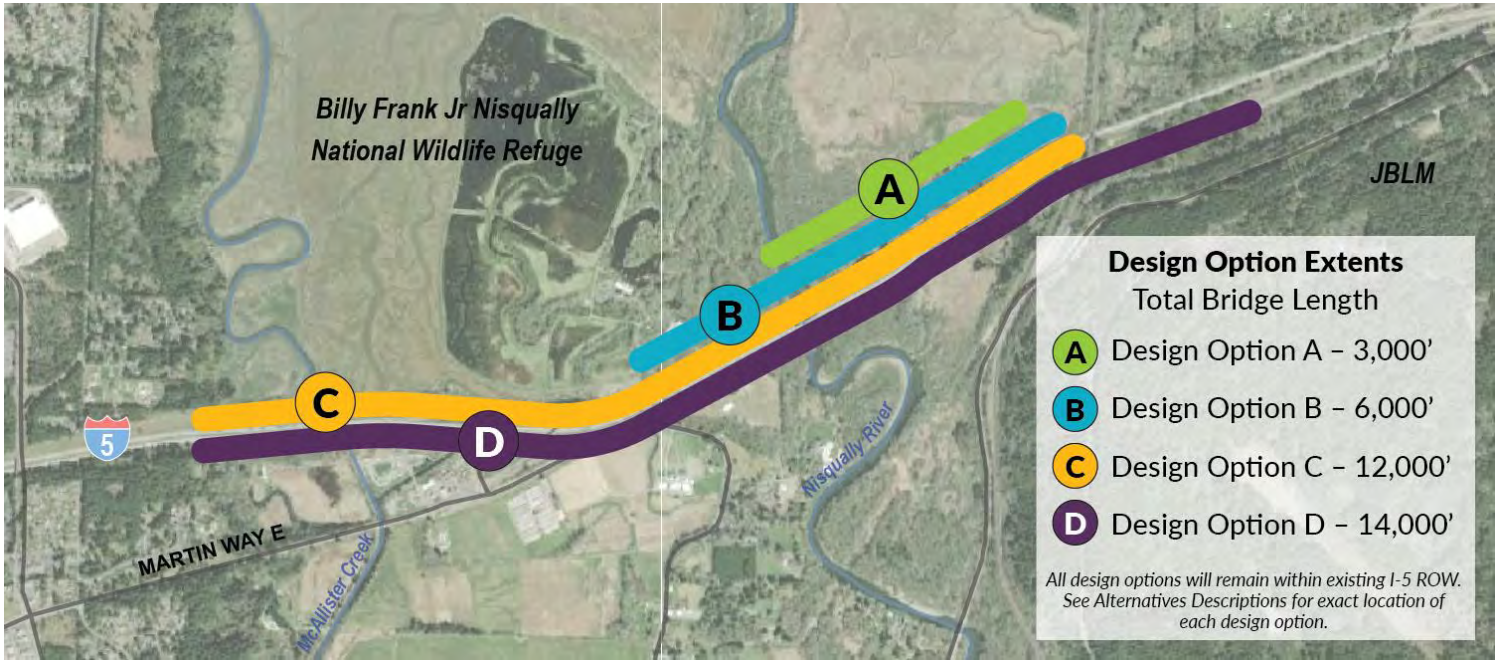
Design option A – 3,000 ft (3/9 or 33%); (8/19 or 42%)
Design option B – 6,000 ft (7/9 or 78%); (14/19 or 74%)
Design option C – 12,000 ft (9/9 or 100%); (14/19 or 74%)
Design option D – 14,000 ft, high span (5/9 or 56%); (4/19 or 21%)

Discussion

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

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

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



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Detailed Alternatives Evaluation Approach

Detailed Alternatives Evaluation: Approach

- Use same evaluation criteria with expanded rating scale from 3 to 5 colors
- Consider adding criteria to the Detailed Evaluation based on comments and feedback on the Initial Evaluation
- Add quantitative analysis results to several evaluation criteria—traffic congestion, person throughput, environmental benefits, planning-level costs, and others
- Consider separating active transportation and transit modes in first criteria for clarity
- Consider transit impacts from Option D removal of Nisqually interchange

Detailed Alternatives Evaluation: Approach

- Review of existing conditions in the corridor for all resources potentially affected, including but not limited to:
  - cultural/historic
  - wetlands, Endangered Species Act listed species
  - floodways, sea level rise
  - socioeconomics/Environmental Justice
  - property acquisition (full or partial)
  - parklands/recreation
- Consider combined impact of king tides and heavy rains on flooding
- Consider fill removal impacts on water salinity levels

Comments and Questions

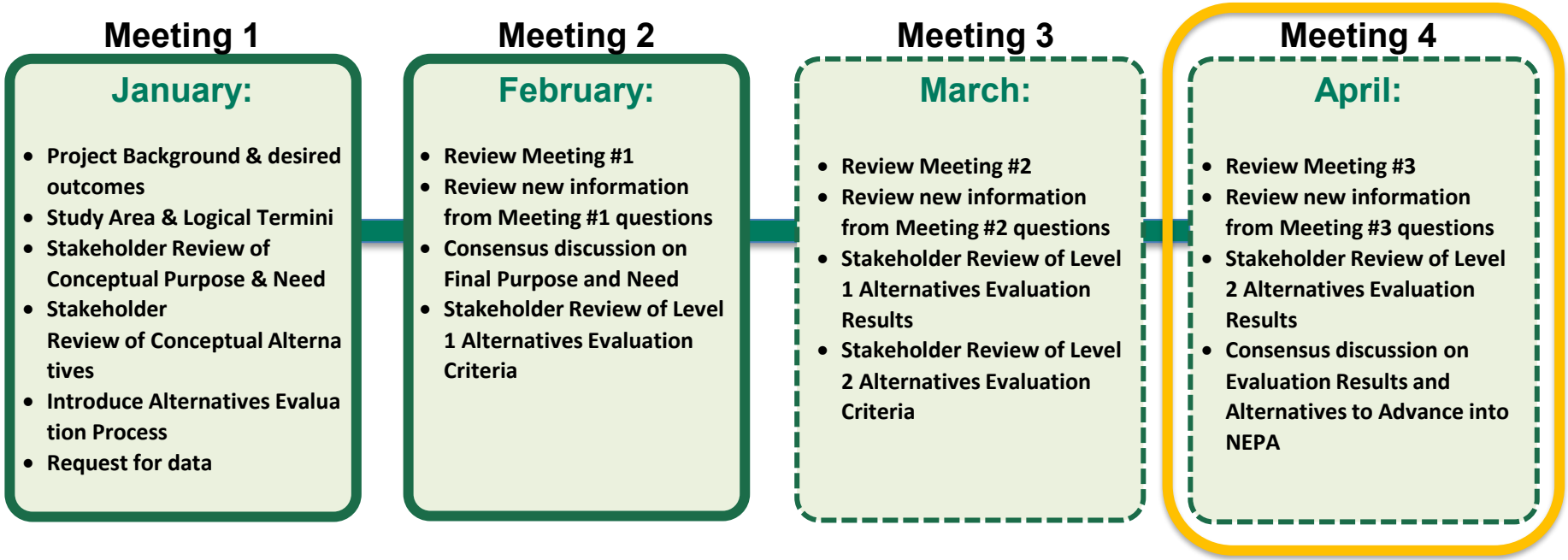
4

Next Steps

Next Steps

- Post meeting materials for review
- Look for a follow up poll to confirm support for advancing Alternatives into detailed evaluation
- Review and comment request on Detailed (Level 2) alternatives evaluation criteria
- Updated evaluation criteria and results will be sent before April meeting
- Let us know if you haven't received the April 19 calendar invite

Next Steps



*Agendas may change slightly as the project progresses.

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

Final Comments and Questions

Contact

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George Mazur
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