

## **US 2: Everett Port/Naval Station to SR 9 Corridor Planning Study Corridor Working Group Meeting #3**

Meeting Notes

*October 21, 2010  
10:00 – 11:30 AM*

*Everett Public Works Building, 3200 Cedar Street, Everett, Spada Conference Room*

*Present:*

- Carol Hunter, WSDOT – Facilitator
- Mike Swires, WSDOT
- Adele McCormick, WSDOT
- Pat Morin, WSDOT
- Stephanie Weber, WSDOT
- Faris Al-Memar, WSDOT (via Go To Meeting)
- Craig Helmann, PSRC
- John Tatum, City of Marysville
- John Cowling, City of Marysville
- Richard Tarry, City of Everett
- Ryan Sass, City of Everett
- Dongho Chang, City of Everett
- Doug Levy, City of Everett Consultant
- June DeVoll, Community Transit
- Tim Heydon, City of Snohomish
- Steve Thomsen, Snohomish County
- Brandon Whitaker, Port of Everett
- Don Samdahl, Fehr & Peers
- Jana Janarthanan, Fehr & Peers
- Ming-Bang Shyu, Fehr & Peers
- Edward Koltonowski, Gibson Traffic

---

### **Welcome and Introductions**

Carol Hunter, WSDOT Project Manager for the US 2 Study, called the US 2 Corridor Working Group Meeting to order at approximately 10:00 AM and welcomed the group after self introductions.

### **Review of Travel Demand Forecast Model Results**

Ms. Hunter provided an overview of the travel demand forecast model results and a summary of the peak hour growth forecasts that were completed for the study. Carol then reviewed the modeling methodology, land use assumptions, and transportation network changes. Craig Helmann, former modeler at WSDOT's Urban Planning Office, answered questions and provided additional information about the rapid annual growth increase forecasted in the models, which increase traffic delay and spread the peaks. Carol introduced the improvement packages and referred the group to a handout that detailed the results she described.

### **2020 and 2040 Model Simulations**

Jana Janarthanan, Don Samdahl, and Ming-Bang Shyu of Fehr & Peers Consultants reviewed and explained the improvement options, which included:

- 2020 and 2040 Baseline ITS/Intermediate Option improvements
- 2020 and 2040 Widening Option without Tolls
- 2020 and 2040 Widening Option with Tolls

A handout, provided by Fehr & Peers, described the options, bottleneck locations/congested areas, and included graphics of AM and PM peak travel times with and without the BAT/HOV lane proposed for 20<sup>th</sup> Street. Jana, Don, and Ming-Bang showed the baseline, non-tolled, and tolled model simulations for these years and answered questions about the models. Dongho Chang clarified how the BAT lane could work as an option.

Steve Thomsen brought up the issue of a project that was on the RTID project list. Modeling was done for the proposed project in approximately 2003 and the project was estimated to cost \$350 million. The project consisted of phased improvements for westbound traffic that would relieve congestion on SR 204, 20<sup>th</sup> Street, 41<sup>st</sup> Street, and I-5.

### **Funding Issues**

Pat Morin, WSDOT headquarters, provided information on WSDOT funding. Pat said that the previous VMT model drives the revenue forecast and that previously the growth rate was 2.5% to 3%. Revenues from the 23 cents gas tax, nickel tax, and TPA are shrinking - the revenue growth rate is now at 0% and is expected to stay there for 10 years. The existing MVA revenue is declining. WSDOT is working with the regions and MPOs around the state to develop incremental projects for the next 10, 20, and 30 years. Current revenue needs are in the thousands to billions and funds will not meet the needs, but will fall short.

Pat said that WSDOT is trying to determine how to keep the network transportation functioning. Incremental implementation will help to achieve optimum function. Revenue function must move from gas taxes to tolling. Pat said that WSDOT is trying to review all alternatives to get the best system performance. There are many needs competing for decreased revenue projections. Legislation should consider incremental improvements to get revenue funding. Ryan Sass asked if tolls were still a viable component for use on a specific facility instead of general system funding. Craig explained WSDOT tolling is used on the project/corridor where it is collected.

Steve Thomsen said he wants to see the ultimate build-out with all roads and modes and he wants to see a three-lane facility built out in stages. Other questions included: How to keep the corridor option viable? How to move forward? How to get to significant investments? Large transportation projects must be broken into smaller chunks for the legislature. Steve said he wants to meet with Carol, Jim Bloodgood, and others later to discuss the end improvements for westbound traffic on US 2 that would become the first phase and relieve congestion on SR 204, 20<sup>th</sup> Street, 41<sup>st</sup> Street, and I-5. He said these improvements were part of the RTID projects and they were estimated to cost \$350M when they were proposed.

### **Next Steps**

Carol Hunter said that she would pull together folks to identify project chunks. She said that cost estimates would be provided for two options for the westbound trestle. One option is for widening the trestle, although it may be cost prohibitive due to the liquefaction and floodplain that it is built in. The second option is for replacement of the trestle, which would have to be built incrementally in chunks. Carol mentioned that WSDOT is currently working on a \$40M rehabilitation of the trestle for a 20- to 25-year life extension. Pat said that the trestle must maintain a full load carrying capacity. Carol said that she will schedule a smaller follow-up meeting. Steve said with a small, limited budget the group must look at improvements on the east interchange chokepoints and look at widening the first one-third of the trestle. Craig said that the analysis done for RTID should be dusted off, reviewed, and the costs revisited. He suggested that it is probably not necessary to redo the simulation.

### **Adjournment**

The meeting ended at 11:20.

**Handouts Provided at CWG Meeting**

Corridor Working Group #3 Meeting Agenda (WSDOT)

US 2: Everett Port/Naval Station to SR 9 Corridor Planning Study Draft Modeling and Forecast Handout (WSDOT)

US 2: Everett Port/Naval Station to SR 9 Corridor Planning Study Draft Improvement Options Handout (Fehr and Peers)