

Environmental Services Office

Environmental Context Memo

To: Hannah Plummer and Ruth Park
 Through: Justin Zweifel
 From: Victoria Book
 Date: 3/31/2020
 Re: **US 2 Trestle PEL**

This planning-level environmental review focuses on select environmental assets that need to be protected, or have the potential to influence the scope of future investments. This evaluation, conducted by subject matter experts from the WSDOT Environmental Services office, is a desk review, capturing only information available at the time using GIS resources. The review does not examine the full range of environmental and social issues that will need to be addressed during site specific project development. The following is a summary of the environmental review, with additional information provided in the attached report. Contact Victoria Book at (360) 705-7408 if you have questions.

Environmental asset	Summary	Contact
Chronic Environmental Deficiencies	None	Jenni Dykstra
Climate vulnerability	I-5 @ US2 I/C – High vulnerability US 2 Trestle -- Low vulnerability SR 204 – Low vulnerability	Victoria Book
Fish passage barriers	One documented fish passage injunction barrier on SR 204 at MP 0.21. This site should be considered for correction if it is located within 1,000 feet of the project limits.	Susan Kanzler
Habitat connectivity	Multiple high ranks for Urban Gateway pollinator habitat	Glen Kalisz
Historic bridges	Did not review – evaluated in the PEL study	See PEL
Noise walls	No existing, proposed, or non-WSDOT noise walls in the study area	Victoria Book
Stormwater retrofits	Study area has 7 pond type, 1 vault type, and 3 ditch type BMPs; No medium or high priority stormwater retrofit areas; Fully within Snohomish River Estuary Multi-parameter TMDL	Cory Simon
Wetland mitigation sites	Did not review – evaluated in PEL study (2 in study area)	See PEL

US 2 Trestle PEL – Environmental Asset Review

Climate Vulnerability Impacts

WSDOT relies on the University of Washington Climate Impacts Group (CIG) as its primary source for climate information. The CIG's Washington Climate Change Impacts Assessment provides sufficient information to enable planning-level considerations of Washington's forecasted climate impacts. WSDOT's Climate Impacts Vulnerability Assessment (2011) is a qualitative assessment of risks to the state's transportation infrastructure from climate change. Climate impacts were assessed at baseline sea level rise – about 2 feet.

The assessment included 3 sections within the study area, summarized below and shown in Figure 1.

I-5 @ US2 I/C – High vulnerability

Snohomish River basin to Quilceda Creek: This section is a low elevation, river delta with several diking districts. It is tidally influenced, and includes Union & Steamboat sloughs. Embankments are saturated. There are scour critical bridges. The I-5 Snohomish bridges are in good shape with deep piers. The county has a wetland mitigation bank in the intertidal area.

US 2 Trestle – Low vulnerability

Everett To Bickford: There are no scour critical bridges. The road is elevated but there are log jam issues on the bridge (Snohomish River). There are aggradation/storm events issues on Snohomish River.

SR 204 – Low vulnerability

US 2 to SR 9: This section has overarching issues of blocked culverts and overflowing ditches.

Fish Passage Barriers

Presently, there is one documented fish passage barrier, site [995137](#) crossing SR 204 at MP 0.21, that is “near” the project area (Figure 1). This site is an injunction barrier and should be considered for correction if it is located within 1,000 feet of the project limits. Please contact ESO's Stream Restoration Program Manager for more information about this site.

All projects must be assessed for inclusion of fish barrier correction. Please see scoping instructions for [Fish Barriers in Other Transportation Projects](#), last updated October 16, 2017, for guidance on determining when to correct a fish barrier during a transportation project. The WSDOT Fish Passage Barrier Removal Program coordinates with WDFW and Tribal governments to inventory culverts on fish-bearing streams within the jurisdiction of WSDOT and assess how well those structures are allowing fish passage. This corridor may not have been surveyed for fish passage barriers in several years.

ESO's Stream Restoration Program contracts with WDFW's Fish Passage Program to re-survey stretches of roads in large transportation projects, to make sure all fish-bearing road crossings have been identified and assessed for fish passage within the project limits. As this project advances, please coordinate with ESO's Stream Restoration Program Manager to have the fish passage inventory updated.

Habitat Connectivity Priorities

Wildlife Collisions

Carcass removals (either by WSDOT maintenance or citizens salvage road-killed deer or elk) and crashes involving deer or elk are used to identify high rank segments where actions to reduce collisions are warranted. There are no high ranked segments in this corridor.

Pollinators

The entire Washington State highway system has been ranked, by half mile segment, for pollinator habitat enhancement potential. The state highway system has received ranks for three types of investments to benefit pollinators:

- **General** pollinator rank -- intended to benefit nearby croplands and natural area.
 - No high priority segments in study area
- **Monarch** rank - intended to benefit a declining butterfly.
 - No high priority segments in study area
- **Urban Gateway** rank -- identify areas where local partnerships could be pursued to enhance conditions for pollinators for the appreciation of urban-dwellers and their gardens.
 - 5 high priority segments in study area:

I-5 MP 191.94 – 192.94

I-5 MP 194.44 – 195.44

US2 MP 0.00 – 0.89

US2 MP 1.87 – 2.87

SR204 MP 0.00 – 0.50

Stormwater Retrofit and TMDL (Total Maximum Daily Load)

Within the corridor, there are 7 pond, 1 vault, and 3 ditch type stormwater treatment and/or flow control BMPs. There are no medium or high priority areas for stormwater retrofit in the study area. The study area falls entirely within the Snohomish River Estuary Multi-parameter (Ammonia-N, CBOD, Dissolved Oxygen) TMDL.

Chronic Environmental Deficiencies

Currently, no CEDs are located in the study area. A Chronic Environmental Deficiency (CED) is a location along the state highway system where recent, frequent, and chronic maintenance to WSDOT infrastructure from changing hydrologic conditions is causing impacts to fish or fish habitat. CED projects are constructed to improve maintenance and environmental conditions of these locations.

Noise Walls

No existing noise walls or proposed retrofit noise walls were identified in the study area.

US 2 Trestle Replacement PEL

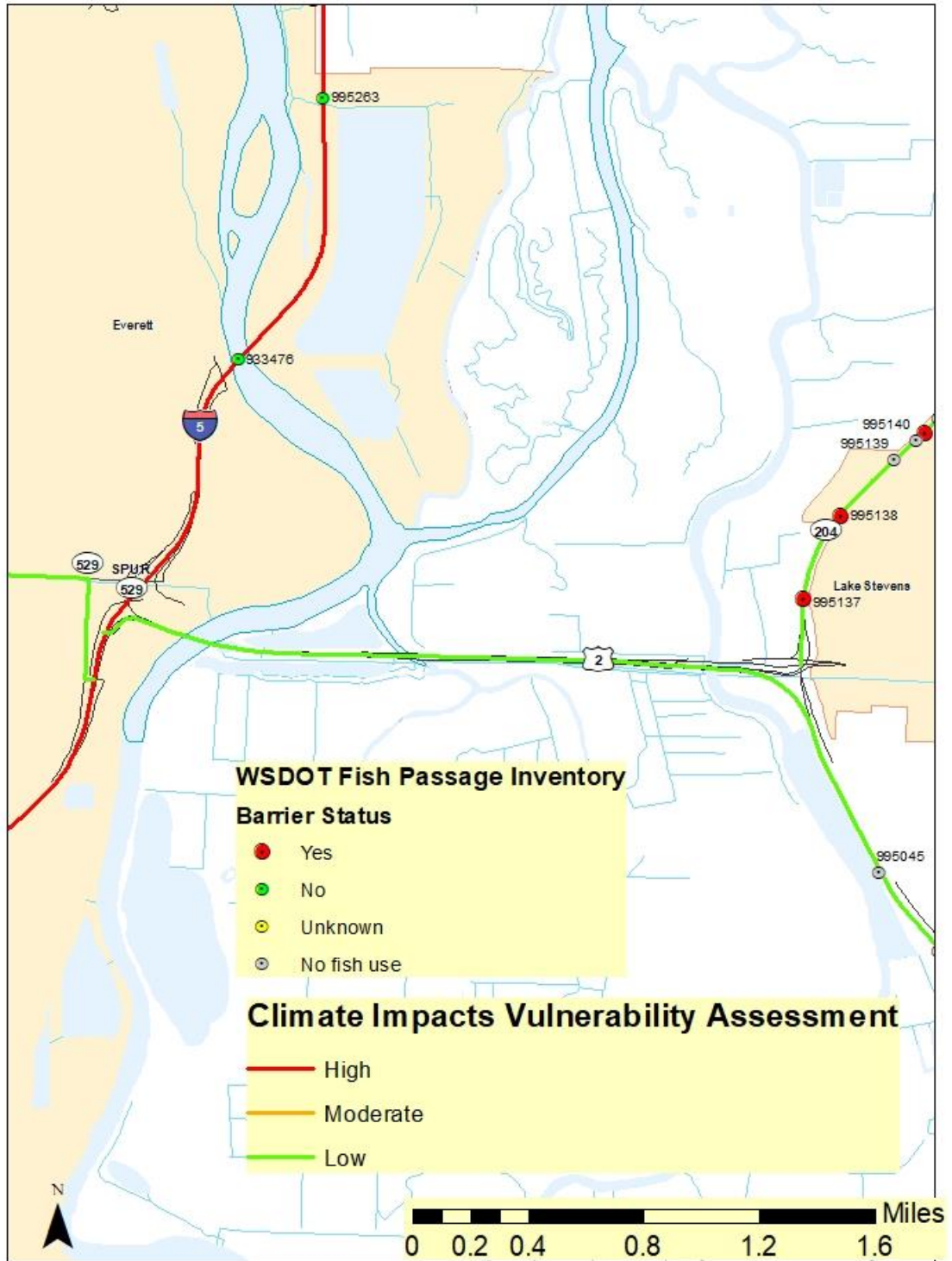


Figure 1. US 2 Trestle area -Climate vulnerability and Fish Passage