

Appendix P Planning and Environmental Linkages Questionnaire

Introduction

A Planning and Environment Linkages (PEL) Study is a collaborative and integrated approach to transportation decision-making authorized by 23 CFR 168. PEL considers environmental, community, and economic goals early in the transportation planning process, generally at the corridor sketch or plan level. The information, analysis, and products developed during planning will inform the environmental review process under the National Environmental Policy Act (NEPA) and will help meet WSDOT requirements of least cost planning and practical solutions.

The PEL questionnaire is a tool that state departments of transportation (DOT) and metropolitan planning organizations (MPO) use to ensure that planning studies and decisions include environmental considerations. Analysis and findings are documented so that they can inform future studies and the environmental review process. The PEL questionnaire is used as a checklist to summarize the approach to addressing environmental and project development issues as part of the planning study in anticipation of a future NEPA study. The PEL questionnaire will be “handed off” to the NEPA practitioner as a starting point for the environmental review process. This helps the NEPA practitioner consider the past work that was done and avoid re-doing certain analysis or decisions made during planning.

The PEL questionnaire is intended to:

- 1) Provide planners a “checklist” detailing the requirements and options to consider when developing a planning study with a goal to inform the NEPA process; and
- 2) Document and share relevant planning information with NEPA practitioners to build understanding about a project – both the information studied and areas that require more analysis.

This completed PEL questionnaire has been included as an appendix to the PEL Study. FHWA will use this questionnaire to assist it in determining if the study meets the requirements of 23 CFR §§ 450.212 or 450.318.

Questions and Answers

1 Background:

- A. Who is the sponsor of the planning study? (state DOT, Local Agency, Other)

Washington State Department of Transportation (WSDOT)

- B. What is the name of the planning study/document and other identifying project information (e.g., sub-account or STIP numbers, long-range plan, or transportation improvement program years)?

The United States Route 2 Westbound Trestle Study

- C. Who was included on the study team (Name and title of agency representatives, consultants, etc.)?

WSDOT Staff

The following WSDOT staff were part of the study team:

- Cathy George, Engineering Manager
- Kyengo Ndile, Project Engineer
- Tim Nau, Assistant Project Engineer
- Harmony Weinberg, Communications Lead
- Kris Olsen, Communications Lead
- Hannah Plummer, Management of Mobility Liaison
- Emily Gerald, Environmental Lead
- Ruth Park, Environmental Lead
- Vanessa Rogers, Environmental Lead
- Miguel Gavino, Traffic Engineer
- Barb Briggs, Traffic Engineer

Consultant Team

The following consultant staff were part of the study team:

- Dave Warner, Consultant Project Manager
- Jared Nakamoto, Consultant Deputy Project Manager
- Ben Rodenbough, Design Lead
- Michael Horntvedt, Traffic Lead
- Brian Woodburn, Traffic Operations
- Lawrence Spurgeon, Environmental Lead
- Laura Shabe, PEL Lead
- Brent Baker, Funding and Tolling Lead
- Bradley Brey, Transportation Planning
- Jessie Jones, Graphic Design
- Suanne Pelley, Communications Lead
- Liz Mack, Deputy Communications Lead

- D. Provide a description of the existing transportation facility within the corridor being studied, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.)

The project area of the US 2 Westbound Trestle PEL Study is defined as the westbound segment of US 2 between and including the interchanges at Interstate 5 (I-5) and SR 204/20th St SE. US 2 is a crucial, multimodal, east-west highway corridor that connects I-5 and the city of Everett to the

residential communities of Snohomish, Lake Stevens, and Monroe, and to businesses and industries on both sides of the Snohomish River. VISION 2040¹, developed by the Puget Sound Regional Council (PSRC), designates Everett as a regional growth center with Lake Stevens and Snohomish as two of the region's 24 small cities. For this growth strategy to be successful, the US 2 westbound trestle must operate reliably and serve transit and active transportation in addition to automobile traffic.

This segment of US 2 crosses the Snohomish River on elevated structures or "trestles." The westbound trestle runs parallel to the eastbound trestle and both traverse an estuarine environment that includes Ebey Island, Ebey Slough, and Deadwater Slough.

The trestle span consists of two 12-foot travel lanes without a median and with three-foot shoulders on each side. The travel lanes are bounded by WSDOT Type L barriers with a raised 11-inch-high by 18-inch-wide curb at the base.

Several previous WSDOT studies, described below in more detail, identified the need to address the roadway geometries and capacity of the westbound trestle to accommodate future growth.

E. [Provide a brief chronology of the planning activities including the year\(s\) the studies were completed.](#)

Several planning studies were undertaken recently to consider changes to the westbound trestle, including

- **The US 2: Everett Port/Naval Station to SR 9 Corridor Planning Study²** (US 2 Corridor Study) focused on short and long-range improvements for the westbound trestle and was completed by WSDOT in August 2016.
- **The US 2-SR 204-20th Street SE Interchange Justification Report (IJR)³** was initiated by the 2016 Washington State Legislative session to evaluate the need for improvements to the interchange and immediately surrounding highway system to improve traffic conditions and mobility for people and freight in the project area. The report was finalized by WSDOT in April 2018.
- **The US 2 Westbound Trestle Funding and Financing Study⁴** was completed by WSDOT in January 2018. The Washington State Legislature directed WSDOT to prepare a cost estimate for replacing the westbound trestle, including the east interchange improvements proposed in the IJR, and to examine and recommend financing options.

F. [Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects \(e.g., Are corridor connections described in local transportation plans? Do those plans identify elements incorporated into the current plan? How might WSDOT planning modify local plans, or vice versa?\)?](#)

The Puget Sound Regional Council (PSRC), the federally designated MPO for the region, developed VISION 2040 and the associated Regional Transportation Plan (RTP). VISION 2040 provides a framework for how and where development occurs and how the region supports efforts to manage growth. The RTP provides a blueprint for improving and coordinating mobility,

¹ www.psrc.org/vision-2040-documents

² www.wsdot.wa.gov/sites/default/files/2006/02/14/US2CorridorPlanningStudySigned20160901.pdf

³ www.wsdot.wa.gov/publications/fulltext/LegReports//17-19/US2_SR204_20thStSE_IJR_Report.pdf

⁴ www.wsdot.wa.gov/publications/fulltext/LegReports/17-19/US2WestboundTrestleFunding_FinanceStudy_WithAppendixA.pdf

providing improved transportation choices, addressing special needs, moving the region's freight, and supporting the region's economy and environment.

From this framework, the PEL Study utilized transportation and socio-economic data, the classification of cities and towns, and plans for transit and growth centers. PSRC is currently finalizing its VISION 2050, an update to VISION 2040 and is anticipated to begin the update of the RTP during the second half of 2020

The city of Lake Stevens recently issued a notice of land use application for the US 2 Trestle HOV/Transit Trestle Congestion Jump Project⁵ (also referred to as the Business Access and Transit lane project). This project is listed in the city's Capital Facilities Element of the Comprehensive Plan as well as in the 20th Street SE Corridor Subarea Plan. It was included in the transportation analysis of this PEL Study.

Looking forward, it is recommended that WSDOT planning continue to work with the city of Everett to address traffic operations for the mutual benefit of US 2 travelers and downtown mobility.

2 Methodology used:

A. What was the scope of the study and the reason for completing it?

The scope of this PEL Study included the following tasks and actions:

- Preparation of a draft purpose and need statement.
- Coordination with federal, state, and local agencies.
- First phase of tribal coordination.
- Review and documentation of baseline information to determine the scope of issues.
- Development and documentation of concepts and configurations.
- Documentation of unreasonable concepts and configurations that could be eliminated.
- Initial screen of affected environmental resources.
- Preliminary transportation analysis.
- Recommendations and next steps.

The study was completed to develop options, at the conceptual level, that would address the function of the westbound trestle. The completion of a quantitative transportation analysis offers clarity to stakeholders and jurisdictions on the need for a replacement trestle. The high-level assessment of environmental considerations places the project in a larger context and serves as a framework for future NEPA phases. As the US 2 westbound trestle nears the end of its useful life, WSDOT will continue to pursue plans to replace this important east-west connection.

B. Did you use NEPA-like language? Why or why not?

NEPA language was used except for the planning terms listed below. Planning terms listed below were used to support continuity with the terms used in previous studies of the corridor. A term-by-term description is provided in the response to C below.

⁵ www.lakestevenswa.gov/DocumentCenter/View/8287/NOA_20th-St-SE-BAT-Lane-Widening

Crosswalk of Terminology between Planning and NEPA

Planning Term	NEPA Term
<i>Project or Study area limits</i>	<i>Logical Termini</i>
<i>Long list of Concepts</i>	<i>Preliminary range of alternatives</i>
<i>Highly-rated Concepts</i>	<i>Selected Alternatives</i>
<i>Ranking of Concepts</i>	<i>Screening of alternatives analysis</i>
<i>Recommendations</i>	<i>Preferred Alternative</i>
<i>Environmental Considerations</i>	<i>Affected Environment</i>

C. What were the actual terms used and how did you define them? (Provide examples or list)

The term “study area” was used instead of logical termini because this PEL Study used data and findings from an earlier corridor study and an IJR which used the former term. The terms “concept” and “configuration” were used instead of alternatives to reflect that this was not a complete alternatives analysis as required under NEPA. It was determined early in the PEL Study that the study area would need to be revisited in future NEPA phases and thus a robust, quantitative evaluation of the configurations was not carried out. Similarly, the term “environmental considerations” was used to reflect that a high-level review of key resources was undertaken, rather than a project-level NEPA assessment.

D. How do you see these terms being used in NEPA documents?

The non-NEPA terms would be referenced in background documents. These terms can, in each case, be replaced by the appropriate NEPA language in future NEPA phases without loss of the knowledge gained in the PEL Study. For example, future NEPA phases would consider the representative configurations as reasonable alternatives and utilize options within those alternatives to work through the various design solutions at the interchanges (previously known as “Concepts”).

E. Attach the project schedule and describe the planning process. Specifically: What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, “the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies”.

Throughout the PEL Study, key recommendations and decisions were made by the Technical Working Group, which included representatives from the following jurisdictions:

- City of Everett
- City of Lake Stevens
- City of Marysville
- City of Monroe
- City of Snohomish
- Community Transit
- Everett School District
- Everett Transit
- FHWA
- Port of Everett
- Puget Sound Regional Council

- Snohomish County
- Sound Transit
- US Coast Guard
- Washington State Patrol
- WSDOT Freight Office

Policy decisions and acceptance of recommendations were made by the Executive Advisory Group, which included the following elected officials and staff.

- Chairwoman Teri Gobin, Tulalip Board of Directors
- Councilmember Brian Sullivan, Snohomish County
- Councilmember Sam Low, Snohomish County
- Emmett Heath, CEO of Community Transit
- Executive Dave Somers, Snohomish County
- Les Reardanz, CEO of the Port of Everett
- Mayor Cassie Franklin, City of Everett
- Mayor John Spencer, City of Lake Stevens
- Representative Carolyn Eslick, 39th District
- Representative Jared Mead, 44th District
- Representative John Lovick, 44th District
- Representative June Robinson, 38th District
- Representative Mike Sells, 38th District
- Representative Robert Sutherland, 39th District
- Senator John McCoy, 38th District
- Senator Keith Wagoner, 39th District
- Senator Steve Hobbs, 44th District
- Steve Thomsen, Director of Snohomish County Public Works

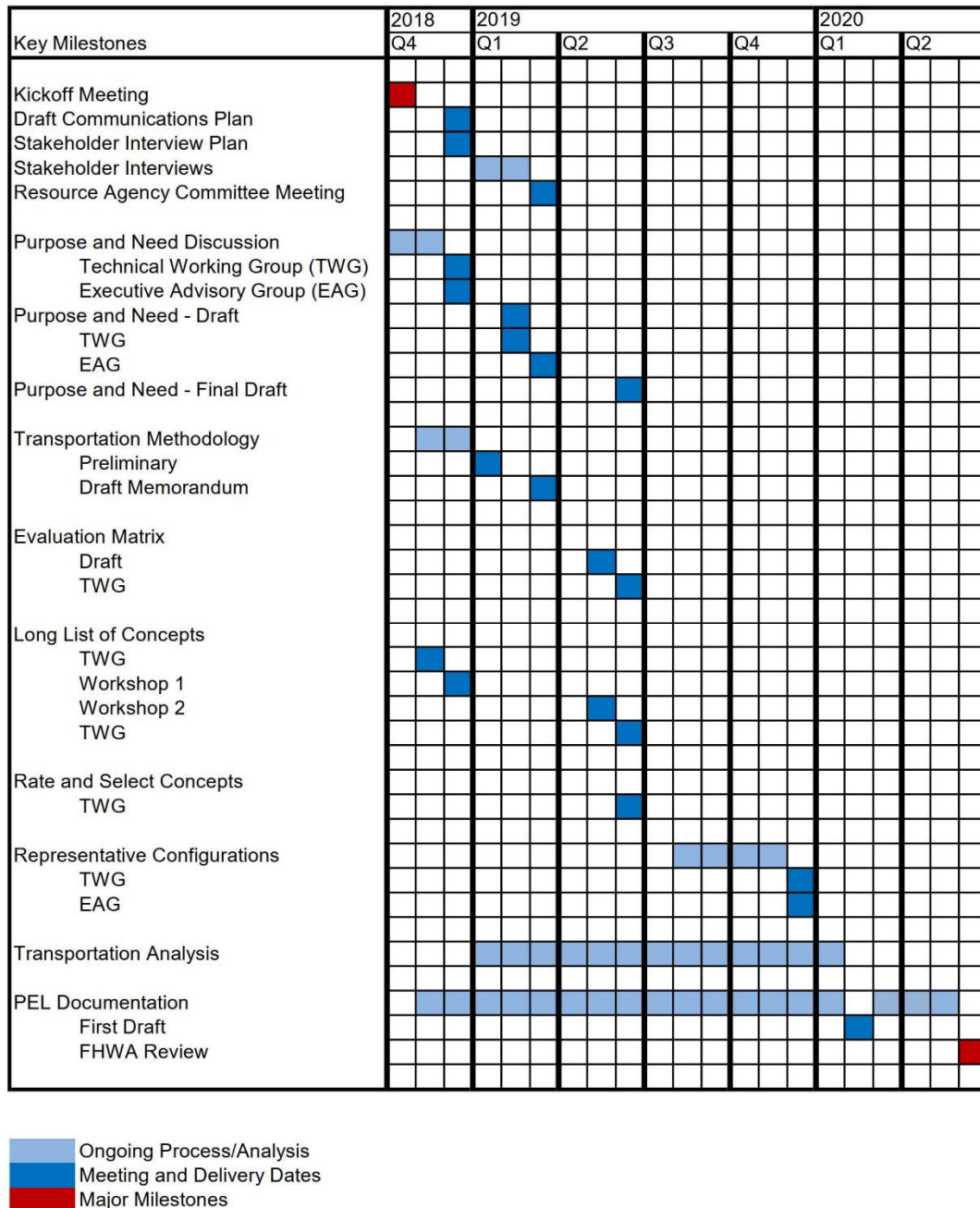
A Resource Agency Committee including tribes, federal, state, and local agencies was convened at the start of the PEL process to provide input on resources and constraints that should be considered during the PEL process and the Purpose and Need. The following agencies were invited to participate in the RAC.

- Army Corps of Engineers
- Bureau of Reclamation
- City of Everett
- City of Lake Stevens
- City of Marysville
- Conservation Commission
- Federal Emergency Management Agency
- Federal Highway Administration
- NOAA Fisheries/US Fish and Wildlife
- Puget Sound Regional Council
- Snohomish Conservation District
- Snohomish County
- Sound Salmon Solutions
- Stillaguamish Tribe
- Tulalip Tribes
- US Coast Guard

- US Environmental Protection Agency
- Washington Department of Archaeology and Historic Preservation
- Washington Department of Ecology
- Washington Department of Fish and Wildlife
- Washington State Department of Natural Resources

A milestone schedule of key decision and coordination points is included as Figure 1.

Figure 1. Milestone schedule



F. What should be taken into consideration when presenting the PEL information in NEPA?

It is recommended that the study area limits of the PEL Study be expanded in future NEPA phases. The key finding from the PEL Study is that a transportation solution for the westbound trestle will need to involve capacity considerations on I-5. Congestion in downtown Everett streets will also need to be considered. These factors were not part of the scope of the PEL Study.

3 Agency coordination:

A. Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.

In addition to the agency coordination described in Section E, WSDOT initiated tribal coordination with the following tribes to invite their participation in the PEL study:

- Tulalip Tribes
- Confederated Tribes and Bands of the Yakama Nation (Yakama Nation)
- Stillaguamish Tribe of Indians (Stillaguamish Tribe)
- Snoqualmie Tribe (Snoqualmie Tribe)
- Sauk-Suiattle Indian Tribe (Sauk-Suiattle Tribe)

The Tulalip Tribes have expressed interest in transportation to the reservation and treaty fishing rights in the study area. WSDOT formally invited the Tulalip Tribes to participate in the EAG, TWG, and RAC, and made efforts to meet with the tribe.

WSDOT sent written correspondence to the Stillaguamish Tribe, Snoqualmie Tribe, Yakama Nation, and Sauk-Suiattle Tribe and followed up individually to invite them to participate in the RAC and TWG work groups. The WSDOT project team also worked to meet individually with the tribes on cultural resources and other issues. Tribal coordination meetings focused on presenting project briefings to the tribes, soliciting their feedback, and identifying any significant issues that would affect project development.

B. What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the study?

The PEL Study sought to coordinate and involve with all potential partners during this process, primarily through inclusion in the Technical Working Group. The following transportation agencies participated in this process: Community Transit, Everett Transit, FHWA and Sound Transit. Additionally, agencies with a major stake in transportation planning were also included: The Puget Sound Regional Council, Port of Everett and the WSDOT Freight Office. The PEL study involved participants from other jurisdictions with an interest in the facility, including the cities of Everett, Lake Stevens, Marysville, Monroe and Snohomish; Everett School District, Snohomish County, US Coast Guard, and Washington State Patrol.

C. What steps will need to be taken with each agency during NEPA scoping?

Future NEPA phases will focus on final determination of a study area and an advanced transportation analysis; public and agency engagement and environmental concerns. During NEPA scoping, the coordination that was started during this PEL study should continue with the three advisory groups. Agencies should be invited to contribute to the production of the final Purpose and Need statement. This task includes identifying and describing the needs of the individual agencies now and in future scenarios, and how the project can contribute to meeting those needs. Following that, agencies should be invited to participate in contributing to the

evaluation of concepts/alternatives, and later to partake in validating the data analysis regarding transportation and environmental concerns in the area.

4 Public coordination:

- A. Provide a synopsis of your coordination efforts with the public and stakeholders. Provide information regarding dates, level of involvement, issues identified and how the Public coordination affected the planning process.

Throughout the duration of this study various stakeholders were engaged through the Technical Working Group (TWG), Executive Advisory Group (EAG) and Resource Agency Committee (RAC). To engage the general public, a public outreach plan was developed for this PEL study. However, public outreach activities scheduled for early 2020 were placed on hold due to the COVID-19 pandemic. Public outreach will commence in accordance with as local and state guidelines.

5 Purpose and Need for the study:

- A. What was the scope of the study and the reason for completing it?

In the 2018 legislative session, the Washington State Legislature authorized new funding to start the process for additional high-level conceptual design on the US 2 Westbound Trestle. This initial funding was provided to allow WSDOT to begin determining the final preferred alternative to meet the project's Purpose and Need.

This PEL Study began the work to develop high-level concepts for environmental impacts, to answer questions raised by previous studies, and to begin developing options at a conceptual level of design to address the function of the westbound trestle. The completion of this project phase was intended to result in a PEL Study report that will be presented to the Legislature, offering clarity on the project's purpose and need, the scope of impacts and potential mitigation, and a preferred alternative. A key goal of completing this PEL was to provide information to the Legislature and affected jurisdictions that would support the funding of NEPA review, design and construction.

- B. Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.

Draft Purpose

The purpose of the US 2 Westbound Trestle Study is to develop a long-term solution that will:

- Increase travel reliability for all modes.
- Reduce the potential for fatal and serious injuries for all users.
- Improve multimodal system linkages to support regional and community growth.
- Modify roadway operations and geometrics to current standards.

Draft Need

A long-term solution for the US 2 Westbound Trestle will address the following primary issues:

- Mobility
- Safety
- Multimodal use
- Sustainability

- C. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?

One of the first key steps in the NEPA process will be a scoping exercise to determine the logical termini of the corridor. Non-highway considerations, including providing access to historically disadvantaged communities, will be added to the purpose and need statement. A definition of success to measure the efficacy of multimodal system improvements will be identified, as well as a person throughput approach. Goals that support human services transportation will be addressed and added. Feedback from the public online open house (to be scheduled during the second half of 2020) will be incorporated into the purpose and need statement.

- 6 Range of alternatives: Planning teams need to be cautious during the alternative screen process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis, and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision will not be considered reasonable alternatives, even if they reduce impacts to a particular resource. Detail the range of alternatives considered, screening criteria, and screening process, including:

- A. What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)

For each section of the westbound trestle, a long list of conceptual designs or concepts was developed, evaluated, and a short list of highly rated concepts was selected. Using these concepts, representative configurations were assembled and refined. Transportation analyses were performed to compare configurations and recommendations were developed to guide future studies and inform NEPA review. See *Section 3. Concept Development and Screening*, *Section 4. Configurations*, and *Section 5. Transportation Analysis* in the PEL Study.

- B. How did you select the screening criteria and screening process?

Criteria were adopted from the WSDOT Mobility Framework and additional criteria were developed by the Technical Working Group.

- C. For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws.)

Configuration 1 was not moved forward for additional consideration and transportation analysis in this PEL study. Configuration 1 included a concept for the west interchange that resulted in significant modifications to the I-5 structures. Thus, Configuration 1 received a low rating due to construction phasing requirements and potential adverse impacts on adjacent properties.

- D. Which alternatives should be brought forward into NEPA and why?

Aspects of the representative configurations should be brought forward into NEPA. These include a three-lane trestle span and further exploration of opportunities for managed lanes to ensure reliable travel times.

- E. Did the public, stakeholders, and agencies have an opportunity to comment during this process?

Representatives from surrounding jurisdictions and transportation agencies were part of the technical working groups and provided input and comment throughout the process.

- F. Were there unresolved issues with the public, stakeholders, and/or agencies?

Discussions with the city of Everett are ongoing to ensure connectivity and at the same time address potential effects on levels of congestion on downtown Everett surface streets and

intersections. Ongoing coordination with resource agencies and tribes will include discussions to address stormwater concerns related to fish species.

7 Planning assumptions and analytical methods:

A. What is the forecast year used in the study?

2040

B. What method was used for forecasting traffic volumes?

The PSRC travel demand model was used to produce travel demand forecasts for each of the study alternatives. The most recent PSRC model has a horizon year of 2040. The model was validated and updated for this study according to the following steps.

1. Compared additional 2018 traffic counts to model-estimate vehicle volumes at key locations in the study area.
2. Performed a base year (2017/2018) model validation analysis and prepared necessary summary results. Analysis included using StreetLight origin-destination data to adjust base year trip tables produced by the PSRC model.
3. Coordinated with WSDOT and Snohomish County regarding consistency between demographic forecasts prepared by PSRC and Snohomish County for the city of Everett.

C. Are the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?

Relevant roadway and transit projects listed in the Regional Transportation Plan were accounted for in the existing conditions and year 2040 configurations.

The planning assumptions used in the traffic operations model are consistent with the corridor vision/purpose and need statement. Future NEPA phases will incorporate WSDOT Human Services Transportation Plan and the Active Transportation Plan currently being developed.

D. What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?

For land use and economic development, future year policies and data assumptions reflected the PSRC VISION 2050. Transportation costs were not considered in this PEL Study. Network expansion included all programmed and funded projects in the modeling study area, including Sound Transit 3.

8 Environmental resources (wetlands, cultural, etc.) reviewed. For each resource or group of resources reviewed, provide the following:

A. In the study, at what level of detail was the resource reviewed and what was the method of review?

This section provides a planning-level review of selected environmental resources. These are based on a WSDOT list of assets that need to be protected or have the potential to influence the evaluation of transportation solutions in the region. It is important to note that this planning-level review does not examine the full range of environmental and social issues, which will be addressed during NEPA review.

The methodology of this planning-level environmental review is consistent with NEPA, FHWA, and WSDOT guidelines. Information was compiled and mapped using readily available data from

local, regional, state, and federal agencies. Field studies were not conducted during this PEL Study.

As discussed in Section 5, it is anticipated that future studies of the US 2 westbound trestle will reevaluate the limits of the study area. As a result, the study area limits for each resource may need to be revised.

This planning-level environmental analysis was used to inform the development of concepts. More detailed information is included in the following appendices:

- US 2 Westbound Trestle Draft Summary of Project Environmental Baseline and PEL Study Plan (Appendix G)
- Draft Environmental Constraints – US 2 Westbound Trestle NEPA Documentation (Appendix H)
- WSDOT Environmental Services Office, Environmental Context Memo (Appendix O).

B. Is this resource present in the area and what is the existing environmental condition for this resource?

A summary of the environmental resources identified in this PEL Study is included in Table 1 below.

Table 1: Summary of Environmental Resources

Resource	Context	Evaluation Approach
Climate vulnerability	Areas of high vulnerability identified on the I-5 corridor near the interchange with US 2.	Qualitatively assessed in this PEL Study.
Historic bridges	Five bridges have been identified on SR 529 in Everett. Low probability of impact owing to location separate from project area.	Identified in PEL Study and will be reevaluated in future NEPA phases given new study area limits
Archaeological sites	Very few archaeological sites have been recorded in proximity to the project corridors, and no sites are directly within the corridors.	Identified in PEL Study. Presence and potential need for cultural survey will be reevaluated in future NEPA phases.
Environmental Justice (EJ)	EJ populations are present in the study area.	Identified in PEL Study. Potential impact on EJ communities will be evaluated in future NEPA phases given a more detailed impact analysis of selected alternatives.
Habitat connectivity	Five segments with high rankings as Urban Gateway pollinator habitat have been identified.	Identified in PEL Study. Potential effect on alternative development will be addressed in future NEPA phases.
Noise walls	No existing, proposed, or non-WSDOT noise walls are in the study area.	Identified in PEL Study. Will be revised in future NEPA phases given potential new study area limits.

Resource	Context	Evaluation Approach
Stormwater retrofits	No medium or high priority areas for stormwater retrofit are found in the study area. Study area is within Snohomish River Estuary Multiparameter Total Maximum Daily Load.	Evaluate qualitatively and quantitatively in future NEPA phases given a more detailed design of selected alternatives.
Wetlands	The potential impact on wetlands did not vary substantially among the Concepts and did not play a role in their evaluation and ranking.	Potential impacts to wetlands, including streams and buffer impacts, and associated mitigation will be evaluated quantitatively in future NEPA phases.
Wetland mitigation sites	Two WSDOT wetland mitigation sites were identified: 1.5 acres near the western end of the existing trestle, east of the Snohomish River; and 14 acres along 51st Avenue SE south of the westbound trestle. These two sites are currently in the maintenance phase.	Identified in PEL Study and will be reevaluated in future NEPA phases given potential new study area limits.
Fish passage barriers	One documented fish passage injunction barrier on SR 204 at MP 0.21 near the study area.	Identified in PEL Study. Consideration of fish passage barriers will continue as alternatives are developed during future NEPA phases.
Fish, wildlife, vegetation	Endangered Species Act (ESA) - listed species and areas that provide habitat for them are present within 500 feet of the project area.	Identified in PEL Study. Will be reevaluated in future NEPA phases given new study area limits. Adverse impacts will be avoided, minimized and/or mitigated as alternatives are developed in accordance with regulations.
Chronic Environmental Deficiencies	None present in the study area.	Identified in PEL Study. A modification to study area limits in future NEPA phases may require a reassessment.

C. What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?

If changes are made to the project or study areas during future NEPA phases, a reassessment of climate vulnerability will be undertaken.

Due to the location of the identified historic bridges, the potential for impacts from improvements to the US 2 Westbound Trestle is low.

Updated socio-economic data will be collected and local communities engaged in future NEPA phases. With more detailed planning, potential impacts will be evaluated to identify whether the future project has the potential to cause adverse effects to these populations and households.

Issues related to stormwater management are likely to shape the design of alternatives during future NEPA phases. Depending on the sensitivity of the water resources, minimizing adverse effects could require stormwater treatment measures. Detention and treatment of stormwater runoff will be addressed in more detail during future NEPA phases.

The potential impact on wetlands does not vary substantially between the concepts and did not play a role in their evaluation and ranking. Impacts to wetlands and associated mitigation will be evaluated quantitatively in future NEPA phases.

If any alternatives would require work at locations of culverts that are identified as fish passage barriers, those culverts would need to be replaced with structures that are not barriers. Coordination with the WSDOT Fish Passage Barrier Program for guidance on fish barrier corrections will continue as alternatives are developed during future NEPA processes.

A modification to study area limits in future NEPA phases may require a reassessment of whether chronic environmental deficiencies are present.

D. How will the planning data provided need to be supplemented during NEPA?

Future studies will consider a systems level approach for the transportation analysis and include a focus on the movement of people that use the westbound trestle and their travel characteristics. This approach is likely to expand the project area and the limits of the transportation analysis as compared to this PEL Study. Thus, all environmental resources will need to be reassessed to reflect the new resource study areas.

- 9 List environmental resources you are aware of that were not reviewed in the PEL study and why. Indicate whether or not they will need to be reviewed in NEPA and explain why.

This PEL focused on 10 key resources identified by the WSDOT Environmental Services Office. Air quality and noise impacts were not reviewed and should be considered during NEPA due to the increases in traffic volumes that are anticipated across the westbound trestle.

- 10 Were cumulative impacts considered in the study? If yes, provide the information or reference where the analysis can be found.

Cumulative impacts were not considered in this PEL Study.

- 11 Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.

The need for potential mitigation for potential adverse effects on wetlands and established wetland mitigation sites was identified in this PEL Study and should be analyzed further during future NEPA phases.

- 12 What needs to be done during NEPA to make information from the study available to the agencies and the public? Are there study products which can be used or provided to agencies or the public during the NEPA scoping process?

A public outreach plan was developed during this PEL Study. Public open houses are part of that outreach plan. WSDOT is planning to hold these open houses online and will align their planning with the state's COVID-19 response. The baseline environmental conditions document and the traffic white paper are study products which could be used during the NEPA scoping process.

13 Are there any other issues a future project team should be aware of?

- A. Examples: Controversy, utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.

The US 2 westbound trestle is an important highway connector to I-5 and to Everett for the cities of Lake Stevens and Snohomish, rapidly growing residential communities east of the trestle. Congestion during the AM peak for westbound travelers is a significant concern highlighted and discussed by elected officials and the public in the press and social media. Elected officials have provided funding to develop transportation solutions to improve the traffic operations of the westbound trestle. Most commuters that cross the trestle travel in single occupancy vehicles and travel to destinations that may not be well served by transit. Some constituents may express negative reactions to the PEL study conclusion that widening the trestle is not a workable solution for addressing congestion on the westbound trestle.