Everett Freight Access & Mobility Study

Executive Summary

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1 Purpose

This Everett Freight Access & Mobility Study identifies the future transportation needs for rail and road freight, evaluates the benefits of specific freight mobility improvement projects, and prioritizes proposed projects for short and long term funding and construction. The key goals of the study are to move freight more efficiently, to support and improve the economic health of business and industry, to improve safety, and protect the environment.

The study was prepared in partnership with the City of Everett, the Port of Everett, and the City of Marysville. This report updates the 1998 Everett Freight Mobility Study, which was largely implemented, including the following major projects:

- California Street Rail Overcrossing
- Pacific Avenue Rail Overcrossing
- 41st Street Overcrossing
- East Marine View Drive Improvements
- West Marine View Drive Improvements
- I-5 / Everett Avenue North Ramps
- U.S. 2 East Bound Lane

This Executive Summary summarizes the highlights of the full report, which presents much more detail. For more information on existing conditions and forecasts, and project scoring and rankings, please view the full study report.

2 Background and Need

In order to accommodate the projected growth of the region and maintain Everett's strong economy, freight improvement projects must continue to be a high priority for the city and its partners. The City of Everett is the economic engine of Snohomish County and a key economic resource for the state.

The City of Everett is the largest city in Snohomish County and sixth largest city in the state, with a total population of 102,300.[1] Everett is the key employment and industrial center in the county, with approximately 40 percent of all Snohomish County jobs located within the Everett area. The city is continuing to grow as an industrial hub for the Puget Sound region, and by 2025 its population and employment are projected to grow by approximately 27 percent and 35 percent respectively.[2]

The 2007 Urban Mobility Report ranks the central Puget Sound region's traffic delay 8th out of 14 for very large urban areas in the United States. The average annual traveler delay is 45 hours, indicating that on average Puget Sound area commuters are delayed more than a full work week per year in travel time due to congestion. Traffic demand is growing about 35 percent to 40 percent faster than the road capacity in the region.

This study evaluates a number of key regional projects that help improve freight access and mobility within the region, given the projections for growth.

[1] April 1, 2008, Washington State Office of Financial Management
[2] 2007 Snohomish County Buildable Lands Report (projections), 2006 City of Everett Comprehensive Plan Economic Element (current employment as of 2001)

3 Existing Conditions

Land Uses and Employers

Everett has a large inventory of undeveloped industrially and commercially zoned land. Of the estimated 5,398 acres of industrially zoned land, about 25 percent is still undeveloped and approximately 35 percent of commercially zoned land is undeveloped.[3]

The City is home to many large employers that support the jobs and population growth in Snohomish County and North King County. The largest employers that utilize freight transportation in Everett are The Boeing Company, Naval Station Everett, the Port of Everett, Fluke, and Kimberly-Clark. These key employers and others are anticipating continued growth in the next decade.

Exhibit 1
Major Everett Employers Contributing to Freight Movement in the Region

Name	Type of Company	Estimated Number of Employees
Boeing	Aerospace	23,000
Naval Station Everett	US Navy	4,500
Fluke	Electronics	1,500
Kimberly Clark	Paper Products	800
Food Services of America	Food warehouse	500
Fred Meyer	Retail	350
Rinker Materials	Aggregate	350
Costco	Retail/Warehouse	300
Jamco	Aerospace	250
Zumiez	Retail Warehouse/HQ	250
Port of Everett	Port	113

Source: City of Everett, Snohomish Economic Development Council, State Employment Security Department (January 30, 2006) and updates from interviews with stakeholders.

The Boeing Company Plant in the Southwest Industrial Area is the driver of the region's economy in many ways and also moves the most freight in the region. Boeing experienced an increase in freight movement when the company shifted its local operations from manufacturing to assembly. As a result, much of Boeing's freight transported through the Port of Everett's marine terminals is oversized. Boeing owns a rail spur through Japanese Gulch in Mukilteo for deliveries of airplane sections from ships and barges at the Port of Everett. Much of the equipment shipped, which can span 35 feet by 85 feet, cannot be moved on roadways because of limited lane widths, overhead clearance limits, and limitations on moving oversized loads during commute peak periods.

[3] 2005 City of Everett Comprehensive Plan Land Use Element

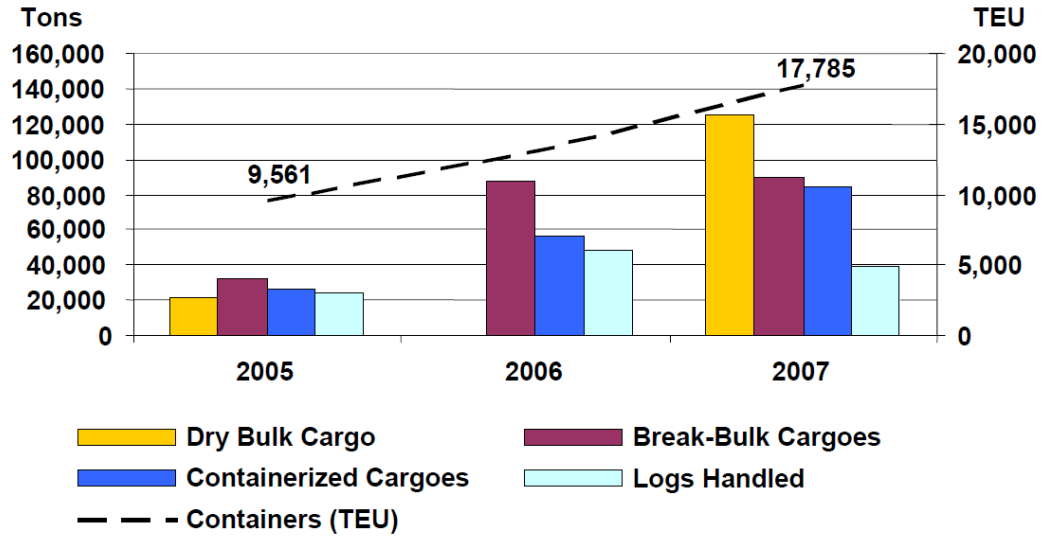
Naval Station Everett is the homeport for the aircraft carrier USS Lincoln and a supporting fleet of destroyers and frigates. The homeport generates significant freight movements by water and by land.

The Port of Everett

The Port of Everett is a hub for the shipment of alumina, cement and bulk-oversized specialty goods. It is estimated that 30,000 jobs in the Everett regional economy are influenced (direct, indirect and induced*) by cargo and vessel activity at the Port of Everett. Firms directly dependent on the Port of Everett made $203.3 million of local purchases in 2007 for office supplies, parts and equipment, maintenance and repair services, business services, utilities, communications services and fuel. These purchases supported 1,536 indirect jobs in the local economy. The Port expects to grow at a rate of three percent per year.

The Port of Everett's freight business is growing steadily. The growth in the three year 2005-2007 periods is shown in Exhibit 2.[4]

Exhibit 2
Port of Everett Growth between 2005 and 2007



This industrial base has grown around key transportation infrastructure in Everett, including:

- Burlington Northern Santa Fe (BNSF) with two primary rail lines that connect with the Seattle and Chicago lines, and a third international line connecting northward to Vancouver, British Columbia;

* Source: Martin Associates Report Economic Impacts of the Port of Everett, May 2009
[4] Westmar, 2008. Port of Everett Marine Terminals Plan

- The Port of Everett, the second largest marina on the west coast of the United States, with three terminals and seven deep-water marine berths served by direct connections to the BNSF railroad line and local truck routes;
- The terminus of US 2, an interstate highway extending eastward to Boston, Massachusetts; and,
- Interstate 5, the west coast's primary north-south highway.

Rail Service

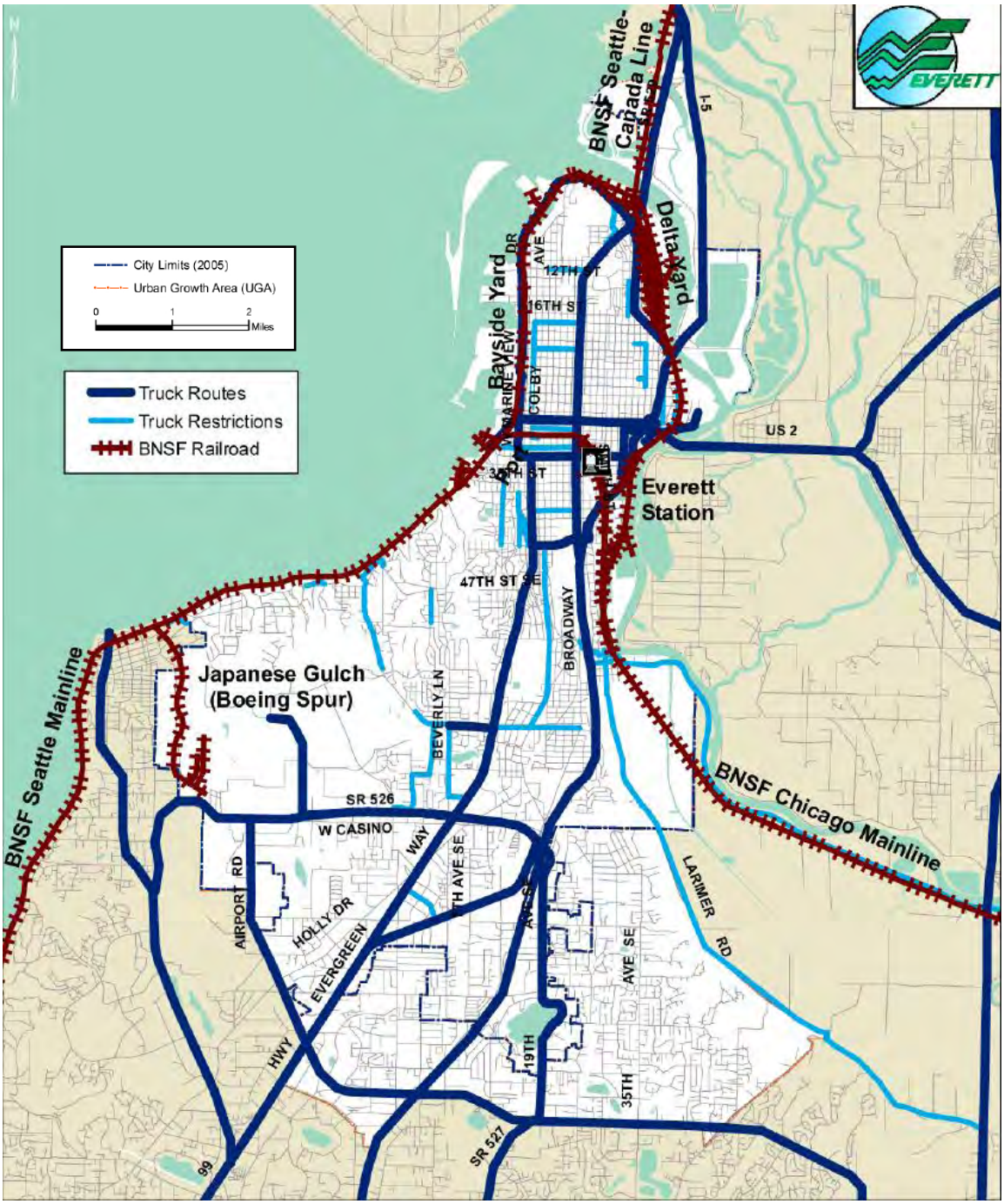
Rail service is provided by BNSF with two primary rail lines that connect to the Seattle and Chicago lines, as shown in Exhibit 3. The main rail route carries about 34 trains per day with about 87 million tons of freight per year. The second rail line provides service to north Washington counties and Vancouver B.C., carrying about 12 million tons of freight per year on approximately 21 trains per day.

The primary rail destinations for freight within the City include the Port of Everett facilities near the downtown core and the Boeing Company Plant in the Southwest Industrial Area, which has its own rail spur as described previously. There are also two rail yards located in North Everett - the Delta Yard and the Bayside Yard – which provide storage for train make-ups and for loading of local goods.

Freight Routes

The City of Everett has preferred freight routes that connect industrial and commercial areas and the Port of Everett to the state and federal highway system. These routes are shown on Exhibit 3.

Exhibit 3
City of Everett Freight Routes



The freeway corridors of I-5, US 2, and SR 526 are currently operating near or at capacity in the afternoon peak period. Several principal arterial corridors within Everett are also operating at or near capacity in the afternoon peak hour. Many of the local freight routes have a deteriorating level of service, including SR 526, Evergreen Way,

41st Street, Broadway, and East Marine View Drive. Everett's adopted Downtown Plan anticipates increased residential and retail uses in the downtown core area. Increased pedestrian usage along Pacific and Everett Avenues will result in increased travel times for freight traffic between I-5 and the Port/waterfront areas using these streets. An alternate connection using the new 41st Street Interchange will be sought to allow freight to bypass this area. Current average daily traffic volumes, truck volumes, and daily level of service are shown in Exhibit 4 below.

Exhibit 4
Current 2006-2007 Traffic Volumes and Level of Service

Road / Route	Average Daily Traffic Volume	Estimated Daily Trucks	Level of Service
I-5	162,000	17,820	E/F
US 2	68,000	9,675	E/F
SR 526	74,000	10,000	E/F
SR 529 (Smith Island)	31,000	3,430	A/B
Seaway Boulevard	41,870	6,704	A/B
Hardeson Road	13,808	1,342	A/B
Madison Avenue	9,300	253	A/B
West Marine View Drive	10,200	1,875	A/B
East Marine View Drive	9,000	419	E/F
Rucker Ave (41st to Pacific)	23,200	3,813	A/B
41st Street	24,900	2,626	C/D
Broadway (Pacific to E. Marine View Drive)	23,000	4,271	C/D
Evergreen Way (SR 526 to 41st Street)	36,600	4,807	C/D
Pacific Avenue	19,900	2,085	A/B

4 Planned Projects

Exhibit 5 provides a summary of vehicle capacity improvements that are planned, in the design process, or under construction by the City or the Washington State Department of Transportation (WSDOT). These projects are intended to support the needs of local business to deliver goods efficiently, with minimal delay. In addition to capacity projects, the city is planning the following changes:

- Additional truck route designations of Hardeson Road and the SR 526 extension as an alternate route.
- Improvements to better connect West Marine View Drive and Rucker Avenue.
- Enhanced rail operations through track consolidation and grade separated crossings in cooperation with BNSF, Boeing and the Port of Everett.

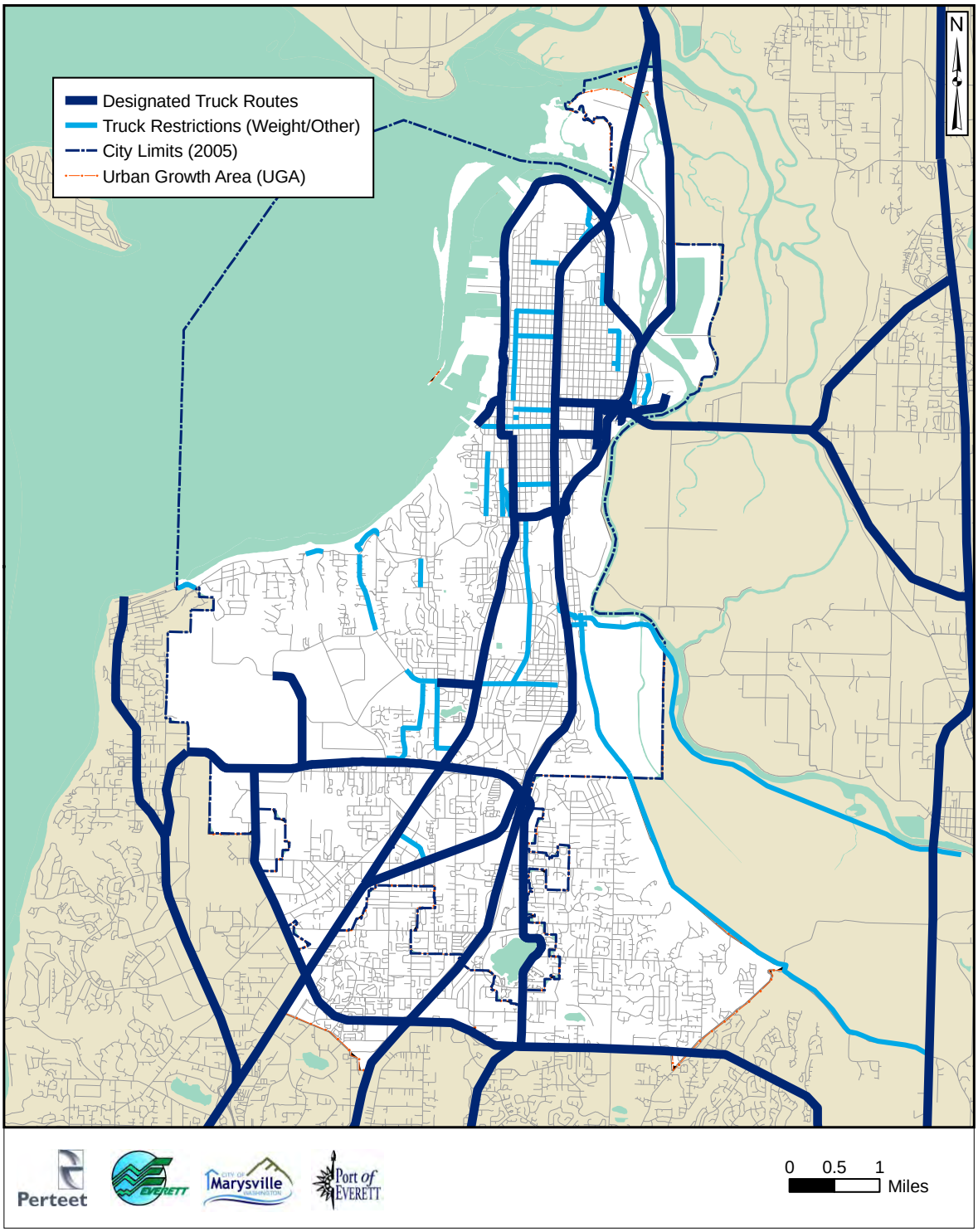
Exhibit 5
Future Vehicular Capacity Improvements

Improvements	2006 to 2011 6 Year TIP	2012 to 2017 Mid-Term	2018 plus Long Term
Interstate			
I-5 HOV Lanes : SR 526 to US 2	Design / Build		
I-5 41st Street Interchange	Design / Build		
I-5 112th Street P&R, HOV Ramps, Flyer Stop	Design / Build		
I-5 Downtown Interchanges	Design	Build	
I-5 100th Street HOV Interchange		Design	Build
I-5 Everett Mall Way Ramp (NB to SB)	Design	Build	
I-5 Smith Island Interchange	Plan	Design	Build
I-5 Marine View Drive Interchange	Design	Build	
I-5 HOV Lanes from US 2 to SR 528		Design	Build
I-5 128th Street Interchange	Design	Build	
I-5 128th Street HOV Ramps (Mariner P&R)	Design	Build	
I-5 112th Street Interchange		Plan	Design
State Freeways			
US 2 Trestle widening from I-5 to SR 204	Design	Build	
SR 526 Hardeson Interchange	Design	Build	
SR 526 Extension from I-5 to US 2	Plan	Design	Build
Principal Arterials			
SR 527 widening: 112th Street to 132nd Street	Build		
East Marine View Drive: I-5 to Broadway	Design / Build		
South Broadway: SR 526 to 41st Street	Plan/Design	Build	
Pacific Avenue BNSF Grade Separation	Design	Build	
Rucker Realignment to West Marine View Drive	Design/Build		
I-5 to Port of Everett Truck Route	Plan/Design		

Exhibit 5
Future Vehicular Capacity Improvements (Cont.)

Improvements	2006 to 2011 6 Year TIP	2012 to 2017 Mid-Term	2018 plus Long Term
Minor Arterials			
41st Street Over BNSF to Riverfront / Simpson	Build		
112th Street Widening: 3rd Avenue to 19th Avenue	Design / Build		
Lowell Bypass or Lenora Over BNSF	Design	Build	
116th Street Widening: SR 527 to 35th Avenue	Design / Build		
100th Street: Airport Road to Evergreen	Design / Build		
100th Street Connection: 19th Avenue to West Mall	Design	Build	
100th Street: Evergreen to West Mall	Plan	Design	Build
4th Avenue Widening: 104th to 112th Street	Design/Build		
Collector Arterials			
Everett Over BNSF: E. Grand to Railway	Design / Build		
Chestnut / Eclipse Mill from 36th to Pacific	Design	Build	

Exhibit 6
Proposed Freight Routes by 2025



Data Source: Snohomish County

5 Project Selection Methodology

The City of Everett, Port of Everett and City of Marysville identified a list of potential freight mobility projects to be evaluated in this study. More than 17 truck and rail projects were analyzed according to the screening criteria listed in Exhibit 7. These criteria were based on the funding application scoring measures of the Washington State Freight Mobility Strategic Investment Board (FMSIB).

Exhibit 7
Screening Criteria and Scoring

Screening Criteria	Total Possible FMSIB Score
Freight Mobility for Project Area	35
Freight Mobility for Region, State, Nation	35
General Mobility	25
Safety	20
Freight & Economic Value	15
Environment	10
Partnership	25
Consistency with Regional Plans	5
Cost Effectiveness Score	10
Special Issues	8
Total Possible Points	**188**

The data used to evaluate these criteria was gathered from previous studies and traffic counts collected by the City of Everett and WSDOT. Growth and economic projections were gathered from various City, County, State, and Port planning documents. The FMSIB application includes formulas for calculating freight and general vehicle delay, queuing, and volume to capacity ratios. It also provides points for improving the economy, safety, and air quality. Additional weight is given to projects with strong funding partnerships, for projects listed in regional and state plans, and for projects with a high cost-benefit ratio.

Once the projects were selected and evaluated, they were ranked based on constructability and cost-benefit. After ranking the projects, they were prioritized for future implementation into three timeframes, as follows:

- Short range (0-10 years)
- Mid-range (11 to 20 years) and
- Long-range (21 to 30 years)

6 Selected Projects

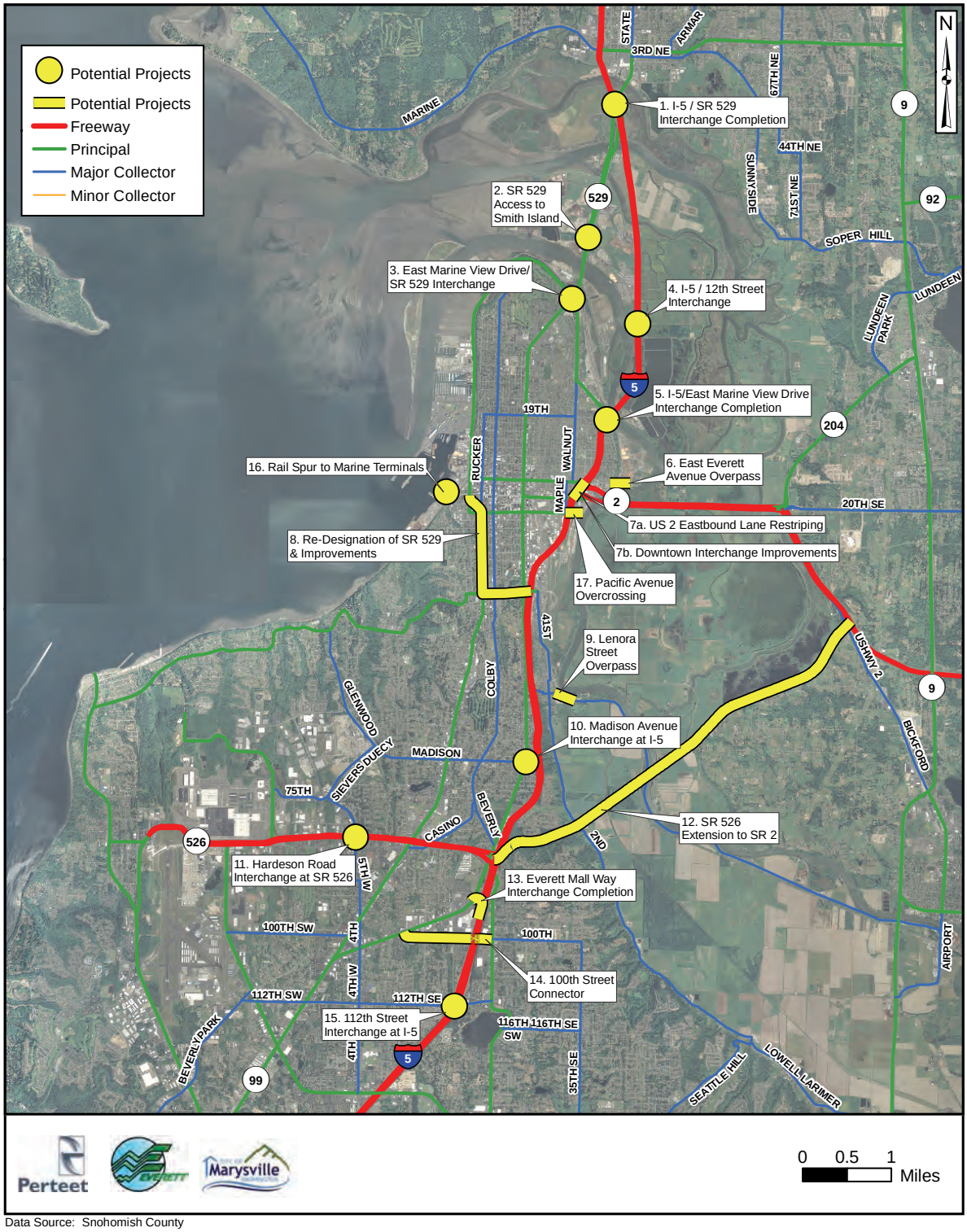
Seventeen projects were selected based on their scores using the FMSIB evaluation criteria. These projects are listed in Exhibit 8.

Exhibit 8
Selected Projects

Project Number	Project Name	Proponent	Overall Score (max. 188)	Percent of Total Possible Score	Project Cost
1	SR 529 / I-5 Interchange Completion	Marysville	129	69%	$47,150,000
2	SR 529 Access to Smith Island	Everett	90	48%	$2,810,000
3	East Marine View Drive / SR 529 Interchange Improvements	Everett & Port	64	34%	$1,450,000
4	I-5/ 12th Street NE Interchange	Everett	81	43%	$19,420,000
5	I-5/ East Marine View Drive Interchange	Everett	104	55%	$54,780,000
6	E. Everett Ave Overpass	Everett	100	53%	$14,800,000
7a	US 2 Eastbound Lane Restriping	Everett	157	84%	$10,820,000
7b	Downtown I-5 Interchange Improvements	Everett	98	52%	$65,120,000
8a	Phase I - Re-designation of SR 529 & Improvements	Everett	103	55%	$4,730,000
8b	Phase II - Re-designation of SR 529 & Improvements	Everett	150	80%	$32,550,000
9	Lenora Street Overpass	Everett	90	48%	$10,600,000
10	Madison Street Interchange at I-5	Everett	127	68%	$57,420,000
11	Hardeson Road Interchange at SR 26	Everett	141	75%	$43,530,000
12a	Phase I - SR 526 Extension to US 2	Everett	168	89%	$2,075,260,000
12b	Phase II - SR 526 Extension to US 2	Everett	156	83%	$1,089,780,000
13	Everett Mall Interchange Completion	Everett	97	52%	$2,080,000
14	100th Street SE Connector	Everett	118	63%	$50,690,000
15	112th Street Interchange at I-5	Everett	96	51%	$26,030,000
16	Rail Spur to Marine Terminals	Port	130	69%	$1,000,000
17	Pacific Avenue Overcrossing	Everett	66	35%	$16,380,000

The project locations are illustrated by number on Exhibit 9.

Exhibit 9
Project Location Map



Data Source: Snohomish County

7 Stakeholder Survey

Stakeholder and community support is very important in order to construct capital projects on roads and railroads. There are many approvals required through the permitting and funding process, especially when funding is contributed by local, state and federal, and sometimes private sources. This typically necessitates consistent policy level support by all involved parties over a multi-year project development period.

The project team completed two surveys to solicit stakeholder opinions about the selected project. An initial short survey was distributed to a group of eleven stakeholders at a meeting on November 19, 2007, where this study was introduced and each of the proposed capital projects was described. The eleven stakeholders represented the Port of Everett, Washington Trucking Inc., the Boeing Company, Gresham Transfer, Hogland Transfer Co., Lehigh Cement, and Cadman Inc. This survey had a 100 percent response rate. The second survey was distributed in the summer of 2008 to 56 organizations, including manufacturers, warehousing companies, shippers, and distribution companies. Seventeen of the 56 organizations responded to the survey, providing a 30 percent response rate. A summary of the survey results is provided below.

Prioritization of Projects by Stakeholders

The key questions in both the November 2007 short survey and the 2008 extended survey asked the stakeholders which of the potential freight mobility projects they would like to have constructed and which were their top three projects. When respondents were asked to select all projects they desired to improve freight mobility, they selected the following projects:

- Downtown I-5 interchange improvements
- Complete the I-5 interchange at East Marine View Drive
- A four way tie for:
    - Complete the I-5 / SR 529 interchange
    - East Marine View Drive / SR 529 interchange improvements
    - Re-designate SR 529 to West Marine View Drive and Rucker with intersection improvements
    - SR 526 Extension

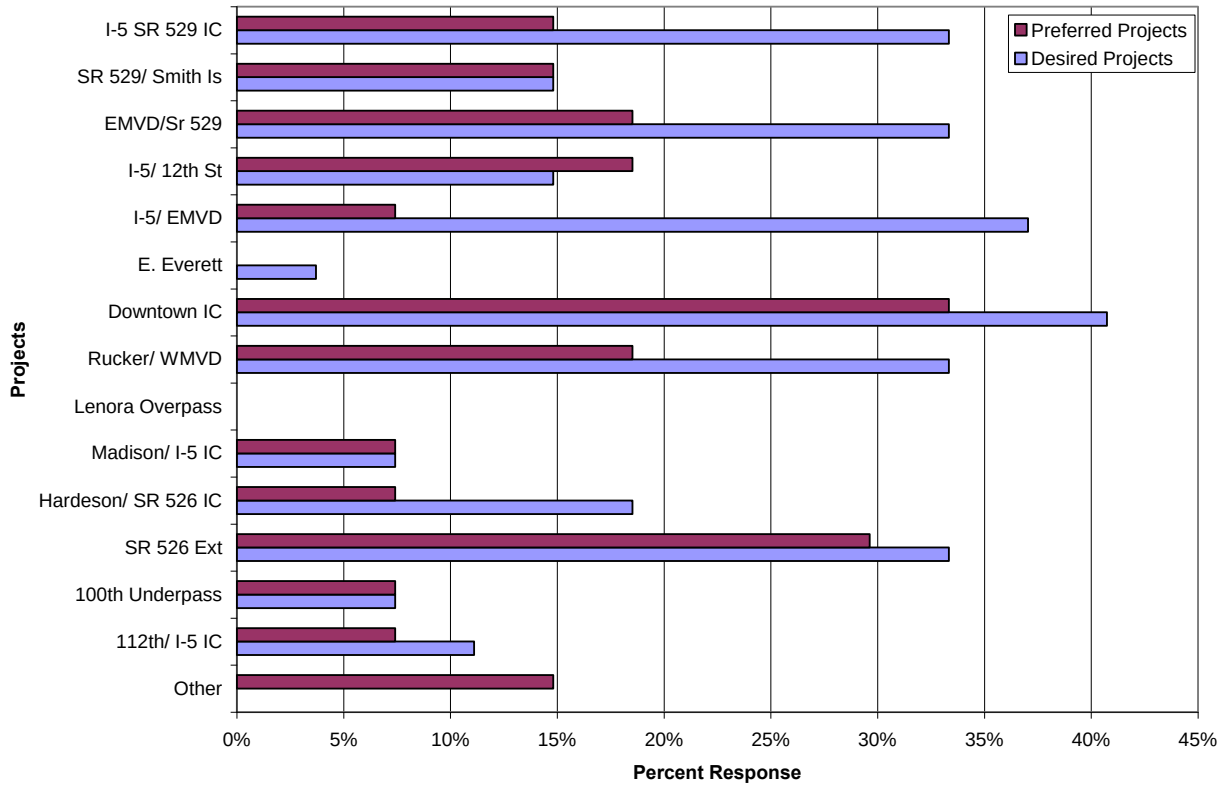
When respondents were asked to choose their top three preferred projects, they selected:

- Downtown I-5 interchange improvements
- Complete the I-5 interchange at East Marine View Drive
- A three way tie for:
    - East Marine View Drive/ SR 529 interchange improvements

- Re-designating SR 529 to West Marine View Drive and Rucker with intersection improvements
- Add an interchange at I-5 / 12th Street

The survey results are summarized in Exhibit 10, showing the projects preferred by the survey respondents. The dark red indicates those projects with the most specific level of support.

Exhibit 10
Preferred Freight Mobility Projects (Results from both surveys)



1. Preferred projects are those that were among the respondents' top 3 choices.
2. Desired projects included all projects for which respondents indicated support.

Partner Comments

The Port of Everett cited its Terminal Master Plan, which documents the need for projects to support the anticipated cargo market growth. As an example, the construction of the California Street Overcrossing contributed to increased trade activity.

The City of Marysville cited support and regional need for the I-5 / SR 529 project, consistent with its Downtown Access Study and Comprehensive Plan. It would relieve traffic congestion and delay on SR 528 (4th Street) east of I-5.

The City of Everett supported improvements a) along 41st Avenue / Rucker / West Marine View Drive as an immediate priority, b) the SR 529 / I-5 and SR 526 / Hardeson interchange improvements as short range priorities, and c) the SR 526 extension as a long range priority.

8 Prioritization of Projects for Future Planning

This section identifies and prioritizes projects for future implementation by timeframe, recognizing financial and other implementation capacity limitations. Three time frames are identified as follows:

- Short range (0-10 years),
- Mid-range (11 to 20 years), and
- Long-range (21 to 30 years).

Methodology

The prioritization of projects within these three periods is based on an equal rating of constructability, cost-benefit, and stakeholder support. Thirty-five points were available for each of these three categories, allowing a total available score of 105 points.

When rating the constructability (timeliness) of a project, the following issues were evaluated:

- Engineering plans development
- Right of way acquisition costs and potential issues
- Potential impacts to critical areas
- Complexity of the design and permitting requirements

The cost benefit of each project was calculated per the FMSIB equation to determine the number of freight hours of delay saved per million dollars of project cost. The stakeholder support value was derived from the results of the stakeholder surveys.

Results

Exhibit 11 summarizes the project rankings as a result of the above prioritization methodology. In general, the projects that scored 50% or better of the total available points (105) were selected for the short-term financial plan (0 to 10 years). Projects that were already programmed for implementation in the City's adopted 2009-2014 TIP were included in the short term plan: Project 6 East Everett Avenue Overpass and Project 9 Lenora Street Overpass. Also, Project 16, Rail Spur to Marine Terminals was included in the short range plan because it was already in-process.

The remaining projects were assigned to the mid-range plan (11 to 20 years) and the long-range plan (21 to 30 years) based on scoring and input from the partner agencies. Project 12 SR 526 Extension was broken into multiple phases to recognize the long implementation timeframe given its complexity and high cost. In the short range plan, Phase 1a will prepare a feasibility study, conceptual plans, cost estimates and environmental screening, and Phase 1b will develop preliminary design plans,

environmental documentation and permitting. In the mid-range plan (2019-2028), Phase 1c would design and construct the first segment, and in the long range plan (2029-2038) Phase II would complete the design and construction.

Exhibit 11
Prioritization of Projects for Phased Implementation

Ranking	Project Number	Project Name	Overall Score of 105	Percent of Total Possible Score	Project Cost
1	8a	Phase I - Re-designation of SR 529 & Improvements	73	70%	$4,730,000
2	1	SR 529 / I-5 Interchange Completion	71	68%	$47,150,000
3	3	East Marine View Drive / SR 529 Interchange Improvements	71	68%	$1,450,000
4	11	Hardeson Road Interchange at SR 526	61	58%	$43,530,000
5	5	I-5/ East Marine View Drive Interchange	58	55%	$54,780,000
6	13	Everett Mall Interchange Completion	56	53%	$2,080,000
7	7a	US 2 Eastbound Lane Restriping	53	50%	$10,820,000
8	12a	Phase I - SR 526 Extension to US 2	52	50%	$2,075,260,000
9	12b	Phase II - SR 526 Extension to US 2	52	50%	$1,089,780,000
10	4	I-5/ 12th Street NE Interchange	47	45%	$19,420,000
11	7b	Downtown I-5 Interchange Improvements	46	44%	$65,120,000
12	14	100th Street SE Connector	46	44%	$50,690,000
13	2	SR 529 Access to Smith Island	45	43%	$2,810,000
14	10	Madison Street Interchange at I-5	45	43%	$57,420,000
15	16	Rail Spur to Marine Terminals	42	40%	$1,000,000
16	15	112th Street Interchange at I-5	41	39%	$26,030,000
17	8b	Phase II - SR 529 & Improvements	38	36%	$32,550,000
18	6	E. Everett Avenue Overpass	33	31%	$14,800,000
19	17	Pacific Avenue Overcrossing	24	23%	$16,380,000
20	9	Lenora Street Overpass	20	19%	$10,600,000

Three projects were dropped from the analysis:

- **Project 7a -** Since this study was initiated, Project 7a, US 2 Eastbound Restriping, has been completed by WSDOT.
- **Project 10** – The Madison Road / I-5 Interchange (10) and the Hardeson Road/ SR 526 Interchange (11) projects would both alleviate the demand of freight traffic heading to and from the Southwest Industrial Area. Only one of these projects is necessary. Project 11 scored higher in the FMSIB rating and is being proposed for FMSIB funding in the next biennium.
- **Project 4** – The 12th Street/I-5 Interchange project (4) and the SR 529/I-5 Interchange Completion (1) project would both alleviate the demand of freight traffic heading to and from Smith Island. Only one of these projects is necessary. Project 1 scored higher in the evaluation and in the FMSIB rating, and is proposed for FMSIB funding in the next biennium.

Exhibit 12 shows the distribution of the projects among the plans and the total cost of each plan.

9 Conclusion

This study is the update to the 1998 Everett Freight Mobility Study. The intent of this study is to extend the planning horizon and to identify and evaluate past non-complete and additional project recommendations for maintaining efficient freight movement to and from the Port of Everett and the cities of Everett and Marysville. The Port is important for strategic and economic reasons related to national defense, national/international trade, the regional aerospace industry, and the rail, trucking and waterborne transportation industries. This dictates a continued focus on ensuring freight access and mobility to keep pace with growing freight tonnage and growing travel demands from regional and local population and employment.

Seventeen candidate projects were identified cooperatively by the cities of Everett and Marysville and the Port of Everett. This was based on information from various city, county, state and port planning documents and stakeholder input. The candidate projects included 14 roadway improvements and 3 rail access improvements. Two surveys were conducted to collect stakeholder input on the candidate projects, and the projects were evaluated consistent with criteria of the Freight Mobility Strategic Investment Board. These criteria were used to ensure that an appropriate range of factors were considered, and that the resulting project recommendations would compete well for funding from regional, state and federal agencies. The criteria include:

- Mobility for freight and separately for general traffic
- Safety
- Freight and economic value
- Environment
- Cost effectiveness
- Partnerships
- Consistency with regional plans

Some adjustments were made, deleting three projects that were redundant with other, better scoring projects, and dividing three larger projects into phased parts recognizing the need for incremental implementation. The scoring of projects and input from the partner agencies provided the basis for grouping them into three recommended implementation timeframes, from immediate to 10 years, 11 to 20 years, and 21 to 30 years. The phased program is presented in Exhibit 12. It provides a guide for implementation and funding of freight access and mobility improvements through 2038.

Exhibit 12
Prioritization of Projects

Rank	Project Number	Project Name	Percent of Total Possible Score	Project Cost	Phased Implementation Plan		
					2009 - 2018	2019 - 2028	2029 - 2038
1	8a.	Phase I - Re-designation of SR 529 & Improvements	70%	$4,730,000	$4,730,000		
2	1.	SR 529 / I-5 Interchange Completion	68%	$47,150,000	$47,150,000		
3	3.	East Marine View Drive / SR 529 Interchange Improvements	68%	$1,450,000	$1,450,000		
4	11.	Hardeson Road Interchange at SR 526	58%	$43,530,000	$43,530,000		
5	5.	I-5/ East Marine View Drive Interchange	55%	$54,780,000	$54,780,000		
6	13.	Everett Mall Interchange Completion	53%	$2,080,000	$2,080,000		
7	7a.	US 2 Eastbound Lane Restriping	50%	$10,820,000			
8	12a.	Phase Ia - SR 526 Extension to US 2 Feasibility Study	50%	$1,000,000	$1,000,000		
8	12a.	Phase Ib - SR 526 Extension to US 2 Permitting	50%	$10,000,000	$10,000,000		
8	12a.	Phase Ic - SR 526 Extension to US 2 Design/Construction	50%	$2,075,260,000		$2,075,260,000	
9	12b.	Phase II - SR 526 Extension to US 2 Design/Construction	50%	$1,089,780,000			$1,089,780,000
10	4.	I-5/ 12th Street NE Interchange	45%	$19,420,000			
11	7b.	Downtown I-5 Interchange Improvements	44%	$65,120,000		$65,120,000	
12	14.	100th Street SE Connector	44%	$50,690,000		$50,690,000	
13	2.	SR 529 Access to Smith Island	43%	$2,810,000			$2,810,000
14	10.	Madison Street Interchange at I-5	43%	$57,420,000			
15	16.	Rail Spur to Marine Terminals (already in-process)	40%	$1,000,000	$1,000,000		
16	15.	112th Street Interchange at I-5	39%	$26,030,000		$26,030,000	
17	8b.	Phase II - SR 529 & Improvements	36%	$32,550,000		$32,550,000	
18	6.	E. Everett Ave Overpass (2009-2014 TIP)	31%	$14,800,000	$14,800,000		
19	17	Pacific Avenue Overcrossing	23%	$16,380,000			$16,380,000
20	9.	Lenora Street Overpass (2009-2014 TIP)	19%	$10,600,000	$10,600,000		
					$191,120,000	**$2,249,650,000**	**$1,108,970,000**

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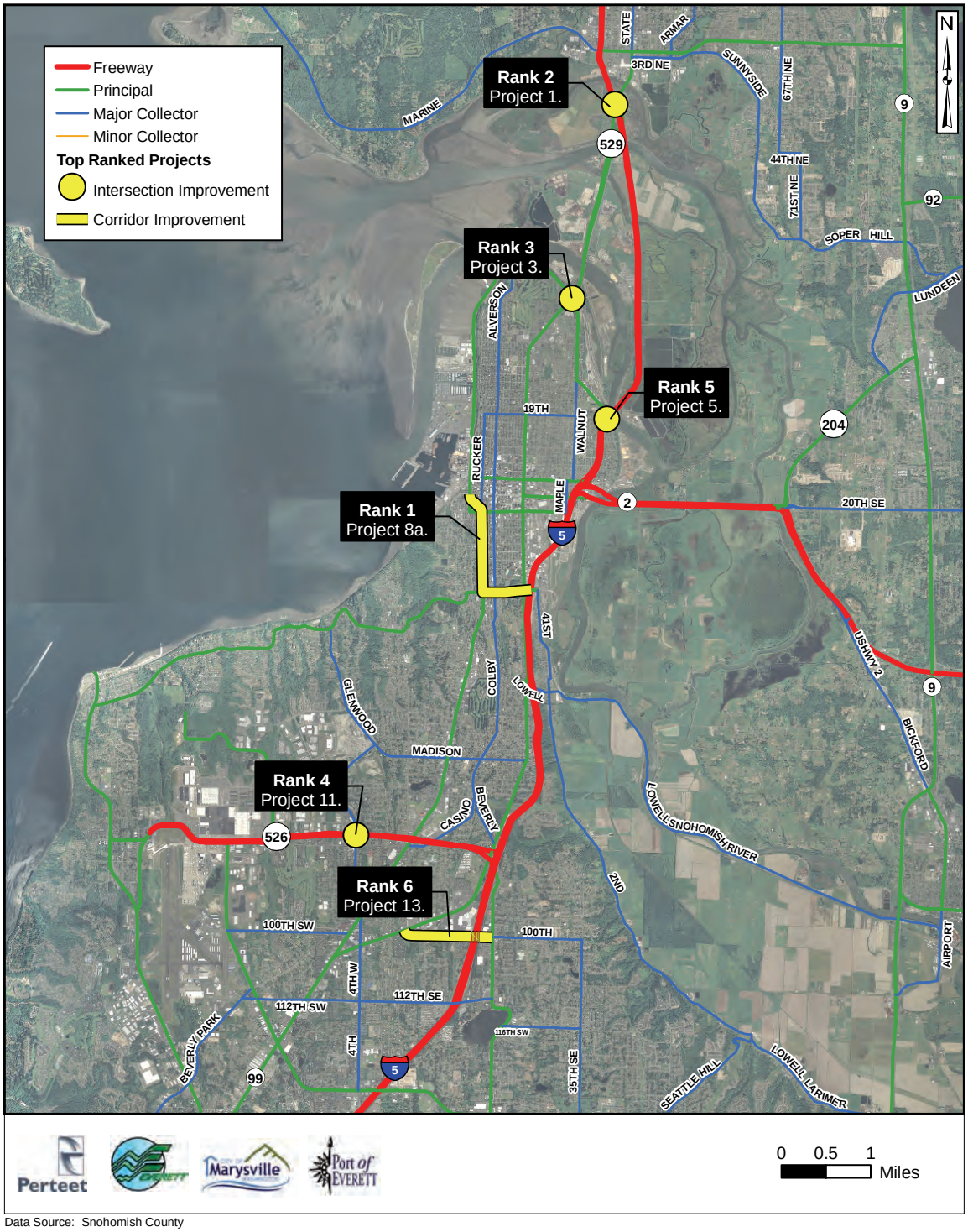
Appendix A – Project Details

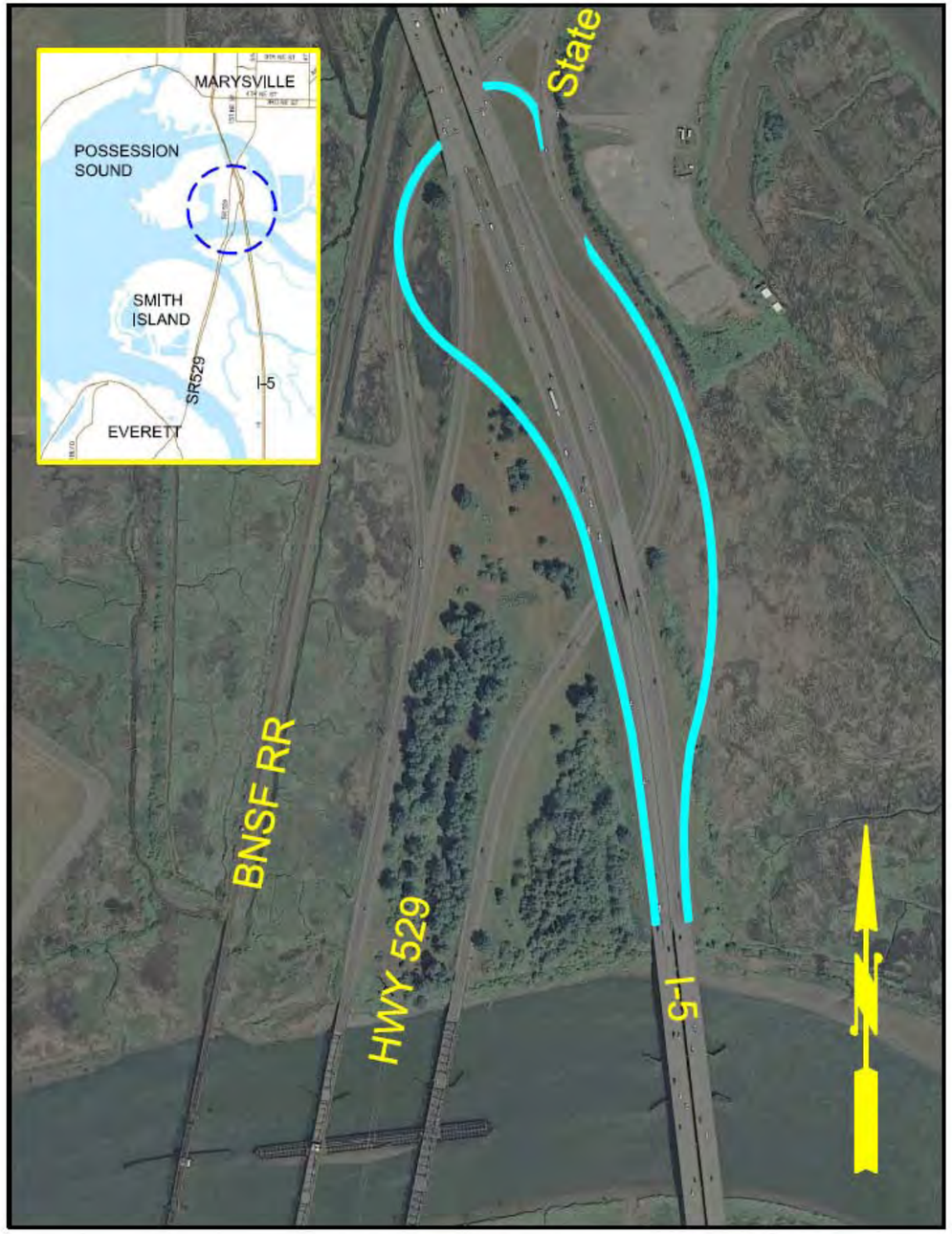
Exhibit A-1
Top Six Ranked Projects



Data Source: Snohomish County

Appendix B – Project Detail Sheets

Project 1 - SR 529 / I-5 Interchange Completion



8/5/2009

Everett Freight Mobility & Access Study
SR 529/ I-5 Interchange Completion

Travel Time Savings
Over the next ten years, this project is expected to reduce freight delay by more than 480 hours per day and general vehicular delay by more than 4,000 hours per day. The project is expected to reduce queuing by 8 vehicles per lane.

Grade Crossing
Trucks and general traffic using the southern SR 529 ramps will avoid the SR 528 BNSF grade crossing in downtown Marysville.

Improve Safety
The direct unobstructed route to and from the south between I-5 and Marysville will reduce vehicles by 8,300 vehicles per day at the SR 528 rail crossing and avoid up to 5 congested intersections. Traffic volumes will be significantly reduced on I-5 at the SR 528 interchange where a multi-direction merge (on ramp, off ramp, and through traffic) occurs over a short distance.

Regional Corridor Solution
Provides an alternative access in and out of Marysville, reducing congestion at the SR 528 and I-5 interchange and on downtown Marysville connector arterial. The project will complete an existing half interchange.

Economic Benefits
Improve access to downtown Marysville will provide increased capacity, shorter travel time, and better geometrics, which makes the commercial area more attractive and functional for increased commercial development. This results in the creation of more jobs in the area.

Project Concerns
The potential for earthquakes in the project area is high. The soils are hydric and are comprised of peat, which are not conducive to stable soil conditions. The area is within the 100 and 500 year floodplain.

Project Description
The project will complete an existing half interchange by adding ramps to and from the south on I-5. An exit ramp will be constructed from northbound I-5 to SR 529, providing direct access to State Street in downtown Marysville and to Smith Island in north Everett. An entrance ramp from SR 529 to southbound I-5 will provide the return movement.

Documented in Plans
- City of Everett's 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)
- City of Marysville City Center Access Study
- City of Marysville Transportation Element

Lead Agency & Potential Partners
The City of Marysville and WSDOT are expected co-lead this project. Anticipated partners include City of Everett, Snohomish County, and the Tulalip Tribes.

Project Benefits
Providing direct access to and from SR 529 from I-5 will reduce freight and general purpose traffic congestion at the I-5/SR 528 interchange and on SR 528 in downtown Marysville. Access to south Marysville's commercial/industrial area will be improved with better travel times, safety, and geometrics.

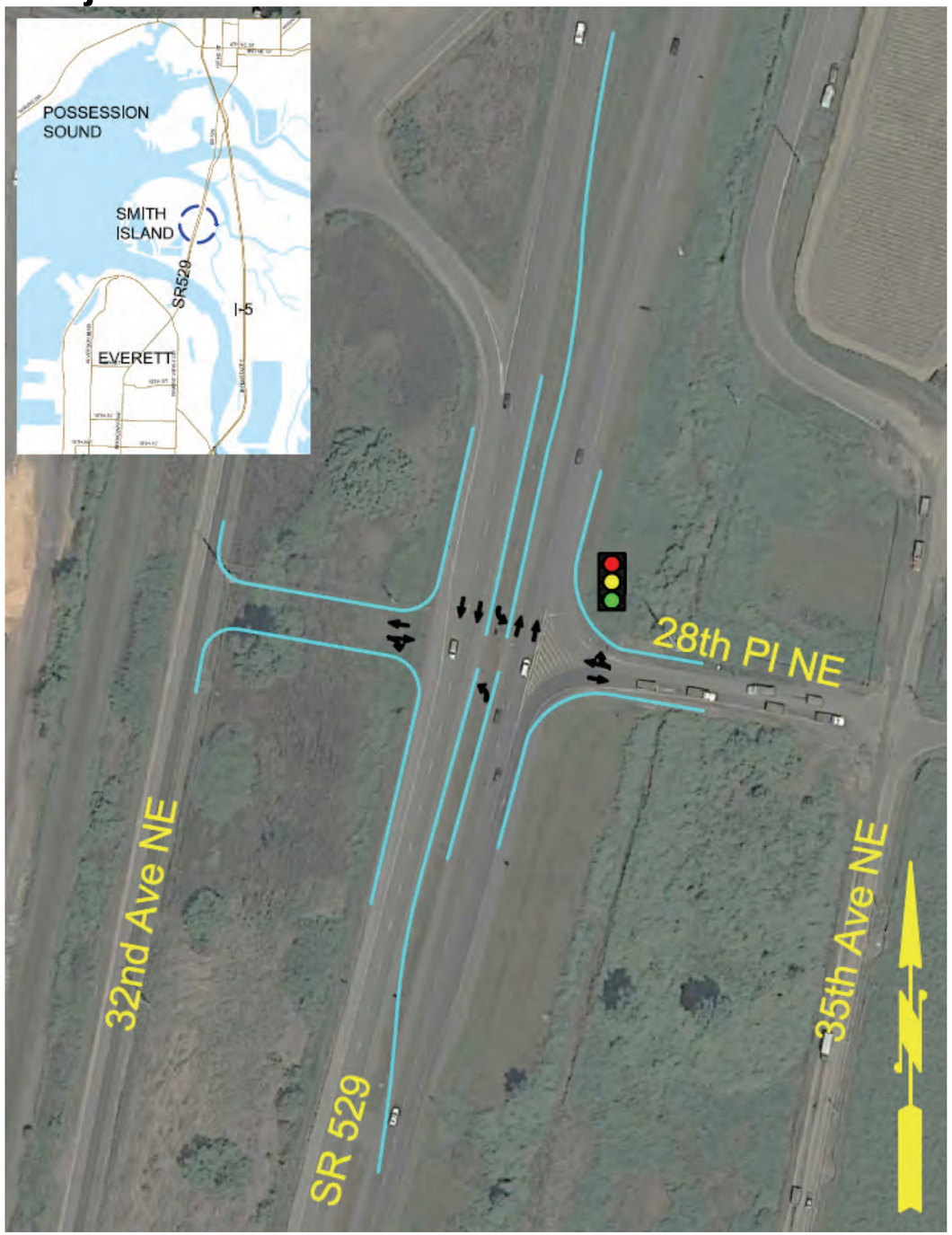
Preliminary Opinion of Cost
$47,150,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 7.

Stakeholder Support
Twenty-five percent of stakeholders surveyed believe this project would benefit freight mobility in the region and nineteen percent prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from businesses that access Smith Island and the Everett Waterfront.

Perteet

Project 2 - Access to SR 529 from Smith Island



8/31/2009

Everett Freight Mobility & Access Study
Access to SR 529 from Smith Island

Travel Time Savings
By adding a signal to the current intersection of SR 529 and Smith Island access roads, this project would increase the amount of delay and queuing on SR 529 and access roads from Smith Island. However, by 2030, this project is expected to reduce total vehicle delay by more than 770 hours per day, when there will be an estimated 15,000 more vehicles on this route.

Improve Safety
This project may help improve safety by allowing trucks to enter SR 529 at a signalized intersection, rather than merging onto SR 529 from a stop sign.

Regional Corridor Solution
Although, this project has some benefits from trucks leaving Smith Island towards SR 529, this project will not support a regional corridor solution. The project provides more problems for traffic operations than benefits at this time by adding delay and queuing for the majority of vehicles. In addition, it will not save freight trucks much time, as the trucks will have to wait at the signal to enter SR 529.

Economic Benefits
There are no perceived economic benefits for this project.

Project Concerns
The potential for earthquakes in this area is high. In addition, the soils are hydric and there is a moderate to high potential for liquefaction. The area is within the 100 and 500-year floodplain.

Project Description
Currently, there are right on-ramps and right off-ramps provided in each direction of SR 529, which requires Smith Island traffic to circle to the south near the Snohomish River to access the opposite direction's access point to SR 529. This project would create an intersection with all turn movements allowed for full direct access between Smith Island and SR 529.

Documented in Plans
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)

Lead Agency & Potential Partners
The City of Everett and WSDOT would likely co-lead this project. Snohomish County is a potential partner along with some private partners or a local improvement district.

Project Benefits
This project will improve safe access to SR 529 from vehicles exiting Smith Island, which include a high volume of freight trucks.

Preliminary Opinion of Cost
$2,810,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 0.

Stakeholder Support
Nineteen percent of stakeholders surveyed believe this project would benefit freight mobility in the region and prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from businesses within the Smith Island industrial area and from distribution companies.

Perteet

Project 3 - EMVD/ SR 529 Interchange Improvements

Everett Freight Mobility & Access Study
EMVD/ SR 529 Interchange Improvements

Travel Time Savings
This proposed project would increase truck and general vehicle delay by 5 hours/day with the addition of the signal at this intersection. This delay will increase to 28 hours a day by 2023.

Improve Safety
This project will reduce the risk for over-height collisions with the low clearance bridge at this intersection. The signal would improve safety by reducing the number of collisions from merging traffic between SR 529 and East Marine View Drive.

Improve Access to Port
This project has direct access to the Port of Everett and implementation of this project will increase the amount of freight from the Port that would use this route, since it is the preferred route for oversized shipments exclusively received by the Port.

Regional Corridor Solution
This proposed project will improve a state highway leading to a regional corridor.

Economic Benefits
This proposed project would improve access to the Port of Everett, key commercial and industrial areas in North Everett along West Marine View Drive, East Marine View Drive, Smith Island, and indirectly to I-5 at the SR 529 interchange. The industries moving this freight are related to international, national, regional, and local markets and rely on intermodal shipments. The truck freight using the proposed roadway improvements represents a significant portion of the state's annual import/export port traffic, particularly in the form of dollar value of freight.
In addition, the project could influence job growth in North Everett and Smith Island, where there is capacity for more than 8,500 jobs, and job growth along the waterfront, which can accommodate more than 10,700 additional jobs.

Project Concerns
The potential for earthquakes in this area is moderate to high. The potential for liquefaction is very low to moderate. There is some park land in the vicinity.

Project Description
Currently there is a low clearance issue on this T-1 truck route along East Marine View Drive under SR 529. The proposed project would correct the height restriction and provide a signal at the eastern ramps of SR 529 at the intersection with East Marine View Drive.

Lead Agency & Potential Partners
The City of Everett would lead this project. The Port of Everett and WSDOT are anticipated partners.

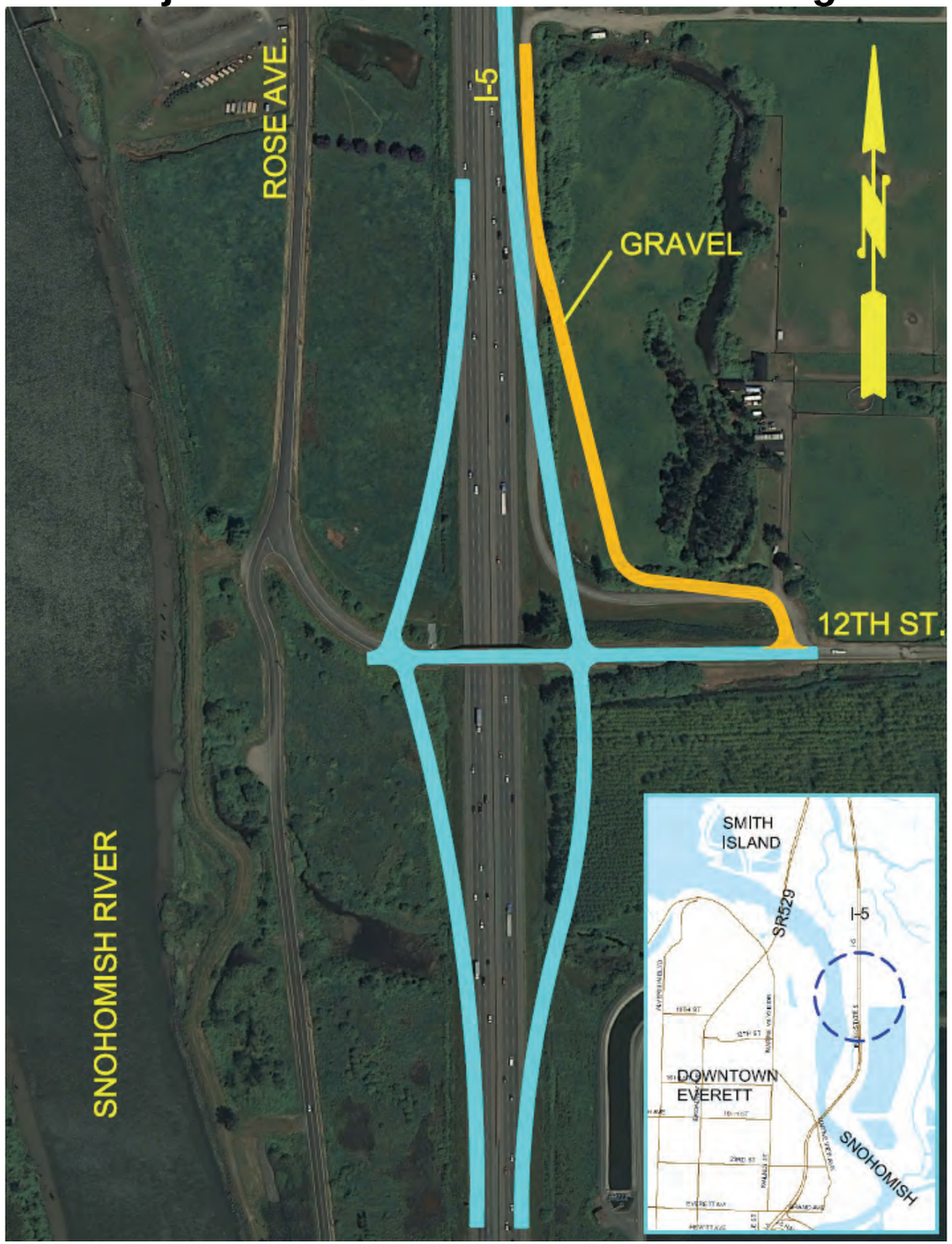
Project Benefits
This project will improve freight mobility on this T-1 freight corridor by allowing more freight to travel beneath this overpass. This is the preferred route for oversized loads as it does not require traveling through downtown Everett. Therefore, correcting the height restriction will allow more types of freight to use this preferred route.

Preliminary Opinion of Cost
$ 1,450,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 0.

Stakeholder Support
Thirty-eight percent of stakeholders surveyed believe this project would benefit freight mobility in the region and thirty-one percent prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from businesses in the Smith Island industrial area and the Everett waterfront.

Project 4 - I-5/ 12th St. NE Interchange



Everett Freight Access & Mobility Study
I-5/ 12th St. NE Interchange

Travel Time Savings
This proposed project would reduce truck delay by 48 hours/day and would reduce general vehicle delay by 107 hours/day. It is anticipated that 4,580 vehicles would use the new interchange daily and about 45 percent of those vehicles would be freight trucks.

Improve Safety
This project would improve emergency vehicle access to Smith Island.

Regional Corridor Solution
This project would improve access to I-5 and freight movements on I-5.

Economic Benefits
This proposed project would improve access to key commercial and industrial areas in Everett on Smith Island. It would provide more direct access to Smith Island from I-5. Smith Island has the potential to add more than 7,200 jobs in the future. Improving access to Smith Island will benefit local businesses on Smith Island and their vendors and customers within the region. In addition, many of the businesses on Smith Island have access to barge shipping, which means access will be improved for intermodal shipments.
This proposed project would improve access to key commercial and industrial areas on Smith Island and potentially spur business and job growth in this commercial and industrial area. It would improve freight movements on the interstate by providing a more direct access point to Smith Island from I-5 and allow northbound trucks to leave the highway earlier.

Project Concerns
There are not sufficient volumes of traffic to implement this project. Furthermore, the land to the east of the proposed project is now part of a land conservancy and will not be built out for commercial or industrial purposes or generate additional freight traffic in the future.
From an environmental perspective, the project area has a high potential for earthquakes, the soils are hydric, and there is a moderate to high potential for liquefaction. The area is within the 100 year floodplain and there are wetlands within the project area.

Project Description
This project would provide full access ramps to the existing 12th Street overcrossing of I-5. This would provide an alternate route for vehicles to access Smith Island from the current single access point on SR 529.

Documented in Plans
- City of Everett's 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)

Lead Agency & Partners
The City of Everett would be the lead agency for this project and would partner with WSDOT. The city may also partner with some private property owners through the formation of a local improvement district.

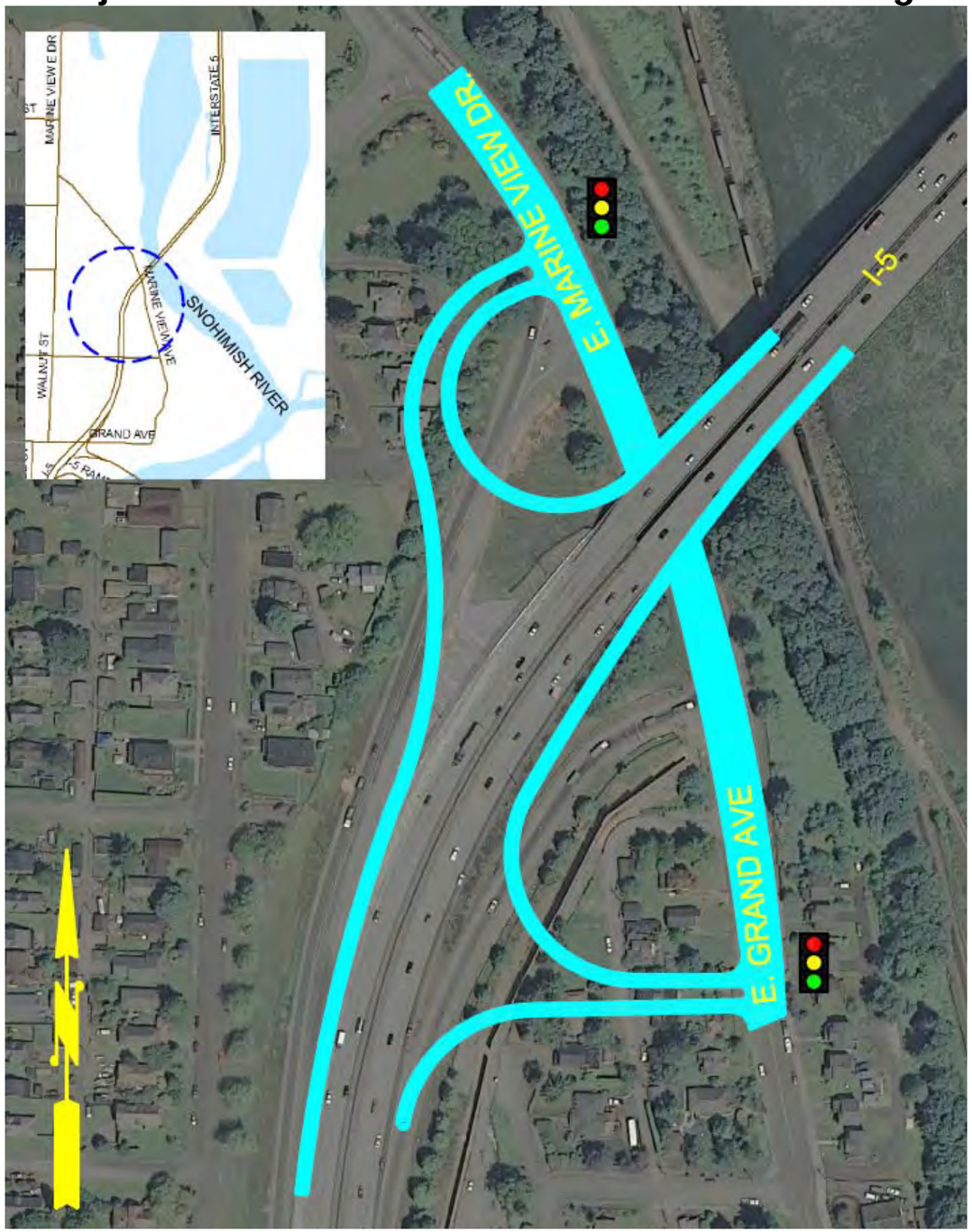
Project Benefits
This would provide an alternate route for vehicles to access Smith Island from the current single access point on SR 529. In addition, it would provide a new I-5 interchange between the East Marine View Drive and Downtown Marysville interchanges, which are spaced approximately 4.5 miles apart.

Preliminary Opinion of Cost
$ 19,420,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 0.

Stakeholder Support
Twenty-five percent of stakeholders surveyed believe this project would benefit freight mobility in the region and nineteen-percent prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from businesses in the Smith Island industrial area and from distribution and shipping companies.

Project 5 - I-5/ East Marine View Drive Interchange



Travel Time Savings

This proposed project would reduce truck delay by 150 hours/day and general traffic delay by another 1,350 hours/day on this T-2 truck route that regularly handles 10 percent of its traffic volumes in truck traffic.

Regional Corridor Solution

This proposed project will improve a state highway leading to a regional corridor.

Economic Benefits

This proposed project would improve access to key commercial and industrial areas in North Everett and potentially Smith Island, which combined have the potential to add more than 8,500 jobs in the future. Improving this interchange will benefit local businesses, as well as those businesses' vendors and customers within the region, state and in international markets.

This project would improve freight movements on the interstate by providing a complete interchange on I-5, allowing access to and from points north to East Marine View Drive, which would improve freight movements on the interstate and eliminate routing through SR 529 or downtown Everett.

Project Concerns

The potential for earthquakes in this area is moderate to high. The potential for liquefaction is very low to moderate. There is some park land in the vicinity.

Project Description

This project would complete the half interchange at I-5 and East Marine View Drive by installing ramps for access to and from north I-5.

Documented in Plans

- City of Everett's 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)

Lead Agency & Partners

The lead agency will be the City of Everett, who would partner with WSDOT and the Port of Everett.

Project Benefits

This project will improve access to I-5 from north Everett and the Port of Everett, where much of the local freight traffic emanates. It will lead to significant travel time savings for trucks and general traffic. In addition, it improves emergency vehicle access to East Marine View Drive and north Everett from I-5.

Preliminary Opinion of Cost

$ 54,780,000

Cost Effectiveness

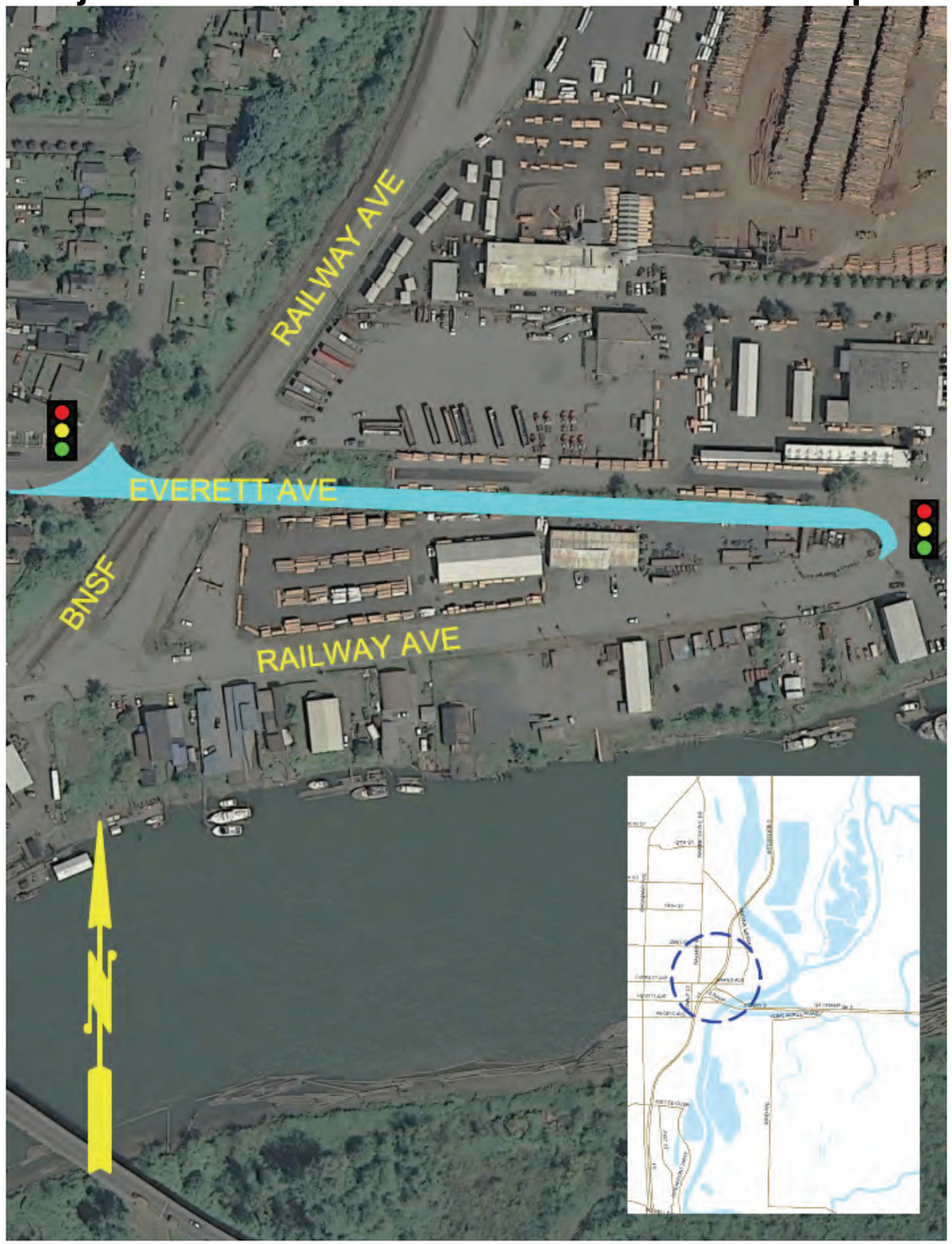
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 3.

Stakeholder Support

Forty-four percent of stakeholders surveyed believe this project would benefit freight mobility in the region and nineteen percent prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from businesses accessing the Everett waterfront and from distribution and shipping companies.

Perteet

Project 6 - East Everett Avenue Railroad Overpass



Everett Freight Access & Mobility Study
East Everett Avenue Railroad Overpass

Travel Time Savings
This proposed project would reduce truck delay by 770 hours/day over the next ten years and general traffic delay by another 3,300 hours/day. This will lead to a reduction of queuing by 75 vehicles per lane. The volume to capacity ratio for this proposed project is 0.83.

Grade Crossing & Improve Safety
This project will provide an alternative access point to the Railway Avenue Riverbend area via an unobstructed railroad crossing. This will limit the number of potential rail related accidents and improve access to the site for emergency vehicles.

Economic Benefits
This proposed project would improve access to key commercial and industrial areas on the Railway Avenue Riverbend property or the “Kimberly Clark property”, east of the project area, which has the capacity for more than 500 new jobs. It would provide more direct access to this site and improve the chances for redeveloping the property. Completion of this project will benefit local businesses and potentially could benefit businesses within the region, depending on what is developed at the property.

Project Concerns
The potential for earthquakes in the project area is moderate to high. The potential for liquefaction is very low to moderate. The area is located within the 500 year floodplain. There is some park land in the vicinity.

Project Description
Currently, the Railway Avenue Riverbend area is only accessible via Railway Avenue requiring an at-grade crossing of the busy RR tracks. This project would construct an unobstructed grade divided railroad overcrossing off the end of Everett Avenue to the Railroad Ave Riverbend area, eliminating potential vehicle / train conflicts.

Documented in Plans
- City of Everett’s 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)
- PSRC Transportation Model for 2030

Lead Agency & Partners
The lead agency will be the City of Everett, who would partner with BNSF, and possibly form a local improvement district or develop a public/private partnership with a future developer. The City was granted $2.5M for a distant biennium for construction of this project by FMSIB.

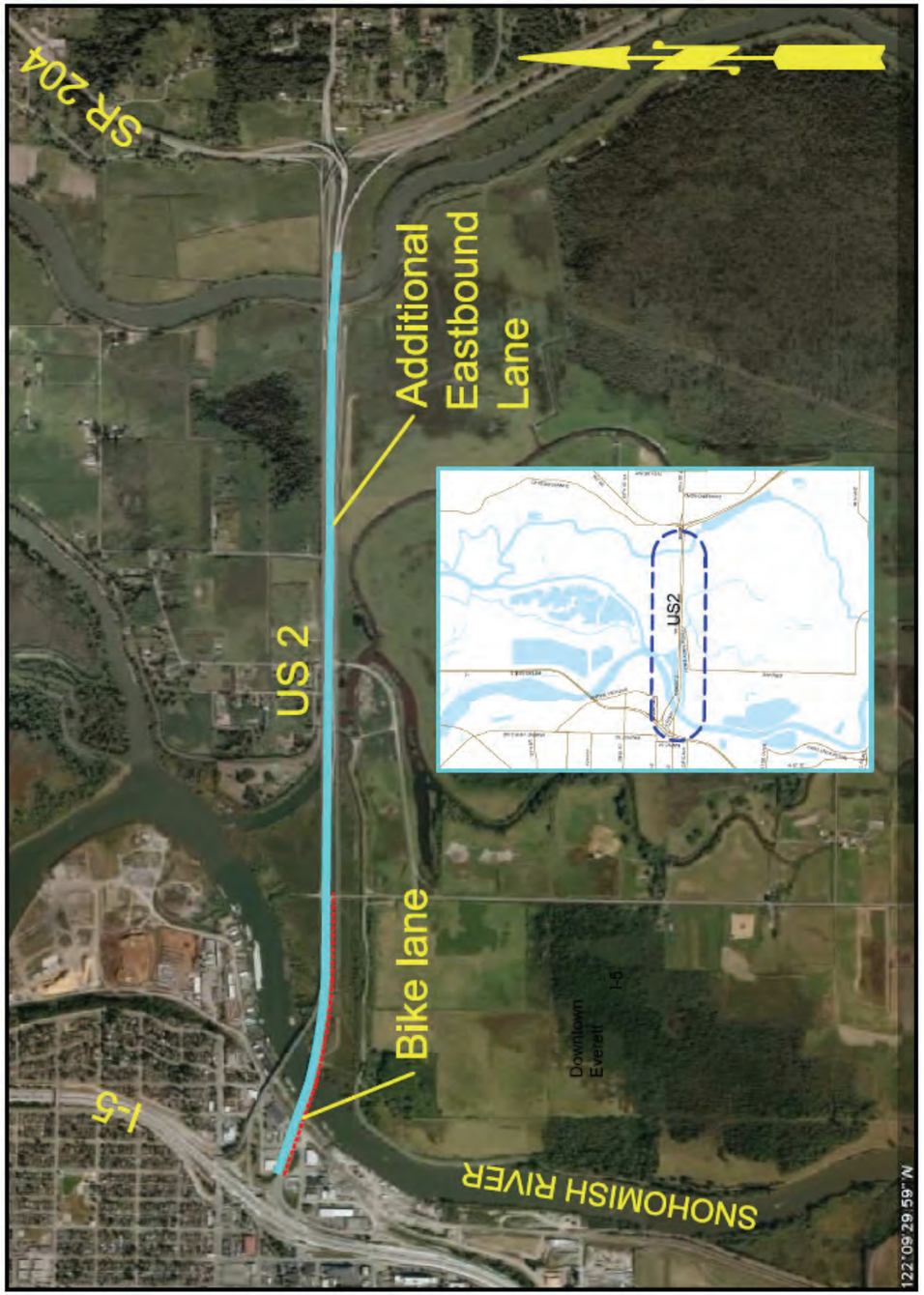
Project Benefits
This project would provide better access to a prime piece of property that is planned for development that has nearly 84 buildable acres and the capacity to add 519 jobs.

Preliminary Opinion of Cost
$43,530,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 18.

Stakeholder Support
Stakeholder support for this project is currently low. However, this project will provide more efficient access to the property east of E. Everett Avenue and improve the chances of this property being redeveloped. When the property is redeveloped, it would provide more jobs and boost the local and regional economy.

Project 7a - Restripe US 2 Trestle



8/31/2009

Everett Freight Access & Mobility Study
Restripe US 2 Trestle

Project Completed

Travel Time Savings
This proposed project would reduce truck delay by 104 hours/day over the next ten years and general traffic delay by another 830 hours/day. This will lead to a reduction of queuing by 16 vehicles per lane.

Improve Safety
This project should reduce congestion related collisions as it will eliminate bottlenecks at both ends of the trestle and provide consistent three lanes in the eastbound direction.

Regional Corridor Solution
This project would improve access to US 2 and freight movements on US 2, as well as help relieve congestion with trucks merging onto and off of I-5.
This proposed project would improve capacity on US 2 for freight traffic, leading to eastern Washington destinations. This could provide faster access to downtown Everett and I-5, which could spur business and job growth within downtown Everett and at the businesses benefitting from improved access along this route.

Economic Benefits
This proposed project would improve capacity on US2 for freight traffic. This could provide faster access to downtown Everett and I-5. Improved traffic flow on the trestle could spur industrial growth within downtown Everett, where the is capacity for about 12,500 jobs in the future. This project would improve access between Everett and eastern destinations. Completion of this project will benefit local and regional businesses. In addition, this project will improve access to the Port of Everett and Canada reaching international markets and intermodal connections.

Project Concerns
The potential for earthquakes in this area is moderate to high.

Project Description
This project would make better use of the trestle by re-stripping the eastbound lanes on the US 2 trestle by creating three lanes instead of the existing two lanes, utilizing approximately 50 percent of the pavement width that is currently unused.

Documented in Plans
- City of Everett's 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)
- WSDOT Study

Lead Agency & Partners
The City of Everett would be the lead agency with the following partners: WSDOT, Snohomish County, Snohomish, Lake Stevens, Monroe and Port of Everett.

Project Benefits
This project will relieve a bottleneck on the trestle. Currently, three lanes enter the trestle from the east, then the travel lanes narrow to two, and then widen back to three lanes as the trestle ends at the west end and merges traffic with I-5 or downtown Everett exits. This project will improve travel time and air quality by reducing vehicle delay, queuing, and circuitous routing. The travel time savings will directly benefit local, regional, and nationwide businesses shipping freight along this east-west regional corridor that connects to I-5, SR 9 and eventually I-405.

Preliminary Opinion of Cost
$10,820,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 10.

Stakeholder Support
This project has a significant amount of local support from businesses downtown, accessing the waterfront and eastern destinations, and in the SW Everett industrial area.

Perteet

Project 7b - I-5 Downtown Interchange Improvements

8/31/2009

Everett Freight Access & Mobility Study
I-5 Downtown Interchange Improvements

Travel Time Savings
It is difficult to quantify the travel time savings of this project without conducting sophisticated modeling and developing a series of assumptions. It is assumed that this project would improve traffic operations in the project vicinity, as traffic would not need to "condense" at the existing single access locations leading to the freeway ramps, because there would be one-way frontage access between Pacific and Everett Avenues with direct access to I-5. Queuing should also be reduced by elimination of circuitous routes to ramps.

Improve Safety
This project is also expected to reduce the frequency of accidents within the project area by reducing routing confusion for drivers, and erratic crossing maneuvers.

Regional Corridor Solution
This proposed project will improve traffic operation on I-5, an interstate highway and regional corridor.

Economic Benefits
This proposed project could provide faster freight access to downtown Everett. Improved traffic flow could spur industrial growth within downtown Everett and the waterfront, where there is capacity for about 12,500 jobs and 3,500 jobs, respectively. Completion of this project will benefit local and regional businesses. In addition, this project will improve access to the Port of Everett, which has intermodal connections and reaches international markets. These projects could help eliminate traffic delays on I-5, which slows interstate freight movements significantly.

Project Concerns
Other freight improvement projects should eventually lead to the elimination of freight routes in downtown Everett and having designated freight routes using the I-5 interchanges at 41st Street, East Marine View Drive, or the SR 529 to access Everett businesses and the Port of Everett.

From a critical areas perspective, the project area has a moderate to high potential for earthquakes, a low to moderate potential for liquefaction, and is located within the 500 year floodplain. There is some park land in the vicinity of the project as well.

Project Description
This project would reconfigure the downtown Everett interchanges along I-5 by constructing one-way frontage roads between Everett Avenue and Pacific Avenue, simplifying access routes for drivers.

Documented in Plans
- City of Everett's 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)
- Everett I-5 Interchange and Arterial Access Action Plan Report

Lead Agency & Partners
The lead agency will be the City of Everett, who would partner with WSDOT and the Port of Everett.

Project Benefits
Currently access is confusing, requiring drivers to use entirely different routes to access on and off ramps. This project proposes the construction of one-way frontage roads between Everett Avenue and Pacific Avenue, simplifying access routes for drivers. This ease of access could spur additional commercial and industrial growth in downtown Everett, including the Port of Everett.

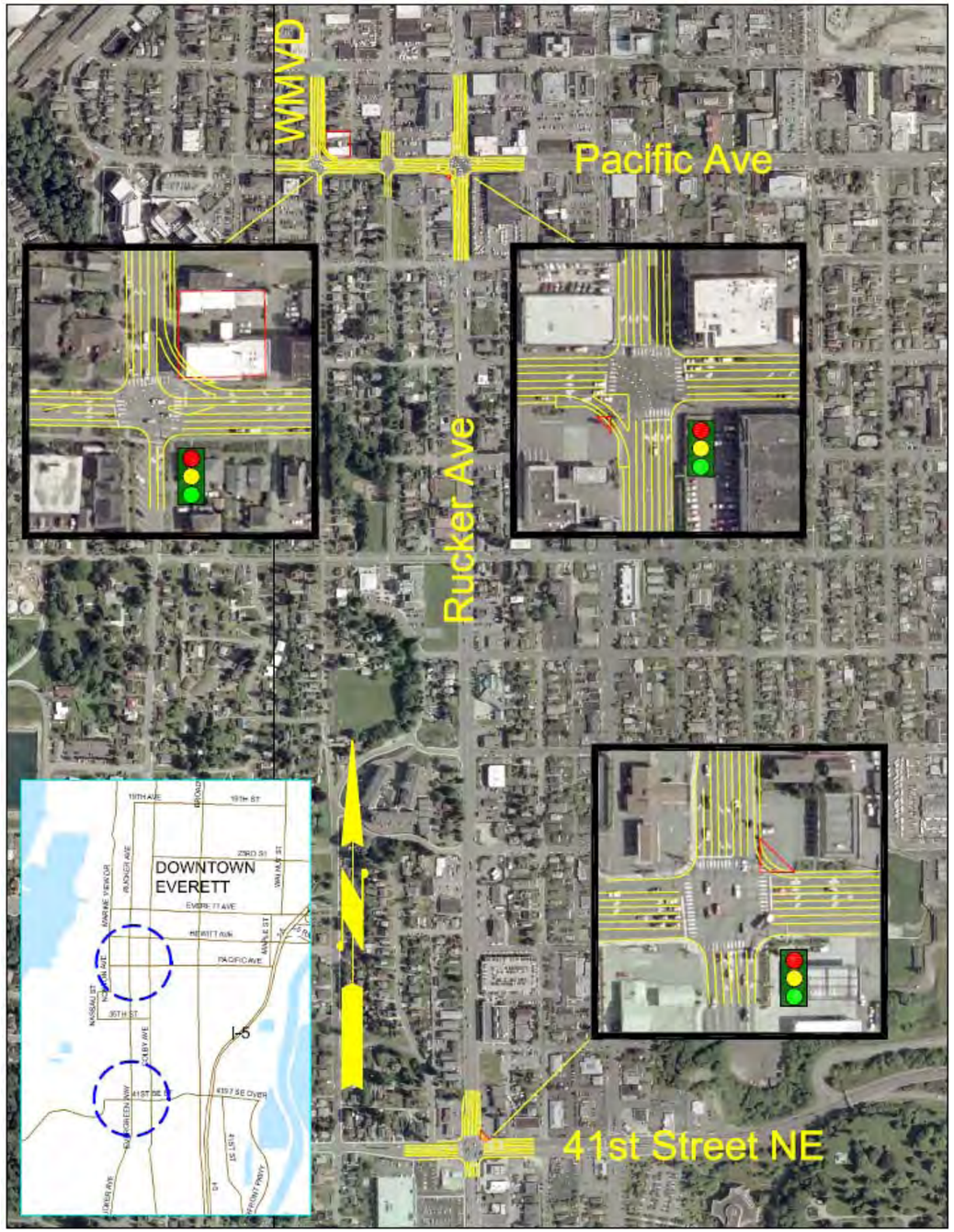
Preliminary Opinion of Cost
$ 65,120,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 0.

Stakeholder Support
Thirty-one percent of stakeholders surveyed believe this project would benefit freight mobility in the region and twenty-five percent prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from businesses throughout the Everett area.

Perteet

Project 8 – West Marine View Drive/ Rucker/ 41st



Everett Freight Access & Mobility Study
West Marine View Drive/Rucker/41st St.

Travel Time Savings
This is a multi-phased project that is expected to reduce truck delay by 502 hours/day upon completion and general traffic delay by another 3,700 hours/day. Queuing is expected to be reduced by 27 vehicles per lane.

Improve Safety
Fifteen collisions have occurred in the past five years at these three intersections. This project will reduce the frequency of rear-end collisions by providing better turning radii for trucks and allow for more smooth turning movements. The proposed project is expected to reduce sideswipes by inappropriate lane changes in attempts to jump queues. This corridor provides a critical access route to a primary national defense base, Naval Station Everett, and is main access route to Providence Hospital's Pacific Campus.

Improve Access to Port
Access to the Port of Everett will be improved through better roadway turning geometrics, reduced grades, and better access to I-5.

Regional Corridor Solution
Re-designation of the truck route will improve freight access to and from the waterfront area to I-5. The waterfront is the home of the Port of Everett, which is an international port serving Snohomish and surrounding region and a transportation facility of statewide significance. The Port is a critical supplier for the State's aerospace industry and cement manufacturing.

Economic Benefits
The project provides an improved direct freight route to the Port of Everett's seven deep-water marine berths, Kimberly-Clark, Naval Station Everett, and Smith Island. These areas are expected to provide more than 10,700 new jobs in the future. This project will provide improved freight access for more than 14M tons of freight from West Marine View Drive towards I-5 annually. The industries moving this freight are related to international, national, regional, and local markets and rely on intermodal shipments. The truck freight using the proposed roadway improvements represents a significant portion of the state's annual import/export port traffic, particularly in the form of dollar value of freight.

Project Concerns
The proposed project would require right of way purchases. The potential for earthquakes in this area is moderate.

Project Description
The first phase of work will include signal improvements, expanded turn lanes and radii at key intersections to better accommodate freight traffic. These measures will improve safety and speed of truck traffic through high volume intersections. This project will redirect truck traffic from the downtown core to Rucker Avenue and the new 41st Street single point interchange at I-5. It will also re-designate State Route 529 from the current Maple Street / Everett Avenue / West Marine View Drive route to a 41st Street / Rucker Avenue / West Marine View Drive route. The second phase of work would include a more significant set of intersection improvements between West Marine View Drive and Rucker Avenue, which will provide significant travel time savings.

Documented in Plans
- City of Everett's 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)
- Port of Everett Marine Terminals Master Plan
- Everett Downtown Plan

Lead Agency & Partners
Phase I – Lead -City of Everett, Partner - Port of Everett
Phase II – Will include WSDOT and possibly the Everett Naval Station.

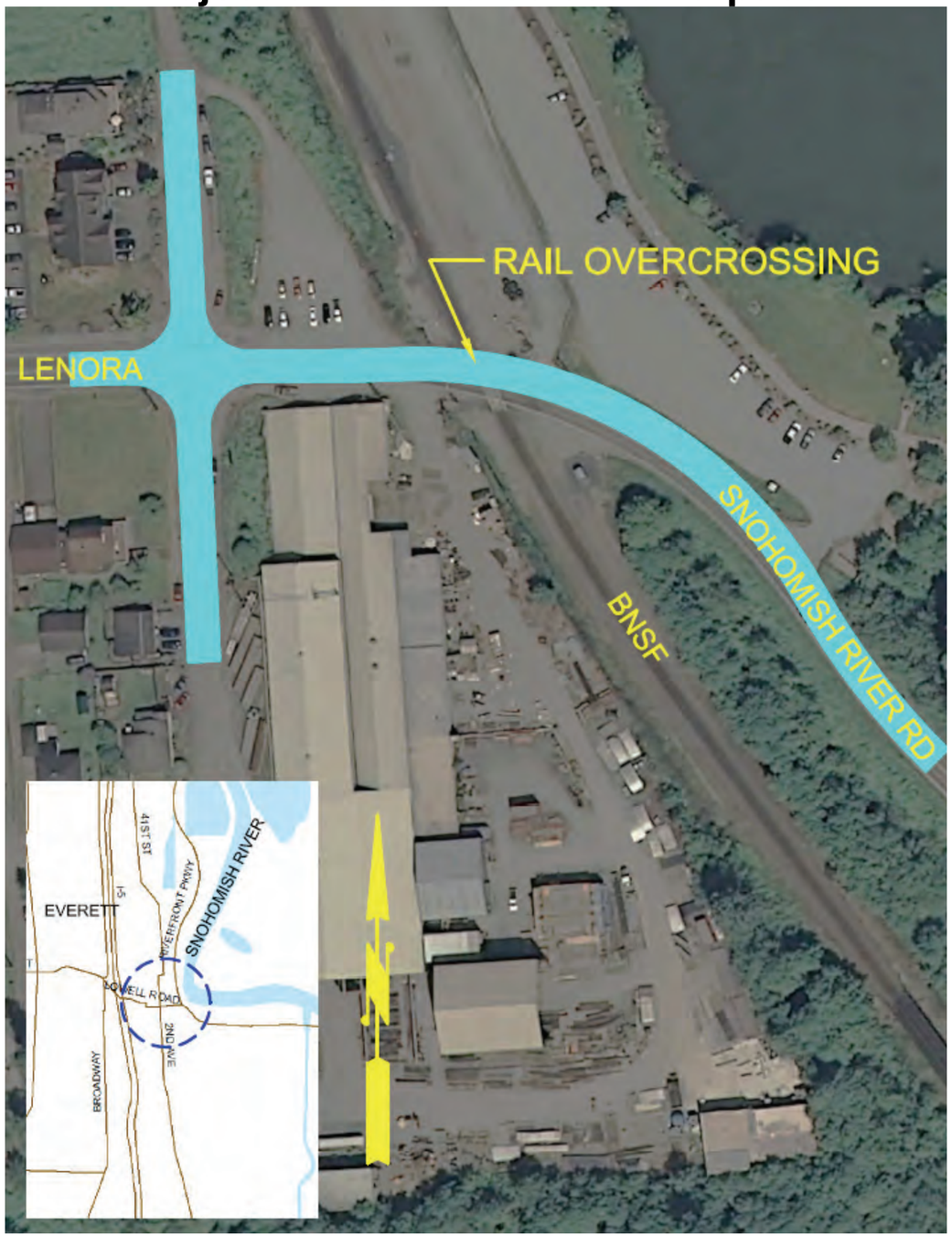
Project Benefits
This project will reduce accidents, improve freight connections to the Port of Everett, and move freight from downtown Everett streets to West Marine View Drive. These improvements coincide with the goals of City of Everett and Port of Everett goals to improve freight movements through Everett while keeping downtown Everett pedestrian friendly and increase freight volumes to the Port of Everett and other North Everett industries.

Preliminary Opinion of Cost
Phase I $4,730,000
Phase II $32,550,000
FMSIB Cost Effectiveness Rating - 10

Stakeholder Support
Thirteen percent of stakeholders surveyed believe this project would benefit freight mobility in the region and prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from businesses that need to access the waterfront area.

Perteet

Project 9 - Lenora Street Overpass



Travel Time Savings
This proposed project would total vehicular delay by 4 hours/day. This project will also improve train speed and reliability through this area.

Grade Crossing & Improved Safety
This project will reduce the chance for vehicle/train collisions at this crossing.

Economic Benefits
This proposed project would improve access to key commercial and industrial areas in North Everett, which have the potential to add more than 11,600 new jobs to the area. Completion of this project will benefit local businesses by improving travel times and safety.

Project Concerns
The potential for earthquakes in this area is moderate to high. This project lies within the 100-year floodplain. The potential for liquefaction is very low to moderate. There is some park land in the vicinity.

Project Description
This project will create a grade separated crossing and eliminate conflicts of vehicles and pedestrians. It will also improve a bottom out clearance on the vertical curve over the tracks.

Documented in Plans
- City of Everett's 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)

Lead Agency & Partners
The lead agency will be the City of Everett, who would partner with Snohomish County and BNSF.
City of Everett has been offered $4.3M of FMSIB money for construction, but it has no local dollars to match at this time.

Project Benefits
This project would eliminate an at-grade crossing, which will increase travel speeds for truck and rail freight traffic as well as general vehicle traffic. It will also reduce the chance for vehicle/train collisions at this crossing. The project would also improve the bottom-out clearance for trucks at the crossing.

Preliminary Opinion of Cost
$ 10,600,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 0.

Stakeholder Support
None of stakeholders surveyed believe this project would benefit freight mobility in the region nor prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future.

Project 10 - Madison Street/ I-5 Interchange

Everett Freight Access & Mobility Study
Madison Street/ I-5 Interchange

Travel Time Savings
This proposed project would reduce truck delay by 615 hours/day over the next ten years and general traffic delay by another 9,930 hours/day.

Improve Safety
By reducing the travel distance and number of vehicles traversing through the congested intersection areas, collisions should be reduced.

Regional Corridor Solution
This proposed project will improve the regional corridor, Interstate 5, and would also reduce traffic volumes on SR 526.

Economic Benefits
This proposed project would improve access to key commercial and industrial areas in southwest Everett. It would provide a new access point to this industrial area, which has the potential to add more than 28,000 jobs in the future. Improving access and travel time to this area will benefit the local businesses and regional businesses who are vendors or customers of businesses in SW Everett. Businesses in this area work in local, regional and international markets.

Project Concerns
The potential for earthquakes in this area is moderate. Adding an access point to I-5 at this location would route a considerable amount of freight traffic through a primarily residential neighborhood.

Project Description
This project would extend Madison Avenue eastward to newly constructed full access general purpose on/off ramps with I-5.

Documented in Plans
- City of Everett's 2006 Comprehensive Plan Transportation Element

Lead Agency & Partners
The lead agency will be the City of Everett, who would partner with WSDOT. In addition, the City of Everett would consider forming a Local Improvement District in SW Everett to help fund the project.

Project Benefits
This project would improve traffic flow and reduce travel times on SR 526 and local streets within SW Everett industrial area, where during peak freight travel times, queuing is a significant problem. Local businesses coordinate shipments during peak freight traffic times to try to address queuing problems, but a more systematic solution is required. By providing a new access point to I-5, local businesses will operate more efficiently and this will allow for future growth of industry in the area.

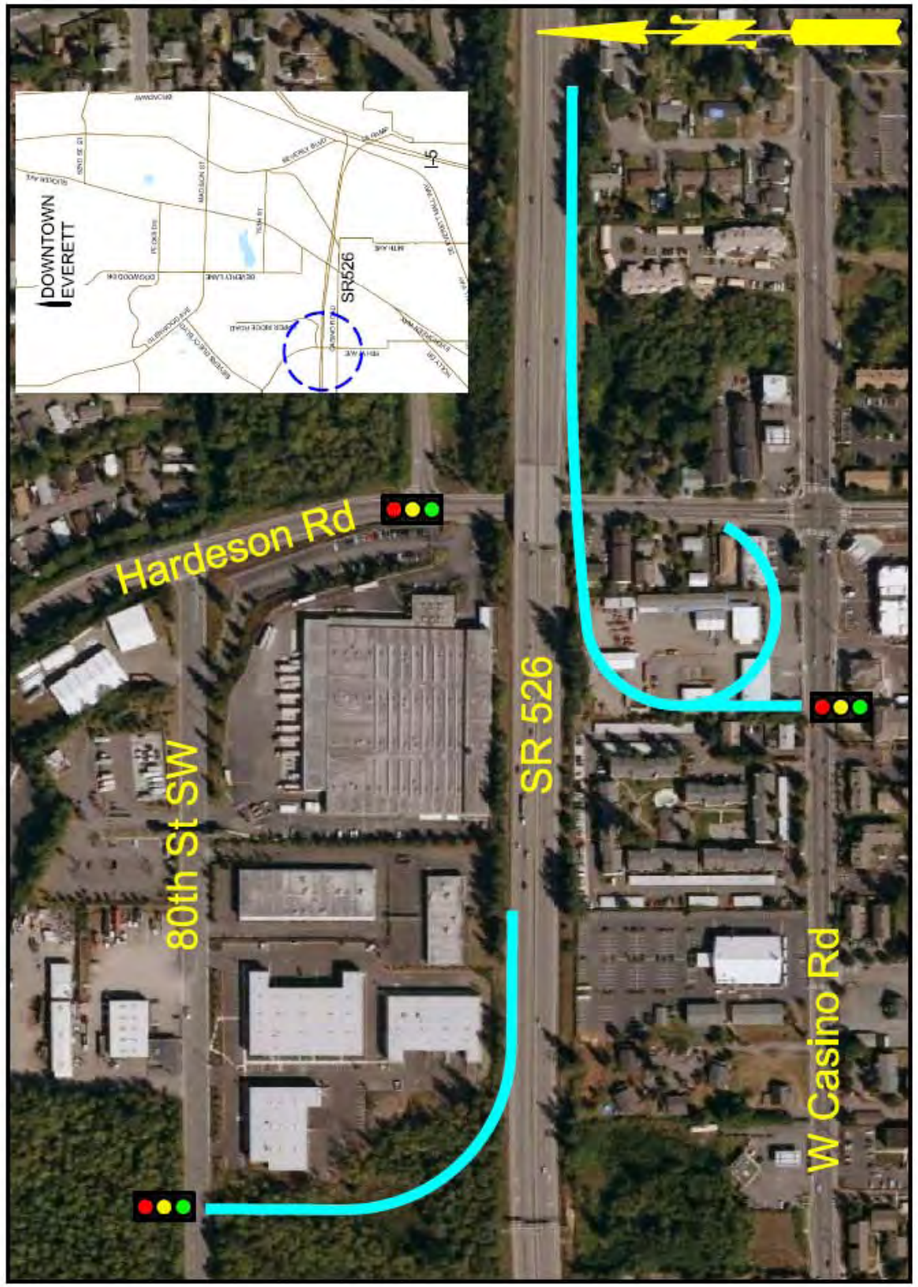
This project would improve access to Food Services of America, which is identified as an organization that can provide 15 days of food for all of Snohomish County in the case of an emergency. The proposed project will provide direct access ramps for emergency vehicles.

Preliminary Opinion of Cost
$57,420,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 11.

Stakeholder Support
Thirteen percent of stakeholders surveyed believe this project would benefit freight mobility in the region and prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from businesses in the SW Everett industrial area.

Project 11 - SR 526 / Hardeson Road Interchange



8/5/2009

Everett Freight Access & Mobility Study
SR 526/ Hardeson Road Interchange

Travel Time Savings
Over the next ten years, this project is expected to reduce truck delay by 815 hours/day and general traffic delay by 4,000 hours/day. The project is also expected to reduce queues by 75 vehicles per lane. The volume to capacity ratio for this proposed project is 0.83.

Improve Safety
The number of accidents is expected to be reduced by reducing the travel distance and number of vehicles traversing through the congested intersection areas.

Homeland Security
This project will improve access to the State and Federal highway system for Food Services of America, which is identified in emergency plans as an organization that can provide 15 days of food for all of Snohomish County in the case of an emergency. The proposed project will provide improved access and an alternate route to the area for emergency vehicles.

Regional Corridor Solution
Provides improve access to a state (SR 526) and federal highway system (I-5) for the existing and growing industrial park in the Hardeson corridor area.

Economic Benefits
This proposed project would improve access to key commercial and industrial areas in southwest Everett. It would provide a new access point to this industrial area, which has the potential to add more than 28,000 jobs in the future. Improving access and travel time to this area will benefit the local businesses and regional businesses who are vendors or customers of businesses in SW Everett. Businesses in this area work in local, regional and international markets.

Project Concerns
The potential for earthquakes in the project area is moderate. There is some park land near this proposed project as well as a stream and wetlands.

Project Description
The proposed project will construct access ramps on SR 526 at Hardeson Road to improve traffic flow on SR 526 and local streets within the SW Everett industrial area. Access will be provided for SR 526 traffic to/from the east. The westbound off ramp will access 80th Street SW instead of Hardeson Road due to the location of the Federal Post Office Facility. Currently, Hardeson Road has one lane in each direction and the proposed project identifies the need for two lanes each direction between W. Casino Road and 80th Street.

Documented in Plans
- City of Everett's 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)
- Everett I-5 Interchange and Arterial Access Action Plan Report

Lead Agency & Partners
The lead agency will be the City of Everett, who will likely partner with WSDOT and Snohomish County. In addition, the City of Everett may pursue partnering with local businesses to form a Local Improvement District in SW Everett to help fund the project.

Project Benefits
This project would improve traffic flow and reduce travel times on SR 526 and local streets within SW Everett industrial area, where during peak freight travel times, queuing is a significant problem. Local businesses coordinate shipments during peak freight traffic times to try to address queuing problems, but a more systematic solution is required. By providing a new access point to this rapidly growing industrial area, local businesses will operate more efficiently and this will allow for future growth of industry in the area.

Preliminary Opinion of Cost
$43,530,000
FMSIB Cost Effectiveness Rating – 18

Stakeholder Support
Twenty-five percent of stakeholders surveyed believe this project would benefit freight mobility in the region. Nineteen percent prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from businesses in the SW Everett industrial area.

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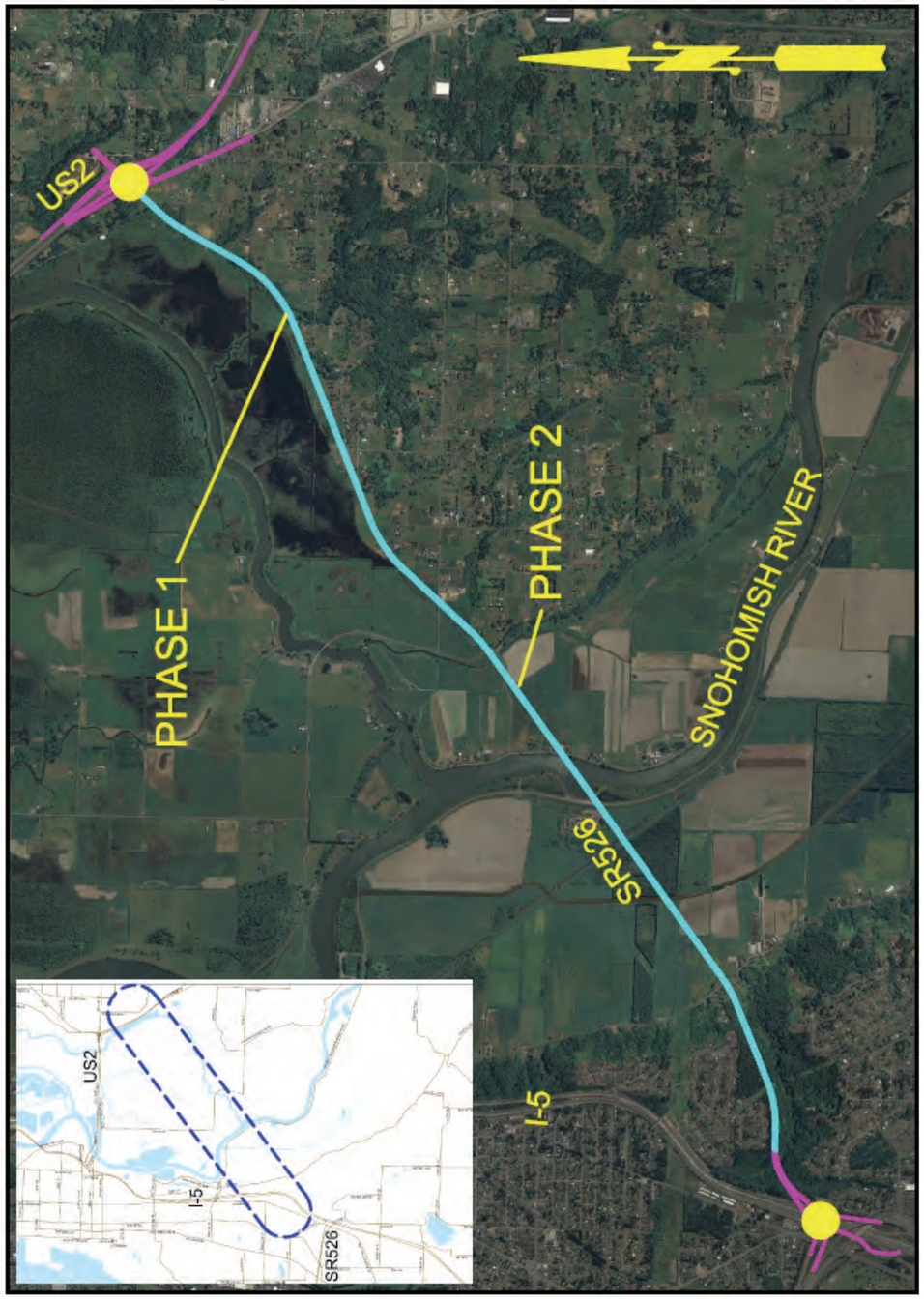
Project 12 - SR 526 Extension



8/10/2009

Everett Freight Access & Mobility Study
SR 526 Extension

Travel Time Savings
Completion of both phases of this proposed project would reduce truck delay by 3,358 hours/day over the next ten years and general traffic delay by another 29,500 hours/day. This will lead to a reduction of queuing by 480 vehicles per lane.

Improve Safety
This project will improve safety by reducing congestion on local routes where accidents occur and by drastically reducing the travel distance and number of vehicles traversing through the major congested freeway corridors. This proposed project will also divert traffic away from existing rail crossings on local streets at Lowell Larimer Road in Everett and Airport Way in Snohomish.

Homeland Security
This project would alleviate congestion on US 2, I-5, and local streets in the case of an evacuation.

Regional Corridor Solution
This proposed project will extend an existing east-west regional corridor, SR 526, and would improve freight access and mobility on that corridor and on the existing east-west corridors, US 2 and SR 96, as well as on I-5, a north-south regional corridor.

Economic Benefits
This proposed project would improve access to key commercial and industrial areas in southwest Everett. It would provide additional capacity to this industrial area by adding a new segment of highway between SR 526 and US 2. SW Everett has the potential to add more than 28,000 jobs in the future. Improving access and travel time to this area will benefit the local businesses and regional businesses who are vendors or customers of businesses in SW Everett. Businesses in this area work in local, regional and international markets.

Project Concerns
The proposed location of this project would cross the 100 year floodplain and the Lowell Snohomish River and tributaries. The potential for earthquakes in this area is high. In addition, the soils are hydric and there is a moderate to high potential for liquefaction. A feasibility study will be required to evaluate design options and the associated environmental effects.

Project Description
This proposed project would provide a new major east-west highway across the Snohomish River Valley from SR 526/ I-5 interchange to US 2 /SR 9 interchange. This project would provide relief to these corridors that have become congested by east-west freight movements and traffic. The initial step of this project would be to develop preliminary designs and environmental documentation in the form of a Feasibility Study. If the project is feasible, it would be built in at least two phases. Phase I would construction the first two lanes and Phase II would construction the second two lanes in each direction.

Documented in Plans
- City of Everett's 2006 Comprehensive Plan Transportation Element
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)
- SR-2 Trestle Improvement Feasibility Study

Lead Agency & Partners
The lead agency would be the City of Everett, who would partner with WSDOT, the City of Snohomish, Snohomish County, the City of Monroe, the City of Lake Stevens, private truckers, and the SW Everett Business Community. This project could repay loans by tolling.

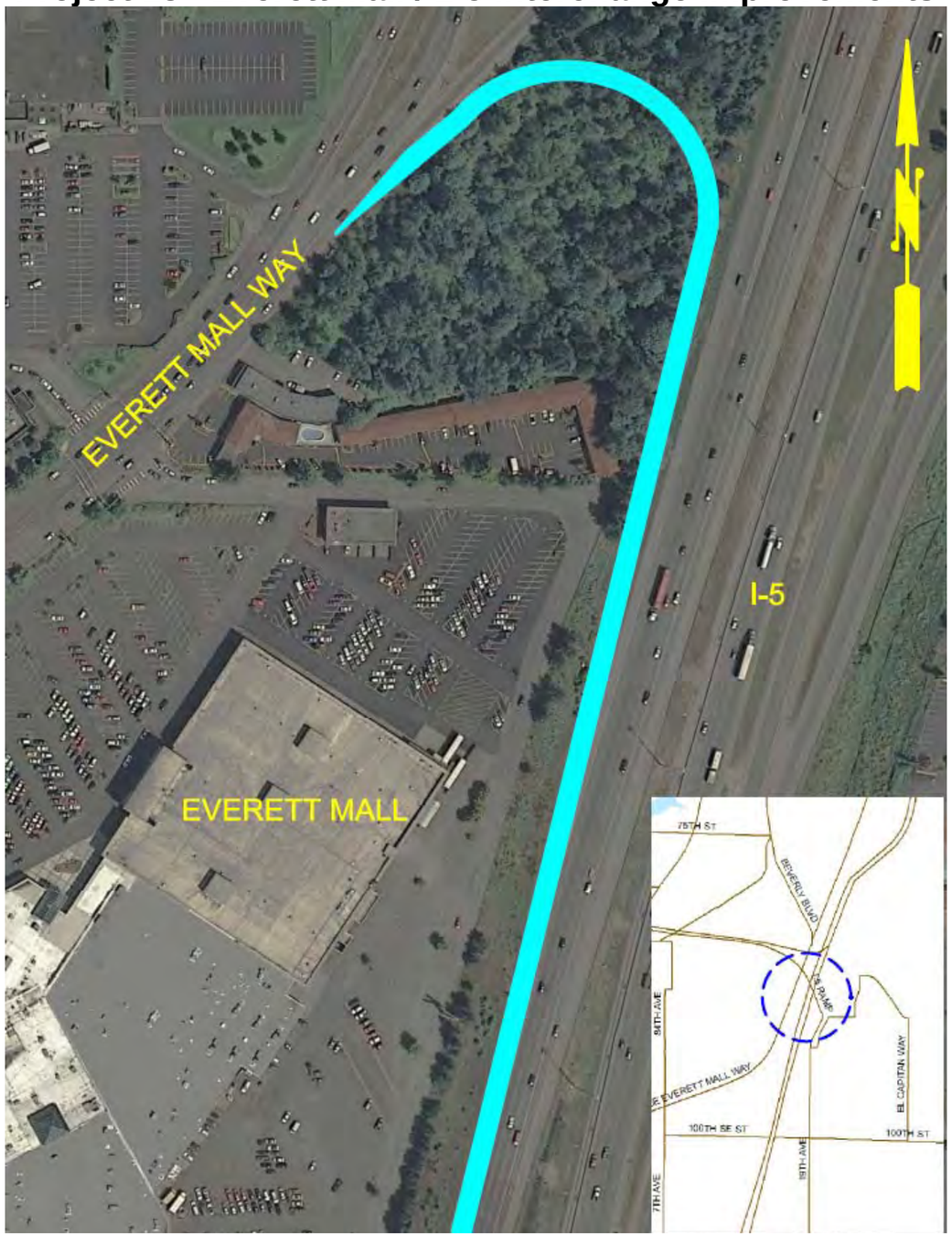
Project Benefits
This proposed project would provide a new east-west corridor from the SW Everett industrial area near I-5 to US 2 and SR 9. This would improve congestion and travel time between the I-5/SR 526 interchange and the I-5/ US 2 Interchange.

Preliminary Opinion of Cost
Feasibility Study $1,000,000
Phase I Construction $2,075,260,000
Phase II Construction $1,089,780,000
FMSIB Cost Effectiveness Rating - 2

Stakeholder Support
Thirty-eight percent of stakeholders surveyed believe this project would benefit freight mobility in the region. Twenty-five percent prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. This project has a significant amount of local support from key stakeholders such as cement distribution companies that have limited time to deliver mixed cement, businesses in the SW Everett industrial area with shipments beginning or ending in the east, Everett Transit, and shipping companies.

Perteet

Project 13 - Everett Mall / 1-5 Interchange Improvements



Everett Freight Access & Mobility Study
Everett Mall /1-5 Interchange

Travel Time Savings
This proposed project would reduce truck delay by 71 hours/day over the next ten years and general traffic delay by another 600 hours/day.

Improve Safety
By reducing the travel distance and number of vehicles traversing through the congested intersection areas, collisions should be reduced.

Regional Corridor Solution
This proposed project will improve traffic entering and exiting the regional corridor, Interstate 5, and would also reduce traffic volumes on SR 526 and SR 527.

Economic Benefits
This proposed project would improve access to key commercial and industrial areas in the vicinity of the Everett Mall by providing more direct access to Everett Mall Way. Improving this interchange will benefit local businesses, as well as those businesses' vendors and customers within the region. This area has the potential to add about 1,200 jobs in the future.

Project Concerns
The potential for earthquakes in the project area is moderate. There is some park land near this proposed project as well as a stream and possibly wetlands.

Project Description
This project will provide an access ramp to southbound I-5 from northbound Everett Mall Way at the existing northbound I-5 access ramp location. This will reduce travel time for vehicles destined for southbound I-5 and limit the number of vehicles using the Everett Mall/SR 526/SR 527 intersection, which will reduce delay for all other vehicles still traversing this location.

Documented in Plans
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)

Lead Agency & Partners
The lead agency will be the City of Everett, who would partner with WSDOT.

Project Benefits
This project would improve traffic flow and reduce travel times on SR 526, SR 527 and local streets near Everett Mall Way, where during peak travel times, queuing is a significant problem. By providing a new access point to I-5, local businesses will operate more efficiently and this will allow for future growth of business in the area.

Preliminary Opinion of Cost
$ 2,080,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 34.

Stakeholder Support
The city and businesses within the Everett Mall Way area, including businesses on SR 526 and SR 527, are supporters of this project.

Perteet

Project 14 - 100th Street Connector

Travel Time Savings
This proposed project would reduce truck delay by 542 hours/day over the next ten years and general traffic delay by another 4,167 hours/day.

Improve Safety
By reducing the travel distance and number of vehicles traversing through the congested intersection areas, collisions should be reduced.

Regional Corridor Solution
This proposed project will improve traffic entering and exiting the regional corridor, Interstate 5, and would also reduce traffic volumes on SR 527/19th Avenue.

Economic Benefits
This proposed project would provide more direct access to key commercial areas of 100th Street and Everett Mall Way. Adding this highway underpass will benefit local businesses, as well as those businesses' vendors and customers within the region. This project could help spur job growth in this area, where there is the potential to add about 1,200 jobs in the future.

Project Concerns
The potential for earthquakes in the project area is moderate. There is some park land near this proposed project as well as a stream and wetlands.

Project Description
This project would construct an I-5 crossing, a bridge or tunnel, at 100th Street. This will create a badly needed crossing to relieve congestion at the Everett Mall / SR526/ SR527 intersection the I-5 crossing and also relieve traffic on the 112th Street and 128th Street crossings.

Documented in Plans
- City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)
- PSRC Transportation Model for 2010

Lead Agency & Partners
The lead agency will be the City of Everett, who would partner with WSDOT. In addition, the City of Everett would consider forming a Local Improvement District in SW Everett to help fund the project.

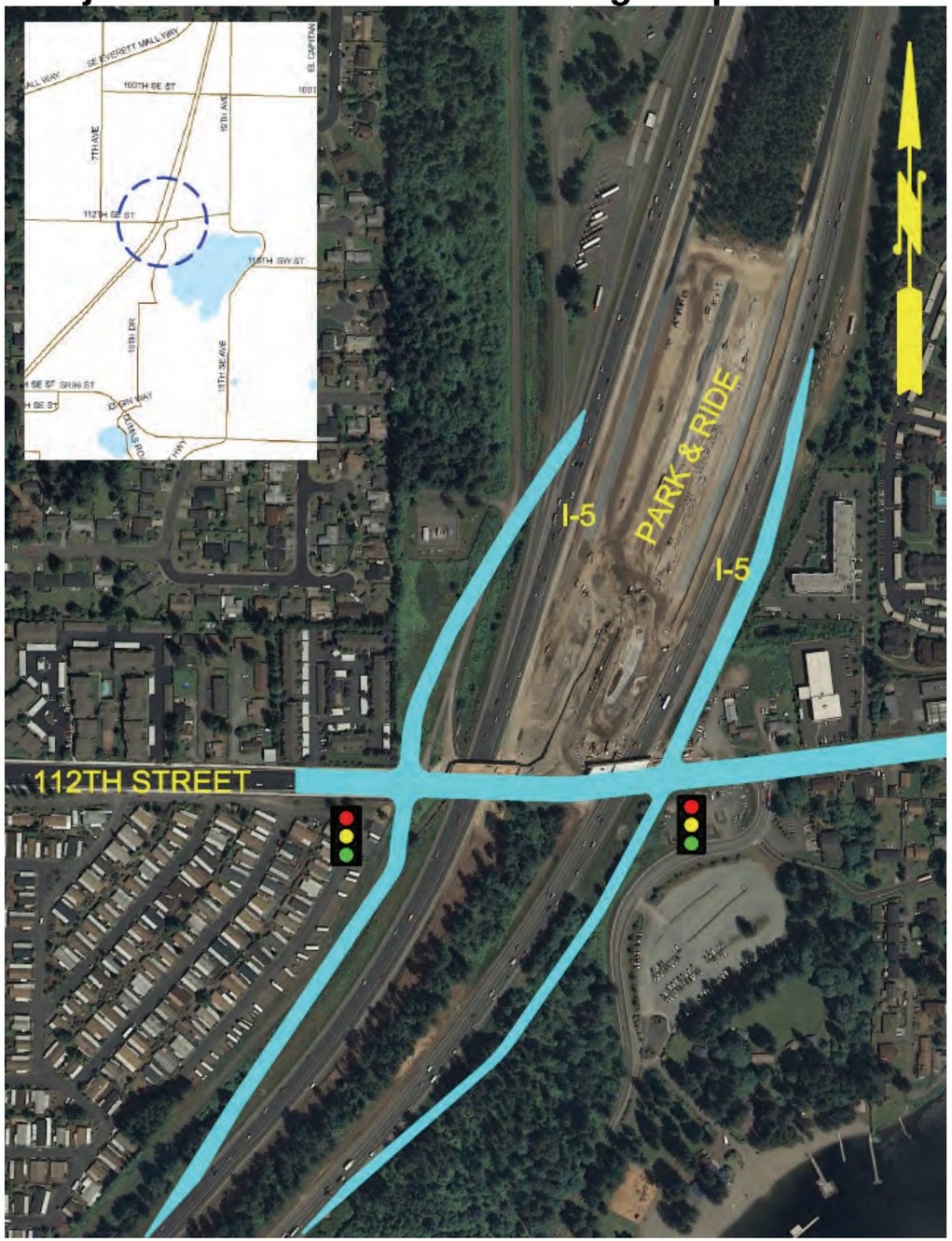
Project Benefits
This project would improve traffic flow and reduce travel times on SR 526, SR 527 and local streets near Everett Mall Way, where during peak travel times, queuing is a significant problem. By providing a new access point to I-5, local businesses will operate more efficiently and this will allow for future growth of business in the area.

Preliminary Opinion of Cost
$50,690,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 11.

Stakeholder Support
Seven percent of stakeholders surveyed believe this project would benefit freight mobility in the region and that the project should be prioritized as one of the top three projects for funding and construction in the near future. Supporters of this project include businesses throughout Everett from SW Everett to Smith Island and along 19th Street SW.

Project 15 - 112th / I-5 Interchange Improvements



Everett Freight Access & Mobility Study
112th / I-5 Interchange Improvements

Travel Time Savings
This proposed project would reduce truck delay by 87 hours/day over the next ten years and general traffic delay by another 1,361 hours/day.

Improve Safety
By reducing the travel distance and number of vehicles traversing through the congested intersection areas, collisions should be reduced.

Regional Corridor Solution
This proposed project will improve traffic entering and exiting the regional corridor, Interstate 5, and would also reduce traffic volumes on SR 527/19th Avenue.

Economic Benefits
This proposed project would improve access to key commercial and industrial areas in the vicinity of the 112th Street in south Everett. It would provide more direct access to 112th Street and Evergreen Way (SR 99). Improving this interchange will benefit local businesses, as well as those businesses' vendors and customers within the region. This area has the potential to add about 6,000 jobs in the future.

Project Concerns
The potential for earthquakes in within the project area is moderate. There is some park land near this proposed project as well as a stream and wetlands.

Project Description
The 112th I-5 overcrossing has recently been reconfigured for HOV and bus access to the South Everett park and ride flyer stop. This project would add full access general purpose ramps to the interchange for direct access to I-5.

Documented in Plans
City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)

Lead Agency & Partners
The lead agency will be the City of Everett, who would partner with Snohomish County and WSDOT.

Project Benefits
This project would improve access to I-5, providing a new ramp where there is currently a three mile gap between exit ramps on I-5. This new ramps will improve access to local businesses in the 112th Street vicinity and will allow for future growth of business in the area.

Preliminary Opinion of Cost
$26,030,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 3.

Stakeholder Support
Eleven percent of stakeholders surveyed believe this project would benefit freight mobility in the region. Seven percent prioritized the project as one of the top three projects that should be prioritized for funding and construction in the near future. Supporters of this project include businesses throughout Everett from SW Everett to Smith Island and along 19th Street SW.

Project 16 - Port of Everett Marine Terminals Rail Spur

8/31/2009

Everett Freight Access & Mobility Study
Port of Everett Marine Terminals Rail Spur

Travel Time Savings

This proposed project would reduce train delay by 4.5 hours/day. Without the project, the Line Occupancy Index (LOI) for trains on this segment of track is approaching practical capacity, which indicates that adding additional freight trains would exceed practical capacity and would therefore be unacceptable. With the project, the LOI for trains on this segment of track would be well below practical capacity and allow for future growth of freight and passenger rail in this area.

The construction of this project would reduce the number of times per day that BNSF has to spot and pull cars from the mainline to accommodate freight loading and unloading from 3 times a day (should BNSF agree to do so) to one time a day.

Improve Safety

The proposed project would improve direct access for emergency services to Port South Terminal by reducing the number of main gate blockages. This will reduce the number of collisions between vehicles entering and exiting the Port's southern access point.

Improve Access to Port

This project will increase access and mobility to the Port of Everett, a key stakeholder for freight shipments in the region and state.

Regional Corridor Solution

The proposed project will provide benefit to the regional north-south rail line that serves freight and passenger trains.

Economic Benefits

This project is also anticipated to increase throughput to and from the Port of Everett. This project will allow the Port to accommodate the growth it expects in the next ten years, such as accommodating 70 percent more railcars. The project will therefore foster industrial development and job growth at the Port and for Port customers in other local, regional, national and international locations. The improved rail service will reduce shipper costs, as rail is more efficient than trucking, which in turn can lower logistic costs to shippers, and can ultimately lead to lower consumer prices.

Project Concerns

Minimizing impacts to existing underground utilities for a reasonable cost is a project challenge, which will be addressed during design and construction.

Project Description

This proposed project would complete a large $2.4M project to provide a secondary pathway to move cargo between the Port of Everett and the Boeing Mukilteo plant in case of an incident. The portion of this project that is unfunded would connect the new Rail Access Recovery track to the Lehigh Cement Loading track. Lehigh is a tenant of the Port of Everett. This rail spur will allow Lehigh to move rail cars to a spur for loading and unloading rather than keeping these cars on the mainline, where they cause delays and where there is limited space and time for loading and unloading.

Documented in Plans

This project would indirectly reduce congestion at the BNSF Delta Yard and be compatible with long range plans, including those listed below, to signalize the BNSF mainline along the Port of Everett between Delta Yard and the BNSF mainline going to/from Seattle. This would allow freight trains to route around the BNSF Everett tunnel, which is a bottleneck with few solutions.

- Washington State Transportation Commission – Statewide Rail Capacity and Systems Needs Study
- Washington State's Long-Range Plan for Amtrak Cascades
- WSDOT Rail Plan

Lead Agency & Partners

The lead agency for this project is the Port of Everett. The Transportation Security Administration (TSA) and WSDOT helped fund the design of this project.

Project Benefits

This proposed project will increase the capacity of rail cars that can be effectively handled at the Port of Everett, including Lehigh, and improve the speed of passenger rail through the area by eliminating blockages of the BNSF mainline. The mainline train volumes are expected to be doubled as Sound Transit and AMTRAK grow their northern service, which increases the importance of this project.

Preliminary Opinion of Cost

$1,395,000
FMSIB Cost Effectiveness Rating <1

Stakeholder Support

BNSF, AMTRAK, Sound Transit, Boeing, Lehigh, City of Everett and other members of the business community that utilize the Port of Everett Marine Terminals.

Project 17 - Pacific Avenue Overcrossing

8/31/2009

Everett Freight Access & Mobility Study
Pacific Avenue Overcrossing

Travel Time Savings
This proposed project would reduce truck and general vehicle delay by at least 7 hours/day over the next ten years.

Grade Crossing & Improve Safety
This route has approximately 114 trucks and 30 trains travel through it daily. Once the riverfront project is developed, more than 5,700 vehicles per day are expected to use this part of Pacific Avenue. Therefore, the elimination of the grade crossing on this street will improve safety for all vehicles that would otherwise have the potential for train conflicts.

Economic Benefits
This proposed project would improve access to key commercial and industrial areas in the riverfront vicinity. It will improve safety and travel time to this part of Everett, which will benefit local businesses, as well as those businesses' vendors and customers within the region. This area has the potential to add about 10,000 jobs in the future.

Project Concerns
The potential for earthquakes in the project area is moderate. The area is near the 500 year floodplain.

Project Description
This project would construct an overcrossing to eliminate an at-grade railroad crossing on Pacific Avenue.

Documented in Plans
City of Everett 2009-2014 Transportation Improvement Plan (Project Interstate No. 5)

Lead Agency & Partners
The lead agency will be the City of Everett, who would partner with BNSF.

Project Benefits
The elimination of the at-grade rail crossing on Pacific Avenue will improve truck and general vehicle delay by at least 7 hours a day. This road is part of the most direct route to Providence Hospital from the riverfront area, which is currently under development as a mixed use center.

Preliminary Opinion of Cost
$16,380,000

Cost Effectiveness
Using the FMSIB cost effectiveness calculation, of cost divided by freight traffic delay saved; this project has a cost effectiveness value of 1.

Stakeholder Support
City of Everett, BNSF, local businesses

Perteet