



## **I-5 Marvin Rd to Mounts Rd Planning and Environmental Linkage**

### **Technical Advisory Group Meeting #1 Summary**

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#### **Meeting purpose**

The purpose of the first Technical Advisory Group (TAG) meeting was to:

- Establish TAG roles and responsibilities.
- Provide a study overview.
- Solicit input on Purpose and Need statement.
- Present the Conceptual Range of Alternatives for early input.

#### **Meeting logistics**

January 17, 2023, 8:00 a.m. - 10:00 a.m.

Virtual Meeting

**WSDOT study team:** Ashley Carle, George Mazur, John Perlic, Sharese Graham (SCJ Alliance), Kirk Wilcox (Parametrix), Lauren Wheeler (PRR), Keanna Dandridge (PRR)

#### **Meeting Opening, Purpose and Goals**

The WSDOT study team began the presentation by welcoming everyone and providing Zoom Meeting best practices. The study team led introductions, followed by an overview of the meeting purpose to review and gather feedback on the Purpose and Need for the project. Zoom Meeting polls and open discussions were used throughout the meeting to gauge understanding and address questions and comments.

The study team shared that the goals of the meeting were to have the TAG actively participate and understand how the PEL process is organized. The outcomes of the meeting were to gain familiarity with and input on the draft Purpose and Need and conceptual range of alternatives, awareness of the evaluation process and to ask the TAG for additional data that the study team has not yet considered.

The roles and responsibilities of the TAG are to represent agency and stakeholders in the study area, provide data and input on direction of the PEL Study, advise on alternatives and performance metrics and help build consensus and support for alternative(s) selection at the end of the process.

#### **Schedule**

The study team provided an overview of the advisory structure throughout the PEL process. Advisory groups are asked to provide permitting, resources, and other technical guidance throughout the PEL Study. Advisory groups include the Agency Coordination Group, a Technical Advisory Group and an Executive Advisory Group. In addition to the advisory groups, WSDOT is engaging community-based organizations to share project information and gather community input through briefings and interviews. Project updates and public review periods are hosted on a project study webpage ([I-5 Marvin Rd to Mounts Rd Planning and Environmental](#)

*Prepared by Keanna Dandridge 1/19/2023*

*Reviewed by: Colleen Gants and Lauren Wheeler*

*Accepted by: Ashley Carle*



[Linkages webpage](#)) and shared through a project email list ([WSDOT listserv sign-up page](#)). A Draft PEL Report will be shared through the project webpage and in an online open house for public review in June 2023.

Marc Daily (TRPC) asked WSDOT to provide clarity about why, when there is a completed PEL report, are we still at the PEL phase? What still needs to be done and when will we move on to NEPA?

The study team responded that NEPA will begin in summer 2023 after the PEL. Ashley Carle (WSDOT) added context about the Corridor PEL (Tumwater to Mounts Rd.) and needing to focus on Marvin Rd. to Mounts Rd. (Section 3). The study team is using PEL authority to gain some efficiencies by doing NEPA activities early with a goal to adopt the Purpose and Need and the range of alternatives – streamlining the process and doing the scoping early. The study team doesn't know if the project will require an Environmental Assessment (EA) or Environmental Impact Assessment (EIS) yet.

### **Project Background and Desired Outcomes**

The study team presented the project background and components of the I-5 Marvin Rd. to Mounts Rd. Planning and Environmental Linkages Study.

The project started in 2020 with a longer corridor study between Tumwater (Exit 99) to Mounts Road (Exit 116) to develop initial strategies for improving the regional transportation system. In 2021, the WA State Legislature provided funding to accelerate plans along I-5 for congestion relief and environmental improvements on I-5 between the Marvin and Mounts Road interchanges through the Nisqually River Delta. Travel demand along the corridor is expected to increase in the corridor from population, employment, and economic growth. This vital segment of I-5 connects Thurston and Pierce counties and provides access to Joint Base Lewis-McChord. The roadway travels through the Nisqually River estuary, traditional land of the Nisqually Indian Tribe, and habitat for federally listed threatened species of Puget Sound Steelhead. WSDOT is working closely with the Nisqually Indian Tribe under a Memorandum of Understanding.

PEL Process: In 2022, WSDOT completed the I-5 Tumwater to Mounts Road Planning and Environmental Linkages Study (referred to as the "Corridor PEL"). This next phase, a Focused PEL, will study I-5 from Marvin Road to Mounts Road (Exit 111 to Exit 116). The Focused PEL will consider additional technical analyses and stakeholder input to arrive at a final purpose and need and preferred alternative(s), to advance into the National Environmental Policy Act (NEPA) environmental review beginning in 2023.

The study team shared a chart that outlined the FHWA Concurrence Points in the context of the four meeting agendas for each of the advisory groups:

1. Share the project background and desired outcomes, review of the conceptual Purpose and Need, review of conceptual design alternatives, and an introduction to the alternative's evaluation process and request for data.
2. Review Meeting 1 to include questions and comments received, a consensus discussion on Final Purpose and Need, and review of level 1 alternatives evaluation criteria.



3. Review Meeting 2 and new information from questions received during Meeting 2, a stakeholder review of level 1 alternative evaluation results, and a stakeholder review of level 2 alternatives evaluation criteria.
4. Review Meeting 3 and new information from questions received in Meeting 3, a stakeholder review of level 2 alternatives evaluation results and questions and comments received, and end with a consensus discussion on evaluation results and alternatives to advance to NEPA.

#### Funding Directive

The WA State Legislature appropriated \$5 million to “conduct preliminary engineering to develop alternatives and complete NEPA review for a proposal to provide congestion relief on I-5 between Tumwater and Mounts Rd and restore the Nisqually River Delta at the existing freeway crossing.”

In 2021, the WA State Legislature provided initial implementation funding to accelerate work along I-5 between the Marvin and Mounts Road interchanges through the Nisqually River Delta. This funding support preliminary engineering, design, and right of way acquisition to address flood risk, increase capacity, and enhance the Nisqually Delta ecosystem.

#### Desired Outcomes

The study team shared desired outcomes of the focused PEL Study are to formally adopt the Purpose and Need, Preliminary Screening of Alternatives, Elimination of Unreasonable Alternatives, and Programmatic Mitigation into the NEPA process. WSDOT is using PEL authority 23 USC 168 to achieve the outcomes.

The study team highlighted the need for early and often input from the community and advisory group members. This PEL process will help to identify the NEPA strategy (EA or EIS). NEPA is anticipated to begin in summer 2023.

Following the project background and desired outcomes, the study team requested feedback from the TAG via a poll.

**Poll question #1:** How is your level of understanding for the I-5 Marvin Rd. to Mounts Rd. PEL Study thus far?

- a) Great – I have read the first PEL and fully understand the direction and next steps. (9/27 or 33%)
- b) Pretty good, but I still have a few questions. (17/27 or 59%)
- c) I have questions about the project. (1/27 or 1%)

Below are highlighted comments and feedback shared by the TAG during the poll questions.

- The TAG voiced understanding of the project needs and purpose. Some members requested further clarification on different portions of the project.
- Marc Daily (TRPC) requested more information on the scope of the funding for NEPA as it was unclear as to how this work is going to cover the area of Marvin Rd. through Tumwater.



- Ashley Carle (WSDOT) responded that the study team will start with this section and work from the three sections identified in the corridor PEL, beginning with section 3, because it's a more complicated section. Once the project starts the NEPA process in summer 2023, WSDOT will advance the other two sections of work.
- Melissa Saxe (Sound Transit) requested clarification on the maps about the impact to the Sound Transit railroad in the south end.
  - John Perlic (Parametrix) responded that the study team will do more work around this topic, and it will be covered in the alternatives review when the team will share information about widening the freeway one lane in each direction. The study team is also evaluating an active transportation connection as part of the PEL.

### **Study Area and Logical Termini**

The study team shared a map of the PEL Study project area between Marvin Road (Exit 111) and Mounts Road (Exit 116).

### **Existing Conditions**

The study team shared information on existing natural and build conditions identified in the PEL Study area so far. The study team will continue to research existing conditions along the corridor to help inform evaluation criteria. The TAG was reminded that a list of existing conditions was sent as part of the meeting materials to review in advance of the meeting and requested the TAG review the list and share additional data sources the project should consider. Draft Methodology Memos that correspond to the disciplines presented during the meeting are available for review upon request. Send to Ashley Carle, Study Lead, at [Ashley.Carle@wsdot.wa.gov](mailto:Ashley.Carle@wsdot.wa.gov).

### Natural Environment

The study team anticipates design challenges due to existing stormwater and water quality conditions along the corridor. The Nisqually River delta sits at a low point and the team is looking at a variety of alternatives to design for stormwater along the corridor. The study team is aware of protected resources as well as the industrial chemical 6PPD-quinone in stormwater runoff. The study team will work with this group and the design team to come up with design solutions.

The study team is mapping wetlands and other surface waters to include freshwater and estuarine throughout the corridor. Additionally, the study team is conducting extensive studies of aquatic resources and fish use, as well as working with the Billy Frank Jr. Nisqually Wildlife Refuge to conduct additional wildlife studies and existing conditions.

The study team is studying floodplains and sea level rise to include flood hazard areas in Nisqually River, McAllister Creek and Red Salmon Creek. WSDOT is using existing geology and soil information and doesn't anticipate a need for additional geological borings until the next phase of the project when a geological footprint has been established.

### Built Environment

*Prepared by Keanna Dandridge 1/19/2023  
Reviewed by: Colleen Gants and Lauren Wheeler  
Accepted by: Ashley Carle*



The study team will look at visual impacts using the viewpoints, including those from the Billy Frank Jr. Nisqually Wildlife Refuge. WSDOT will study the area within a half-mile of the Olympia maintenance area to analyze air quality, greenhouse gas emissions and energy.

There is a high probability for finding cultural and historic resources and are aware of several known sites already. The study team is conducting Tribal coordination and plans to initiate “information consultation” during this PEL Study to ensure early feedback and comprehensive study area information.

WSDOT will conduct noise studies along the corridor, specifically along the southern end where more residential neighborhoods are located. The Billy Frank Jr. Nisqually Wildlife Refuge will also be considered as part of the noise study. The study team is aware of known hazardous sites within one mile of the PEL Study area and will include them in this study.

The land use varies a lot throughout the corridor and the study team will do a comprehensive study of the area to include farmlands and section 4(f) and 6(f) resources, the Billy Frank Jr. Nisqually Wildlife Refuge was noted primarily as a 6(f) resource.

The study team is conducting socioeconomic and environmental justice studies to include outreach to EJ populations. The study team will ensure project information is shared equitably and in accessible formats.

Katrina Van Every (TRPC) noted that the Olympia is no longer an air quality maintenance list, the database has not been updated yet.

### **Purpose and Need Overview**

The study team developed a Draft Purpose and Need statement to receive feedback on during the Purpose and Need discussion. In advance of the discussion, the study team provided an overview of a Purpose and Need statement, a fundamental building block of a NEPA document (EA and EIS). The Purpose and Need determines the range of alternatives considered in the NEPA document and limits. It can also limit the range of alternative because an agency can dismiss without detailed study, to include alternatives suggested that either do not meet the purpose and need or are outside of the boundaries of the purpose and need. The study team reminded the TAG that participating agencies are required to provide comments “on the areas within the special expertise or jurisdiction of the agency”.

### **Conceptual Purpose & Need**

The study team presented the Conceptual PEL Purpose statements in four categories. The TAG was requested to provide comments on each of the categories:

- Enhance mobility on I-5 for all travel modes and provide support for the regional HOV network.
- Improve local and mainline I-5 system resiliency.
- Enable environmental restoration and ecosystem resiliency at the I-5 crossing of the Nisqually River Delta area.
- Support economic vitality through reliable freight movement and access to major employers.



Larry Levine (Forevergreen Trails) asked if all WSDOT studies conduct a PEL or if there is something special about this project?

Ashley Carle (WSDOT) answered that not every project conducts a PEL. This project was headed for an EIS, so the PEL is intended as a streamlining measure. This work helps to reduce the number of alternatives reviewed which helps to save State and partners time and budget. WSDOT is looking to use a PEL process more often and get partners involved earlier in the process.

#### Category 1: Enhance Mobility Needs

The study team shared that the daily traffic volumes on the I-5 corridor have increased from 111,000 vehicles per day (2012) to 125,000 vehicles per day (2019). This is an annual growth of 1.5%. The traffic volume dropped in 2020 to 106,000 vehicles per day, when there was less driving due to Covid. More recent information shows traffic volumes have rebounded to 119,000 vehicles per day (2021) and 125,000 (2022).

Future data projects 2045 traffic volumes will be 20 to 30 percent higher than today, or 150,000 to 160,000 vehicles per day. The study team is accommodating these future projections as part of the planning in this study. Additionally, the study team shared awareness for the I-5 JBLM Corridor South project, expected to be completed in 2024. That project will widen I-5 and transition from four to three lanes near Mounts Road, the north end and the PEL Study area.

Congestion relief is a main component of the Purpose and Need. There is increased congestion at Mounts Road that extends southbound to Gravelly Road, more than seven miles.

The study team is considering all modes to include Intercity Transit bus service between Olympia, Lakewood, and Tacoma, Amtrak Cascades passenger rails services, as well as regional active transportation connection between Thurston and Pierce County. The study team will also study a shared use path trail facility which does not currently exist along I-5 in this area.

*A TAG member shared a question on whether the development of autonomous vehicles in the future has been (or will be) considered in this study.*

Marc Daily (TPRC) shared that there are no assumptions made for autonomous vehicles' impact on congestion and mobility and they are not currently included in future data.

#### Category 2: System Resiliency Needs

The system resiliency needs address the risk of I-5 infrastructure failures from climate change and sea level rise impacts, Nisqually River channel migration happening south of two truss bridges across the Nisqually River, flooding vulnerability, northbound bridge age (85 years) and Sufficiency Rating (48 out of 100) and substandard vertical and lateral vehicle clearance from truss design.

Additional effects of I-5 infrastructure failures include long detours from lane reductions and closures and increased congestion on arterial streets.



### Category 3: Environmental Restoration and Ecosystem Resiliency Needs

The study team described that I-5 was historically built on soil fill. Environmental restoration of natural process and functions is needed to maintain habitat for salmon and other species and to restore natural tidal and river flow. The study team shared that design alternatives will include options to address removing different amounts of fill through the area and opening channels for natural process to occur. The study team added commitments from a meeting held with the Nisqually Indian Tribe which was to add meeting Treaty Rights of the Nisqually Indian Tribe.

The study team discussed the need to study ecosystem resiliency from climate change to address sea level rise effects on freshwater and saltwater mixing zones and extreme river flow events from the other side of the Nisqually River.

### Category 4: Economic Vitality Needs

The study team discussed the need to maintain river navigability corridor to support commercial fishing operations for the Nisqually Indian Tribe. Additional economic vitality needs include I-5 as being a Truck Freight Economic Corridor and access to and from regional Port Districts. The I-5 corridor is part of the Strategic Highway Network and supports the operational viability of JBLM and Washington State National Guard. The corridor in this study also provides necessary access to destinations at Marvin Road interchange to include Hawk's Prairie Business District and Lacey Gateway Town Center.

Following the four categories, the study team requested feedback from the TAG. A second poll was conducted to solicit feedback on the Draft Purpose and Need.

**Poll Question #2:** *After reviewing the conceptual Purpose and Need, does it include everything you expected?*

- a) Yes, the Purpose and Need meets my expectations and my organization's preferences. (17/22 or 77%)
  - b) The Purpose and Need includes some of what I expected, but not all. (5/22 or 23%)
  - c) No, I would like to provide input to help shape it. (0/22 or 0%)
- ACG members shared the following verbal and written comments:
    - Mindy Roberts (Washington Environmental Council) added in the chat if there is a reason the study team has "maintaining salmon habitat" as a baseline. Mindy added that we have an obligation to restore salmon runs which means restoring habitat for salmon and other species.
    - Scott Egger (City of Lacey) commented on the map, noting the Lacey Gateway Town Center. He said that the Nisqually Indian Tribe may have more information on the updated name being changed to Quiemuth Village.
    - Tiffany Speir (City of Lakewood): She hopes that South Sound Military Communities (SSMC) and JBLM will be present in future discussions because we need military operations and communities' perspectives as part of this process. She said that she can be a liaison in the future, but would prefer their participation.
      - Ashley Carle (WSDOT) responded that the SSMC is part of the Study Community Engagement Plan and the TAG.

- Marc Daily (TRPC) asked how the NEPA review will include the PEL, from a transportation perspective, specifically the area south of Marvin Rd. There are areas to the south of Marvin Rd. that have been modeled to have significant benefits.
  - Ashley Carle (WSDOT) answered that the study team will incorporate the work of the Corridor PEL into this study, and incorporate the sections south of Marvin Rd.
  - Marc Daily (TRPC) added additional projects identified to include sections of I-5 that need to be widened up to 4 through-lanes south of Marvin Rd. Marc added that the part-time shoulder use in the southbound direction is showing substantial improvement and would get much better (congestion relief) results. He asked the study team if that is included in the scope.
  - John Perlic (Parametrix) answered that it will be in the scope as we consider planned projects that are connected to this corridor study. The study traffic analysis focuses on peak-period travel so in terms of traffic analysis and travel flow, those peak period lanes would have more benefit.
- Larry Leveen (Forevergreen Trails) and Mindy Roberts (Washington Environmental Council) shared a comment that a social justice statement is missing from the Purpose & Need. They added that it should name Environmental Justice specifically.
  - Ashley Carle (WSDOT) responded that EJ was considered in line with WSDOT's strategic plan for Diversity Equity and Inclusion (DEI). The study team has included it in our evaluation criteria, not in the Purpose & Need. Ashley invited the TAG to share specific EJ information with the study team to add to the Purpose and Need.
  - Larry Leveen added that DEI is more of an outreach strategy, EJ is something different and should be explicitly included in the Purpose & Need statement.
  - Ashley appreciated that feedback and noted the study team is addressing the new EJ process through the HEAL Act. FHWA will have thoughts on how to address this and the study team welcomes any input from the group on specific needs in the area. Some needs we know of include flooding impacts and fishing access – these could support a purpose statement for equity in the area.
- Matthew Pahs (FHWA) asked the study team to include transit in the Purpose & Need specific to connectivity and mobility (including the trail system as well). He added that connection to Dupont Station would be beneficial to include for future transit agency services expand rail systems across the Nisqually River.
  - The study team appreciated the comment and will include more information specific to the regional HOV network and how it benefits transit.

The study team reminded the TAG that meeting materials and request for comment on the Purpose and Need will be shared after the meeting as well. The study team will collect feedback on the Purpose and Need through January 2023.





## Range of Alternatives

The WSDOT team described WSDOT's Range of Alternatives and request for feedback on the initial list. See slides for details; this summary will include ACG comments:

- Alternative 1 - Operations Improvements – no capacity or additional lanes
  - Operations, Land Use, TDM, Transit improvements
  - Includes corridor PEL features
  - Beyond normal maintenance, would need to do channel hardening
  
- Alternative 2 – Widen I-5 for HOV lanes (Design Options)—Bridge Replacement; widening to the inside; 14' shared use path
  
- Alternative 3 - Widen I-5 for GP lanes (Design Options)—Bridge Replacement; one lane in each direction; 14' shared use path
  - Kirk Wilcox the Nisqually existing flood overflows along I-5 in the project area. Looking at design options that align with the alternatives above.
    - Design Option A [Widen for HOV lanes (Alt 2) or GP lanes (Alt 3)]: 3,000' of elevated structure.
    - Design Option B [Widen for HOV lanes (Alt 2) or GP lanes (Alt 3)]: Extends the bridge section to I-5 south; 6,000' of structure (over 1 mile) allowing the Nisqually to move as desired. McAllister Creek would be closer to original pre-I-5 construction alignments.
    - Design Option C [Widen for HOV lanes (Alt 2) or GP lanes (Alt 3)]: Involves I-5 on structure across the whole valley. Challenge is that I-5 is higher through the Nisqually interchange, requiring ramp structure reconfiguration.
    - Design Option D [Widen for HOV lanes (Alt 2) or GP lanes (Alt 3)]: High Level Long Span Bridge. No way to connect from a high level bridge to the local road connections. *David Trout preferred this option – see some example bridges in Dubrovnik and France.*
  
- Alternative 4 - Convert I-5 lanes from GP to HOV Lanes; no additional lanes; includes shared use path. Bridge maintenance and channel hardening improvements.
  
- Alternative 5 - Local Improvements in the area; also identified in the other PEL study; 3 projects in Yelm.

Following the range of alternatives, the study team shared a third poll to solicit feedback on the initial range of alternatives.

**Poll Question #3:** *After reviewing the conceptual range of alternatives, does it include everything you expected?*

- a) Yes, the range of alternatives meets my expectations and my organization's preferences. (15/21 or 71%)
- b) The range of alternatives includes some of what I expected, but not all. (6/21 or 29%)
- c) No, I would like to provide an additional alternative or component to an alternative. (0/21 or 0%)

### Questions and Comments:

- Larry Leveen (Forevergreen Trails) asked the WSDOT study team to define channel hardening, which he understands to be a negative in terms of habitat and ecological function.
  - John Perlic (Parametrix) said there are more natural ways to approach this and we may want to refer to it differently.
- Scott asked about Option C where the fill over McAllister Creek would be removed, would we open that section of Martin Way up?
  - Kirk Wilcox (Parametrix) answered that the stream bed used to run along the edge of the Valley originally and Martin Way pushed it out first, and then I-5 pushed it out again in the '50s. Enough distance between Martin Way and I-5 that it could stay in its course in Martin Way where I-5 embankment way was, or some amount of fill could be removed there and along the bridge. Could happen separately and still function there. The I-5 function would not force something to happen along Martin Way.
- Mindy Roberts (Washington Environment Council) asked the if the study team will look at restoring an area of McAllister Creek where soil fill was destroyed.
  - The study team responded that restoration can be considered and invited others to comment on how best to do that.
- Glynnis Nakai (Billy Frank, Jr. Nisqually National Wildlife Refuge) shared insight regarding the treaty of Medicine Creek, and the area that is now the Medicine Creek Treaty National Memorial. She shared that it was designated a national memorial in 2015, when the name of the Refuge was changed to Billy Frank, Jr. Nisqually National Wildlife Refuge. They operate the Medicine Creek Treaty National Memorial which is a little over 5 acres right adjacent to the McAllister Creek and the impacts to that area along with the Nisqually tribe and the other treaty tribes is something that should be taken into consideration. Does not include the area where the fill is. The Tree that exists, originally from a Douglas Fir that still remains, is about 40 feet from the I-5 slope.
- Marc Daily (TRPC) noted that all of the pieces seem to be there in the Alternatives, but his question was that some of those pieces would likely be bundled together as a Preferred Alternative – for example, the local improvements. Those roundabouts near Yelm have already been funded and the same is true of the shared use trail – these would be part of any alternative. How will you deal with those elements that are only part of one of the alternatives that could be part of a Preferred Alternative?
  - John Perlic (Parametrix) answered that meeting #4 could include re-defining any of the alternatives in different ways based on the group's input.
- Larry Leveen (Forevergreen Trails) provided that the Yelm Prairie Line Trail should be included as it provides connection between Thurston and Pierce County and very close proximity to SR 507.
- Katrina Van Every (TRPC) shared that she was not involved in the original study for the corridor and one thing she saw as a gap, is that we're not discussing higher capacity transportation such as commuter rail and light rail, which will come up throughout this process. She emphasized a need to identify how those options are being screened out, and why or how they're addressed in other ways in the transportation system in this area.

- John Perlic (Parametrix) responded that the study team is looking at the traffic connections. Sound Transit's plan is for commuter rail extension as far south as Dupont and that's in their current ST3 plan that goes out to Dupont, somewhere around 2034 and 2045, but it's towards the end of our horizon year, and any extension beyond that into Thurston County could happen certainly, but based on the current plans, it's outside of our planning horizon. Light rail has also been looked at.
- Marc Daily (TRPC) added additional insight to John's statement that the Legislature, in the last session, provided \$250,000 to Thurston Regional Planning Council explicitly to look at high-capacity transportation options that connect Thurston County to Pierce and King County. These alternatives should not preclude high-capacity transportation options, but the timing for the planning horizon is accurate as we're not going to be building new light rail or commuter rail anytime soon.
- Mindy Roberts (Washington Environmental Council) commented on the range of alternatives focused on the operational objectives. She added that it is not clear how the alternatives address the salmon and environmental objectives.
  - John Perlic (Parametrix) responded that during the PEL phase, the study team will differentiate the environmental benefits. The study team expects to see additional environmental benefits from opening up the historic channels as they were originally before I-5 was built.
- Glynnis Nakai (US Fish and Wildlife) said she a landowner on the north side of I-5 at the Nisqually River and at the estuary. She said it will be important that each of the alternatives includes impacts to the infrastructure. Billy Frank Estuary protects habitat and wildlife. She added that she would want to see what impacts each alternative would have on our levee system and our infrastructure, roads, buildings, boardwalks, etc.
  - Sharese Graham (SCJ Alliance) appreciated the commented and responded that this would come up in the screening criteria – not just the uses, but the details of the resources that we use when we start looking at impacts to the connecting properties. Much more detail on this further into the process towards the NEPA phase. John Perlic added that the study team will look at construction impacts which may end up having a different level of impacts among the alternatives than the permanent impacts.

### **Alternatives Evaluation Process**

The study team re-shared a slide to provided an overview of the PEL process and four advisory group meeting agendas. Today was focused on Purpose & Need which will be finalized in the next meeting.

### **Next steps**

The WSDOT team committed to the following:

- Distribute meeting materials for review and feedback.
- Send out TAG #2 meeting invite.

***The meeting adjourned at 9:55 a.m.***