Funding Application

**Competition**
Regional FHWA

**Application Type**
Corridors Serving Centers

**Status**
Submitted

**Submitted:**
April 19th, 2018 3:24 PM

**Prepopulated with screening form?**
Yes

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**Project Information**

1. **Project Title**
   I-5 & US 2 Interchange Justification Planning Study

2. **Regional Transportation Plan ID**
   N.A

3. **Sponsoring Agency**
   Everett

4. **Cosponsors**
   Snohomish County

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes

6. **If not, which agency will serve as your CA sponsor?**
   N/A

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**Contact Information**

1. **Contact name**
   Richard Tarry

2. **Contact phone**
   425-257-8922

3. **Contact email**
   rtarry@everettwa.gov

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**Project Description**

1. **Project Scope**
   Planning study for Interchange improvements to US 2 and I-5 in Everett. The eventual construction project will include potential highway and freeway improvements, interchange improvements, ramp improvements and possible arterial relocation. This request for planning funding will complete the federally required Interchange Justification Report (IJR). This document will be used to develop requests for preliminary engineering, right of way, and construction funding requests.

2. **Project Justification, Need, or Purpose**
   The I-5 & US 2 Interchange Justification Planning Study will produce an interchange justification report (IJR) that will provide a set of design recommendations for improving conditions at the interchange of I-5, US 2, Hewitt Avenue and other Everett streets at the
Project Location

1. **Project Location**
   I-5 & US 2 interchange

2. **Please identify the county(ies) in which the project is located.**
   Snohomish

3. **Crossroad/landmark nearest the beginning of the project**
   Everett Avenue

4. **Crossroad/landmark nearest the end of the project**
   Pacific Avenue

5. **Map and project graphics**
   I-5 – US 2 Interchange Map.pdf

Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   In approved local comprehensive plan at https://everettwa.gov/DocumentCenter/Home/View/4860
   Transportation Element Appendix A-2 Project List at the end of transportation element pages
   Policy 3.5: Coordinate with state and regional entities to ensure continued mobility on state routes (including I-5, SR 526, and US 2), including improvements to achieve the stated level of service standards for these facilities. (pg. 38)

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**
   N/A

Federal Functional Classification

1. **Functional class name**
   11 Urban Interstate

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**
   The US 2 corridor provides a critical connection between eastern Snohomish County and the Everett Regional Growth Center (RGC). The eastern boundary of the Everett RGC is the I-5 corridor. The interchange is important link for residents to continue their commutes to and from the regional centers of Everett, Lynnwood, and Seattle. People living in eastern Snohomish County travel across Ebey Island using the US 2 trestle to access employment locations in these centers as well as Marysville to the north. These long trips service major employment centers in the west including Port of Everett, Naval Station Everett, and Paine Field Manufacturing and Industrial Center (MIC). As land use continues to change in eastern Snohomish County, more and more people will be traveling east for employment and to connect to the eventual northern termini of Sound Transit light rail at Everett Station.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center
1. Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

The I-5 & US 2 Interchange Justification Planning Study would be a collaborative effort among WSDOT, Snohomish County, the City of Everett, Community Transit, Sound Transit and Everett Transit to develop efficient connections between I-5, the westbound US 2 Trestle and downtown Everett.

The Economic Development Element of the Everett Comprehensive plan calls for development of a subarea plan for the Urban Center, which includes downtown and the Everett Station area. The Metro Everett plan is expected to be is completed by the 3rd quarter of 2018. This planning effort will address a variety of economic development, land use, housing and transportation issues for the area. https://everettwa.gov/DocumentCenter/View/4862 pg. 8

2. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

Traffic origin data developed for the east end of the US 2 trestle shows that 21% of morning US 2 westbound trestle commuters are from Lake Stevens, 19% from unincorporated Snohomish County, and 36% from the city of Snohomish on the east end of the US 2 trestle. Their destinations are 15% to Everett RGC, 17% to Paine Field MIC and 46% south to Seattle growth centers; 11% is of the traffic is freight related. Transit is 3% of the trips.

Traffic counts:
I-5 Annual average daily traffic (AADT) at the interchange is 183,000 Truck AADT or (TAADT) is 9500
US 2 AADT is 80,000 to and from the interchange; 39000 westbound

Freight corridor ratings:
I-5 is a T-1 freight route and US 2 from milepost 0.0 (I-5) to milepost 3.0 is a T-1 freight route

3. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

Over the last 20 years, traffic volumes on the Trestle have grown by 250 percent as a result of rapid population growth in East Snohomish County and continued job growth. A westbound bridge structure built in the 1960s and resting on pilings now carries 80,000 trips each day (by comparison, the Alaskan Way Viaduct carries 63,000). The two lanes that comprise the westbound bridge structure are overwhelmed by several hours of major congestion each day, as East Snohomish County traffic from three directions (State Route 204, 20th Street, State Route 9) converges on a roadway that was never designed to carry those kinds of volumes. There is no time savings in HOV modes in the current interchange as buses and car pools and van pools have to stay in general purpose lanes until they reach I-5.

4. Describe how the project will benefit minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.

The benefits to the surrounding area will be manifested when the project is constructed. Interchange improvements should remove a significant portion of cut through traffic in a neighborhood with high poverty and low opportunity. The poverty rate is 13-20% at the interchange and higher as you move south along the I-5 corridor from the interchange. 15-20% disabled in the neighborhoods immediately to the west of the interchange. Everett varies from 8-20% senior citizen in the areas around the interchange and has 18-28% minority populations in the surrounding area. The Everett neighborhood to the north of the interchange has a very low opportunity index.

5. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

The improved interchange will allow the flow of freight to improve. This section of I-5 is regularly in the top 100 bottlenecks in nation according to national freight research. The two major freight generators are the port and the Paine Field MIC. The Port of Everett supports Washington’s largest export value customs district with an annual average of $29 billion in goods exported. The aerospace cluster in Everett creates a job concentration in Snohomish County that is 36 times the national average. The Paine Field MIC continues to attract significant investment to the area in supporting industrial and manufacturing clusters. The area on both sides of I-5 from the Snohomish River mix ranging from hotel to warehouse and retail/office. In addition to the major arterial connecting to I-5, the area is served by rail parallel to I-5.
1. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.

The IJR will address eight specific policy points:
1. Need for the Access Point Revision
2. Reasonable Alternatives
3. Operational and Crash Analyses
4. Access Connections and Design
5. Land Use and Transportation Plans
6. Future Interchanges
7. Coordination
8. Environmental Processes

The purpose of the IJR is to recommend alternatives that combine the best practices of TDM, ITS and traffic flow control so that the design and eventual construction is sustainable and has the appropriate life cycle.

2. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.

The interchange is on the eastern boundary of the Everett RGC and is the major gateway to Everett from eastern Snohomish county. I-5 has a series of half interchanges in Everett and this would improve the most congested of the three partial interchanges. A significant number of aerospace cluster employees who work in the Paine Field MIC travel the US 2 corridor and this interchange to access I-5.

3. Describe how the project fills in a missing link or removes barriers to/from a center.

The Trestle is a vital bridge linking east and west Snohomish County and the final connector for one of only three highway corridors that runs east-west across our entire state. The Trestle thus acts as a vital freight and farm-to-market corridor, a “T1” route carrying over 10 million tons of freight each year. The Trestle is also the final linkage point between East Snohomish County and the aerospace industry cluster at Everett/Paine Field as well as other job centers such as Naval Station Everett, Providence Regional Medical Center (the only adult level 2 trauma center in Snohomish County), and Frontier Communications.

Over the last 20 years, traffic volumes on the Trestle have grown by 250 percent as a result of rapid population growth in East Snohomish County and continued job growth. A westbound bridge structure built in the 1960s and resting on pilings now carries more than 76,000 trips each day (by comparison, the Alaskan Way Viaduct carries 63,000). The two lanes that comprise the westbound bridge structure are overwhelmed by several hours of major congestion each day, as East Snohomish County traffic from three directions (State Route 204, 20th Street, State Route 9) converges on a roadway that was never designed to carry those kinds of volumes and then exit onto I-5 and Everett streets.

4. Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.

The interchange of I-5 and US 2 is regularly in the top 100 truck bottlenecks nationwide as listed by a national trucking research firm. (#95 as recently as 2017) Improving the flow to and from US 2 with I-5 will decrease travel time for freight traffic as well as transit as this bottleneck is a significant delay to commuter buses travel north and south along the I-5 corridor.

5. Describe how this project addresses safety and security.

Today's WB US 2 trestle traffic demands and travel modes used during the morning commute period exceed the available capacity at the proposed study interchange, resulting in extensive traffic congestion during each morning peak period. This congestion affects each direction of egress from US 2. Congestion on US 2 and Everett Street corridors extend to gridlock city intersections. Traffic delays on WB US 2, SB I-5 and Everett arterials approaching freeway or highway on-ramps result in drivers experiencing travel times nearly double that of free-flow conditions for much of the AM peak commute.

6. Describe how the project provides opportunities for active transportation that can lead to public health benefits.

There is currently a bicycle and pedestrian trail that parallels the eastbound trestle but is mainly used by experienced commuters because of the mix with auto traffic that occurs moving from city of Everett arterial bike lanes to the trestle. Better active transportation facilities at or near the interchange would encourage cyclists of all skill and confidence levels.

Air Quality and Climate Change: Element Selection

1. Please select one or more elements in the list below that are included in the
Air Quality and Climate Change: Other

1. You selected “other” as an emissions-related element in your project’s scope of work. Please describe the improvements expected to result in emissions reduction and the sources used to determine expected results. These could include technology implementation, anti-idling programs, and any other project types that do not fit the options provided in this form.

Planning Study to determine strategies and designs to improve I-5/US 2 interchange.

2. For CMAQ projects, PSRC will utilize the “Useful Life” table included in the “Air Quality Guidance” document contained in the Call for Projects. If you have an alternate useful life figure for your project, please explain and provide the appropriate documentation supporting the deviation from the approved Useful Life table.

Not applicable to a planning study

3. Useful life document

N/A

PSRC Funding Request

1. What is the PSRC funding source being requested?
   STP

2. Has this project received PSRC funds previously?
   No

3. If yes, please provide the project’s PSRC TIP ID
   N/A

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Total Request: $2,000,000.00

Total Estimated Project Cost and Schedule

Planning

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$2,315,000.00

Expected year of completion for this phase: 2024

PE

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$0.00

Expected year of completion for this phase: 2028

ROW

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$0.00
Local Unsecured $0.00
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Expected year of completion for this phase: 2032

Construction

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Expected year of completion for this phase: 2040

Summary

1. Estimated project completion date
   12/2024
2. Total project cost
   $2,315,000.00

Funding Documentation

1. Documents

2. Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.

Matching funds for the planning study will be secured from the city's street fund and traffic mitigation fund and Snohomish County's Road fund. Both regularly budgeted and used as match for transportation funding. See attached Everett Capital Fund documentation and Snohomish County Commitment letter.

Funding for the total project at the US 2 west end interchange and arterial improvements would require financing package that includes most or all of the following: tolling, a future State Transportation package, federal funds (FAST, INFRA or Tiger), local funds and public private partnership funds.

Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering?
   Yes
2. Is preliminary engineering complete?
   N/A
3. What was the date of completion (month and year)?
   N/A
4. Have preliminary plans been submitted to WSDOT for approval?
   N/A
5. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.
   N/A
6. When are preliminary plans expected to be complete?
   N/A

Other Considerations

1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-
2. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
N.A.

3. Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.
N.A.

4. Final documents
N/A
I-5/US 2 Interchange Planning Study Area Map
PUBLIC WORKS - STREET IMPROVEMENTS
FUND 119

MISSION STATEMENT

The Street Improvement Fund was established to enhance the quality of life in our City through systematic transportation and associated infrastructure improvements.

SUMMARY

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REVENUE DESCRIPTION

Funding for this program is provided by a General Fund property tax allocation, a contribution from the CIP 3 - Real Estate Excise Tax Fund, and an allocated share of the Motor Vehicle Fuel Tax from Washington State.
April 18, 2018

Everett Public Works
3200 Cedar St
Everett, WA 98201

RE: I-5 & US 2 Interchange Justification Planning Study

To Whom It May Concern:

Snohomish County is pleased to provide support for the City of Everett’s federal funding request for $2,000,000 for the I-5 & US 2 Interchange Justification Planning Study (IJR). The resulting interchange justification report (IJR) will provide a set of design recommendations for improving conditions at the interchange of I-5, US 2, Hewitt Avenue and other Everett streets at the easterly limits of the City of Everett.

Should STP funds be awarded to this essential project, Snohomish County commits $150,000 of county funds to this project.

Sincerely,

Steven E. Thomsen, P.E.
Department Director
Snohomish County
Public Works