

**Alliance for a Healthy South Sound (AHSS) Council Meeting**  
**April 20, 2023, 12:30 – 2:00 pm**

**Participants**

Jacob Murray, Mason Conservation District/LE Coordinator (WRIA 14)  
Karin Strelloff, Thurston Conservation District  
Tom Kantz, Pierce County  
David Troutt, Nisqually Indian Tribe  
Brad Murphy, Thurston County  
Barbara Ann Smolko, Pierce County  
Jane Mountjoy-Venning, Thurston County  
Jani Hitchen, Pierce County Councilmember  
Jeanette Dorner, Nisqually Land Trust  
Jeremy Graham, City of Olympia  
Juliana Tadano, Puget Sound Partnership  
Keith Underwood, Mason Conservation District  
Al Schmauder, Chambers-Clover Watershed Council  
Ashley Carle, Washington Department of Transportation  
Marco Pinchot, Pierce County  
Linsey Fields, City of Lacey  
Audrey Coyne, Washington Department of Health  
Sharese Graham, SCJ Alliance

*Meeting Facilitation*

Elizabeth McManus, Ross Strategic  
Andres Sheikh, Ross Strategic

**Meeting Summary**

**1. AHSS Exec Committee Recap**

- Public Engagement/Education Seed Funding from AHSS LIO
  - \$10k available for high priority public engagement, awareness raising, behavior change, incentive and/or compliance projects. This process will be a very simplified RFP process and technical team will meet if there are more than one proposal. It might be worth asking if seed money projects have a 3 year work plan if they are requesting \$10k in funding each year.
- DEI Engagement Plan
  - Goal: Serve needs of underrepresented communities in LIO geography
  - LIO DEI Scoping Document was approved by AHSS Executive Committee and recommended LIO coordinators begin process for reaching out to identified organizations and to learn about their needs/concerns
- AHSS Executive Committee also has been also helping with the Leadership Council Local Forum planning and scoping.

*Discussion*

- For the seed money funding, maybe have an option for if people want an funding for more than one year and if so, allow for flexible scoping past one year.

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## 2. **SIL Puget Sound Funding & News**

- Audrey Coyne is the new LIO Liaison to represent all 3 SILs to align with LIO needs and interests and have an additional engagement point to increase coordination.
- SIL updates will be part of liaison role, and will help elevate LIO topics of interest back up to the SIL regional level.
- SILs have announced the FY '22 funding priorities and have issued multiple past and current funding opportunities. See LIO updates for SIL funding opportunities.
- SILs have received FY '23 Funds and will be reviewing investment priorities for future RFPs in July.

## 3. **PSP Leadership Council Local Forum Updates**

- Overview:
  - Meeting will be held in person at LOTT Clean Water Alliance in downtown Olympia on June 7<sup>th</sup> tentatively from 10-12 pm. Live feed will be available through TVW.org
  - Draft Agenda:
    - 10 Minutes – Welcome and history of AHSS
    - 70 Minutes – Shellfish Topic (3 presenters ~ 15 minutes each) + questions/discussion
    - 25 Minutes – Nutrient Topic (LOTT Presenters)
    - 10 Minutes – Wrap up and thank you
    - Potential tour of LOTT Nutrient Management System or a tour of full plant after remainder of LC meeting (late afternoon)
- Shellfish – Each jurisdiction of the Clean Water Partners will present on the following:
  - Pierce County – Success of Mobile Pumpout Program and the need for increased Puget Sound scale attention to providing more effective wastewater services for small boaters and for parks and day-use areas. (+ Video)
  - Thurston County – Success of restoring water quality and reopen shellfish beds in Henderson Inlet and the need for increased Puget Sound scale attention to legacy septic systems located within urban growth areas
  - Mason County – Successful work to establish a dedicated source of local funding for water quality and the need for more reliable and increased funding from state and federal sources
  - Ask/Near Term Action Item – Support increased attention, more funding for mobile pumpout services and addressing legacy septic systems AND support for reliable funding for local water quality efforts to supplement local funding
- Nutrients – Short presentation on LOTT's approach to nutrient reduction including a 2023 upgraded facility capacity to optimize biological treatment of nutrients.
  - Objective – A local perspective on nutrient reduction challenges and opportunities. Show need for effective regional collaboration to effectively reduce nutrient inputs and beneficial water quality improvements
  - Ask/Near Term Action Items – Recommendation to Leadership Council to support expanded funding for nutrient reduction efforts such as:
    - Upgrades for wastewater treatment facilities
    - Restoration of Capitol Lake-Deschutes Estuary
    - Conversion of onsite septic systems to public sewer
    - Other measures to address point and non-point nutrient sources

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#### 4. **Deep Dive: I-5 Redesign Alternative & TAG Process**

- Ashley Carle, WSDOT; Sharese Graham, SCJ Alliance, and other consultants have been working on the The I-5 Marvin to Mounts Road Planning and Environmental Linkages (PEL) study is funded by the State legislature and being done for environmental reasons (removing the water flow barrier that I-5 creates) and because travel demand is expected to increase due to population, employment, and economic growth in the area.
- The study focuses on exit 111 through exit 116 and is informed by a corridor study done in 2020 and a Tumwater to Mounts Road PEL study completed in 2022. The current PEL study is being done to connect with the community before moving into the NEPA/SEPA Environmental review. The process involves agency coordination groups, community engagement, executive advisory groups, and technical advisory groups. Regarding community engagement, there will be briefings, interviews with impacted groups and organizations, as well as online open houses – another one will happen in June regarding the draft PEL report.
- The Federal Highway Administration (FHWA) requires concurrence on four points before an environmental review can take place. The reason and desired outcome has been met as well as the purpose and need. Currently working on concurrence points regarding the alternatives evaluation and the final report with an expected completion around June or July of 2023.
- Desired Outcomes are intended to formally adopt the following into the NEPA process: Purpose and Need; Preliminary Screening of Alternatives; Elimination of Unreasonable Alternatives; and Programmatic Mitigation
- Purpose and Need: Enhance mobility and connectivity; Improve system resiliency; Enable environmental restoration and ecosystem resilience; Support economic vitality; and Lane Alternatives
  1. Three general purpose lanes (Designs A-C)
  2. Three general purpose lanes and one HOV lane (Designs A-D)
  3. Four general purpose lanes (Designs A-D)
  4. Two general purpose lanes and one HOV lane (Designs A-C)
- Design Option A – The fill would be removed and a 3,000 foot long bridge would be put in place starting where the existing bridge begins going northbound to the rail tracks. This would allow I-5 to stay functional and open no matter where the river flows.
- Design Option B – The fill would be removed and a 6,000 foot long bridge would be put in place from the Nisqually interchange northbound to the rail tracks while also opening up a portion of the fill where McCallister Creek runs (this could be applied to Design A as well). The interchange would remain as it currently exists.
- Design Option C – The fill would be removed and a 12,000 foot long bridge (20 – 30 feet high) would be put in place the length of the valley from the base of the hill going up towards Lacey to the rail tracks. Ramps down from I-5 would allow all creeks and flood waters to pass through.
- Design Option D – A high level long span bridge would be put in place with a 5,000 foot long approach starting at Meridian Road heading northbound to a 7,200 foot long straight cable stay bridge, followed by a 2,000 foot long approach starting at just after the sound transit railroad crossing. It would be 120 to 130 feet above the valley. There is no realistic way to make ramp connections down to the interchange and all traffic would need to use the Mounts or Marvin interchanges to enter the valley. This would limit access to the valley and require new right of way property through private and JBLM properties.
- The detailed alternatives will be sent to the advisory groups and then be evaluated again before a recommendation is made and adopted into the NEPA process in June, 2023.

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### *Discussion*

- The need for NEPA is due to federal funds being used as part of the bridge replacement and federal partners will be involved for the replacement as well.
- Pros and Cons for each design – there is a need for modeling to be done, what is known that there is a lot of land uses in the delta so there will be need for more design as not to negatively impact them. The more fill removed with longer bridge lengths the more natural the system will act. There is potential salt water intrusion and impacts to structures in the delta as well as costs. Design C will enhance the most the ecosystem benefits and alleviate flooding and prepare for climate change impacts.
- There will be a pedestrian and bike multipath lane for the bridge sections that will be replaced and the bridge will replace the existing bridge's footprint.
- Transit impacts – It is an important corridor for freight and logistics. There are plans to prioritize the construction of a HOV lane. The total planning horizon is 20 years.
- Stakeholders – There are three advisory groups set up and will continue into NEPA. There might also be a community advisory group proposed. Feel free to reach out to Ashley to be more engaged.
- Earthquake and Volcano eruptions are being considered. Bridge options would be built up to seismic code to be able to handle earthquakes.
- Reconstructing the bridge will allow for the treatment of stormwater, especially with reconstruction of rail lines.
- Arterial roads will be part of the NEPA analysis and working with other stakeholders (including TRPC) to determine detour option impacts.

### **5. Round Robin & Announcements**

- Clean water partners not only received shellfish grant funding, but Pierce County received mobile pumpout funds through the Clean Vessel Act Program.
- There is a current study underway to replace the Chambers Creek bridge, should be finished in late 2023. The total cost is estimated at \$40 million.

### **VI. Adjourn**