

Interstate Bridge Replacement: Program Development



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Program Development Process

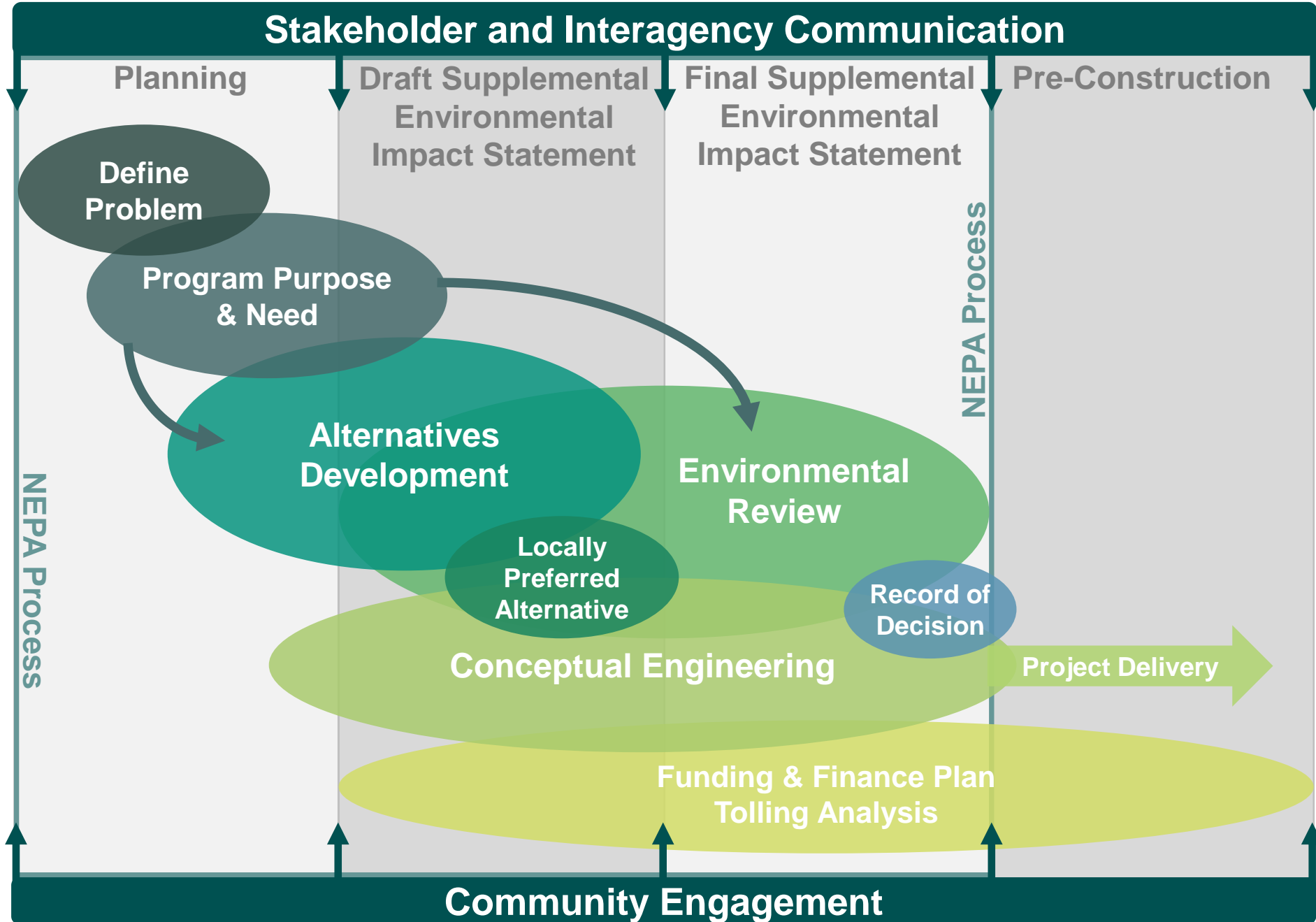
Delivering Interstate Bridge Replacement:

- Planning
- Draft SEIS
- Final SEIS
- Pre-Construction



Program Priorities

- WSDOT and ODOT are dedicated to leading a transparent, data-driven process in collaboration with elected leaders, stakeholders and the public to identify and advance the best possible solution to meet the needs of the region
 - Will use an open public process that follows federal NEPA guidelines
 - Will prioritize extensive and inclusive community engagement to ensure informed decision making with broad regional input
 - Will utilize past work and lessons learned to ensure effective and efficient decision making throughout the process



What is NEPA?

- The National Environmental Policy Act (NEPA) establishes a national environmental policy and framework for planning and decision making
 - Requires documentation comparing a range of reasonable alternatives, including:
 - Expected social and environmental impacts of each alternative analyzed
 - Ways to mitigate any impacts that cannot be avoided
- Accurate data analysis, expert agency comments, and public input are essential to implementing NEPA

NEPA – Essential Principles

- Assessment of the social, economic, and environmental impacts of a proposed action or project
- Analysis of a reasonable range of alternatives, based on the defined purpose and need for the project
- Consideration of appropriate impact mitigation: avoidance, minimization and compensation
- Interagency participation: coordination and consultation
- Comprehensive and ongoing public involvement to provide opportunities to inform and influence program development
- Documentation and disclosure

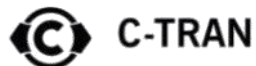
FHWA Environmental Review Toolkit: https://www.environment.fhwa.dot.gov/nepa/trans_decisionmaking.aspx

NEPA – Who are Responsible Parties?

Federal Lead Agencies:



Joint Lead Agencies:



Cooperating Agencies:

U.S. Army Corps of Engineers

U.S. Coast Guard

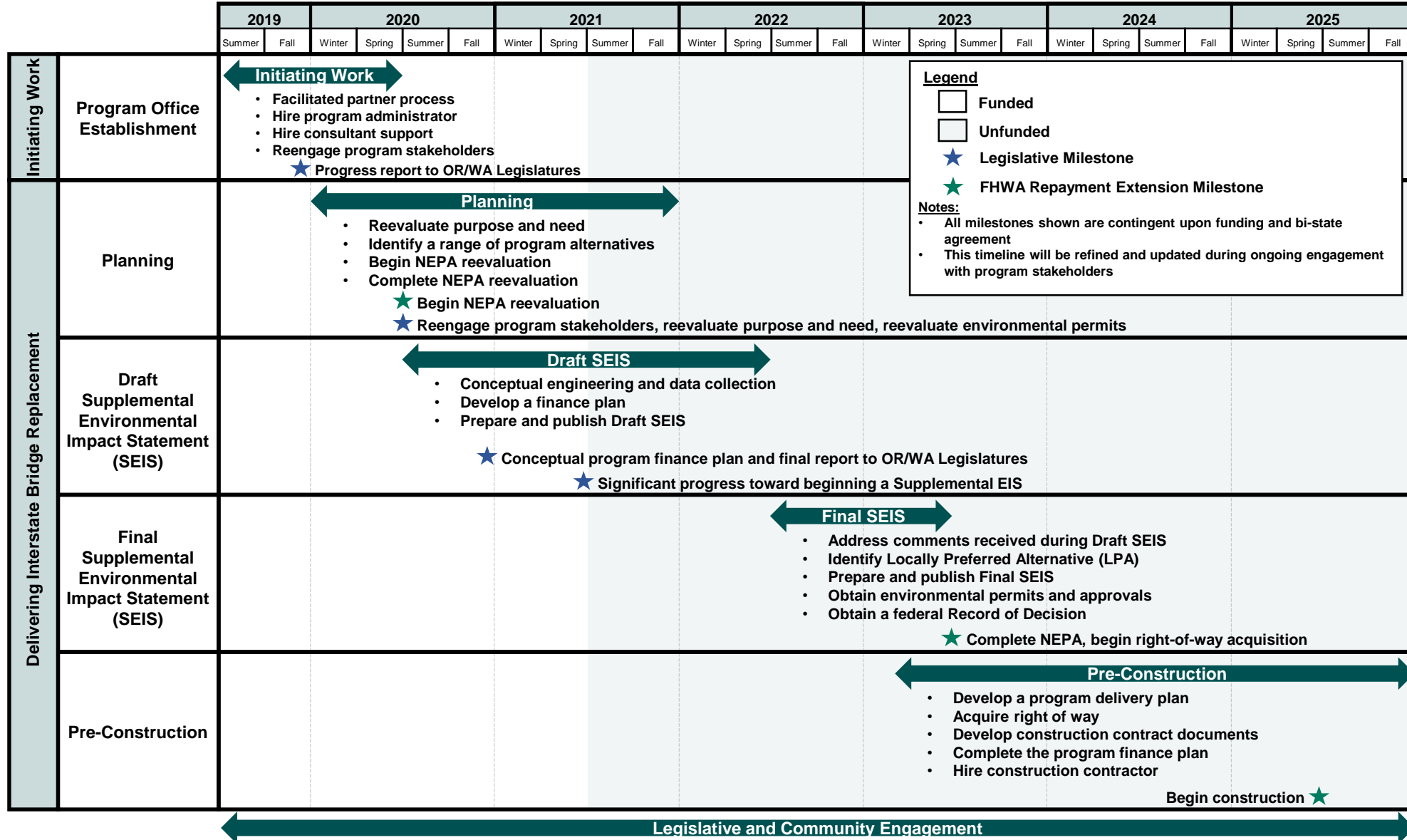
Federal Aviation Administration

National Park Service

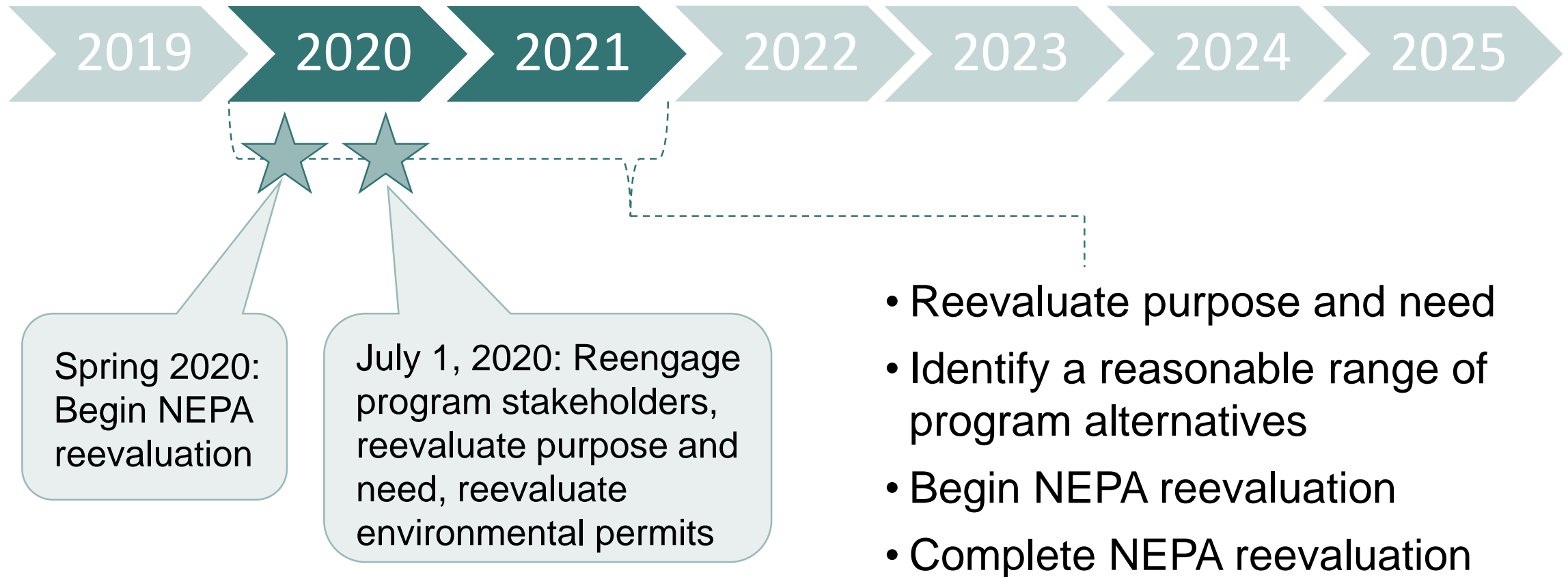
U.S. General Services Administration

Washington State Department of Archeology and Historic Preservation

Conceptual Program Timeline



Planning: Conceptual Timeline



Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Reevaluate the Purpose and Need

- The purpose and need section is in many ways the most important chapter of an environmental impact statement (EIS).*
 - Explains **what** is being addressed and **why** it is being considered
 - Establishes why financial investment is necessary and justifies why any unavoidable environmental impacts are warranted
 - Informs alternatives consideration, in-depth analysis, and final selection
- Previously identified Purpose and Need statement will be reviewed and revised if necessary in coordination with program partners and other stakeholders

*FHWA Environmental Review Toolkit: https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_purpose_need.aspx

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Identify or Confirm Community Values

- Community Values will be identified and validated in coordination with program partners, stakeholders and the public
- Values can be used in screening and to compare alternatives

<u>Values identified in previous work</u>	
1.	Community Livability and Human Resources
2.	Mobility, Reliability, Accessibility, Congestion Reduction, and Efficiency
3.	Modal Choice
4.	Safety
5.	Regional Economy/Freight Mobility
6.	Stewardship of Natural Resources
7.	Distribution of Benefits and Impacts
8.	Cost Effectiveness and Financial Resources
9.	Growth Management and Land Use
10.	Constructability

Initiating Work

Planning

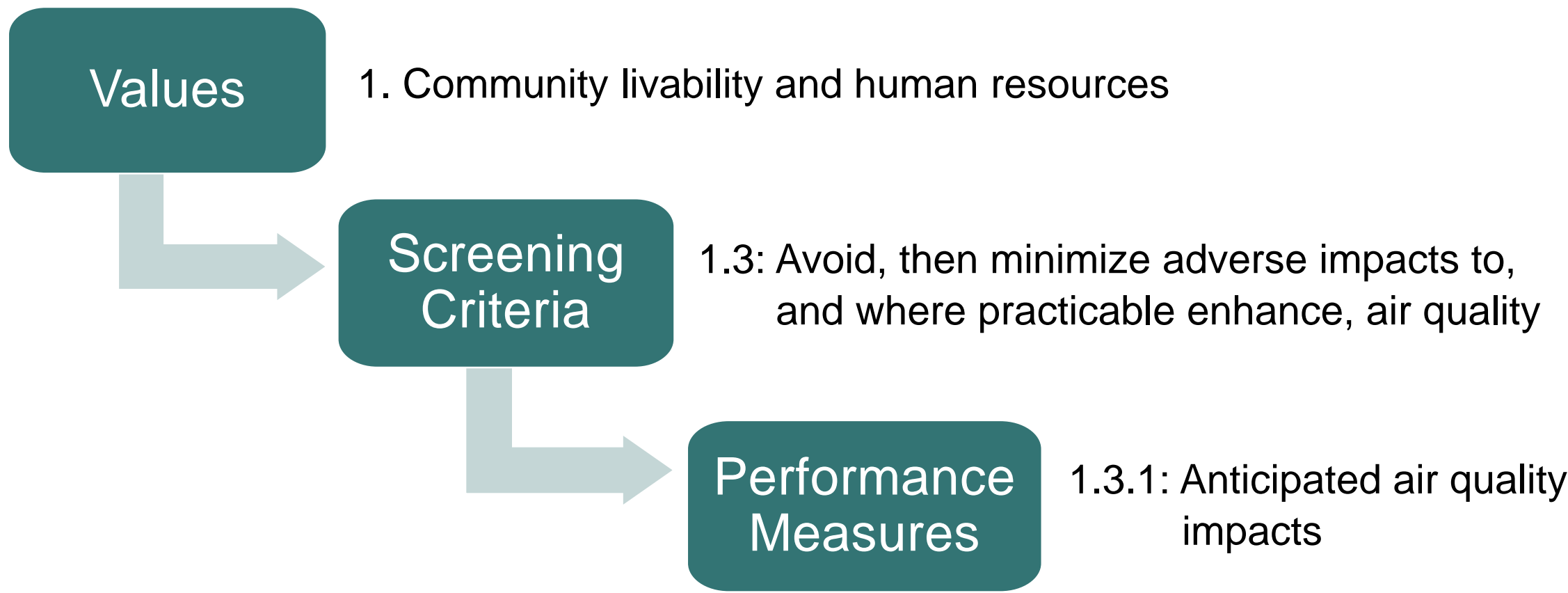
Draft SEIS

Final SEIS

Pre-Construction

Community Values as Screening Criteria

- Example of previous community values screening:



Initiating Work	Planning	Draft SEIS	Final SEIS	Pre-Construction
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Identify Range of Alternatives – Develop Process

- Any process developed can consider a broad range of ideas, but must identify an alternative or alternatives that meet the Purpose and Need and otherwise adheres to NEPA
- Bi-state program partners will help shape the process by:
 - Developing alternative(s)
 - Identifying screening criteria
 - Determining how to measure these criteria
 - Determining reliance on prior analysis
- The alternative(s) identified through the process will be analyzed in the NEPA reevaluation

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Identify Range of Alternatives - Screening

- Alternatives that meet Purpose and Need and are consistent with community values may be eliminated from further consideration if they are:
 - Technically or economically infeasible
 - Inconsistent with policy objectives for management of the area
 - Have too great of an environmental impact
 - Substantially similar to another alternative being analyzed
- Provide clear explanation of how the range of alternatives was developed including why/how alternatives were eliminated from consideration

Complete NEPA Reevaluation

- FHWA guidelines require a reevaluation if proposed work has not moved forward within three years of receiving a Record of Decision
 - Identifies if there could be significant environmental impacts not previously evaluated based on new alternative(s)
 - Determines steps needed to obtain new federal approval
- It is anticipated that a Supplemental Environmental Impact Statement (SEIS) will be necessary

Initiating Work

Planning

Draft SEIS

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Pre-Construction

Reevaluate Environmental Permits

- The program team will reengage with regulatory permitting agencies to review the permits and approvals previously received.
- This review will:
 - Confirm all of the environmental permits and approvals that will be required to advance through program development
 - Identify what data or analysis will be necessary to obtain new permits
 - Determine if there are new analysis areas, permits or approvals that may be needed

Develop a Bridge Authority Report

- ESHB 1160 directs the program office to study the concept of a bi-state bridge authority that could jointly manage bridges over the Columbia River between Oregon and Washington. This study will:
 - Examine national examples of multi-state transportation authorities, their responsibilities, and how they are structured
 - Review how Oregon and Washington currently handle these responsibilities
 - Identify key considerations to aid in determining if these responsibilities would be best served through a bi-state agreement, authority, interstate compact, or other arrangement

Initiating Work

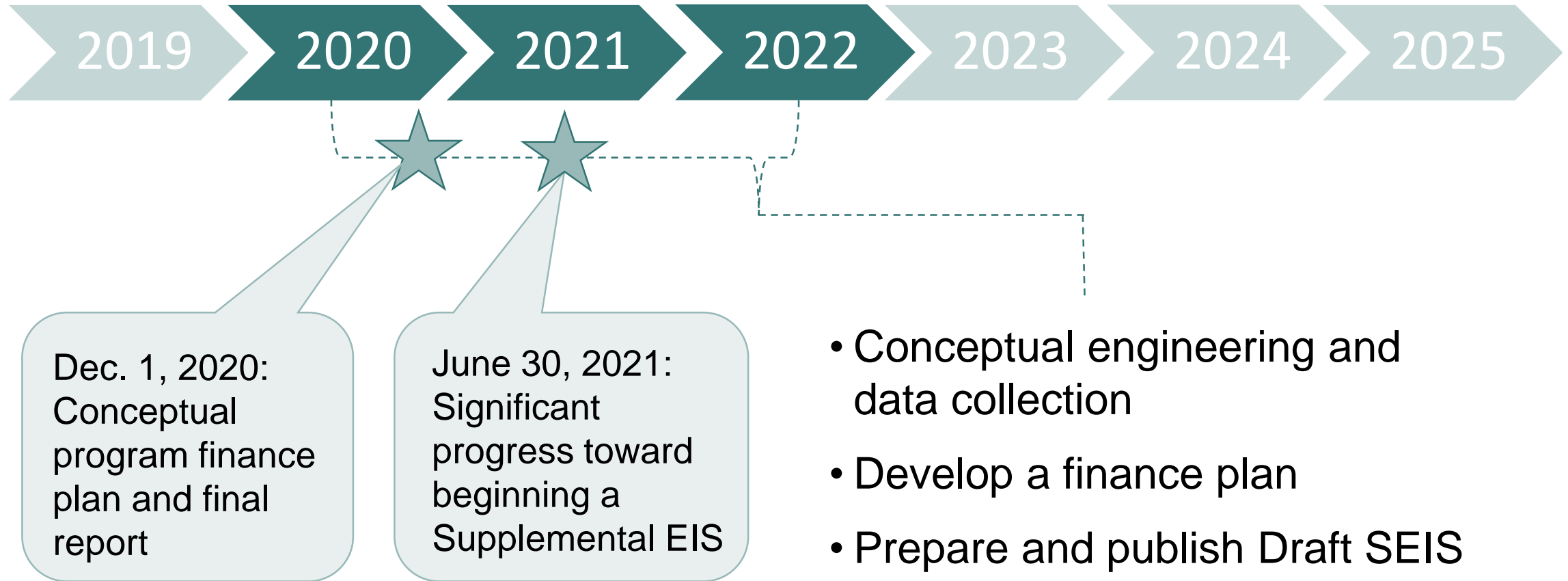
Planning

Draft SEIS

Final SEIS

Pre-Construction

Draft EIS: Conceptual Timeline



Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Conceptual Engineering and Data Collection

- Conceptual engineering is preliminary design work that is necessary to evaluate the performance of the alternative(s)
 - Requires updating information within the program area, such as current traffic data and any changes to the surrounding environment
 - Design must advance far enough to develop technical reports on expected community and environmental effects
 - This work is also needed to complete a risk assessment and develop conceptual cost estimates for the alternative(s)

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Develop a Finance Plan

- Legislative milestone goal to develop a conceptual finance plan by Dec. 1, 2020
- As part of developing a conceptual finance plan, the program team will:
 - Identify possible eligible funding sources and their purpose
 - Analyze the viability of funding sources and selection criteria
 - Determine possible range of toll revenue to fund construction
- The finance plan for a program of this size is dynamic and will be updated over the life of the program

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Prepare and Publish a Draft SEIS

- Draft SEIS will be developed in coordination with the federal leads, program partners, stakeholders and the community
 - Requires more in-depth technical analysis on each alternative that passed initial screenings
 - Documents how each alternative performs in relation to the program Purpose and Need and community values
- Draft EIS will be published and include public comment period for review and feedback

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Final EIS: Conceptual Timeline



- Address comments received during Draft SEIS
- Identify Locally Preferred Alternative (LPA)
- Prepare and publish Final SEIS
- Obtain environmental permits and approvals
- Obtain a federal Record of Decision

Summer 2023:
Complete NEPA;
Begin right-of-way
acquisition

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Identify a Locally Preferred Alternative

- The program team will work in coordination with local, state and federal partners to select a Locally Preferred Alternative (LPA) that best meets the program Purpose and Need and community values
 - The LPA will be developed through a data-driven, transparent process using technical analysis reported in the Draft SEIS
 - This process will include input from program partners, stakeholders and the public to ensure the LPA has broad regional support
- The LPA will be the alternative that is analyzed in the Final SEIS and may include a phased approach to program construction

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Federal Approvals to Move to Construction

- Publish Final SEIS
- Federal Record of Decision from FHWA and FTA
- Other federal permits/approvals include (but are not limited to):
 - National Oceanic and Atmospheric Administration (NOAA) Biological Opinion
 - U.S. Coast Guard General Bridge Permit
 - U.S. Army Corps of Engineers Navigation Permit

Initiating Work

Planning

Draft SEIS

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Pre-Construction

Pre-Construction: Conceptual Timeline



Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

State Approvals to Move to Construction

- Allocation of funding by both states to complete planning work, right-of-way acquisition and construction
- Authorization for tolling and associated borrowing needed in both states
 - Oregon and Washington Legislatures
 - Oregon Transportation Commission
- Tolling rates set by state transportation commissions

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction

Questions?

www.wsdot.wa.gov/projects/i5/interstate-bridge/home

