

Interstate Bridge Replacement Program *Progress Update*

July 16, 2020



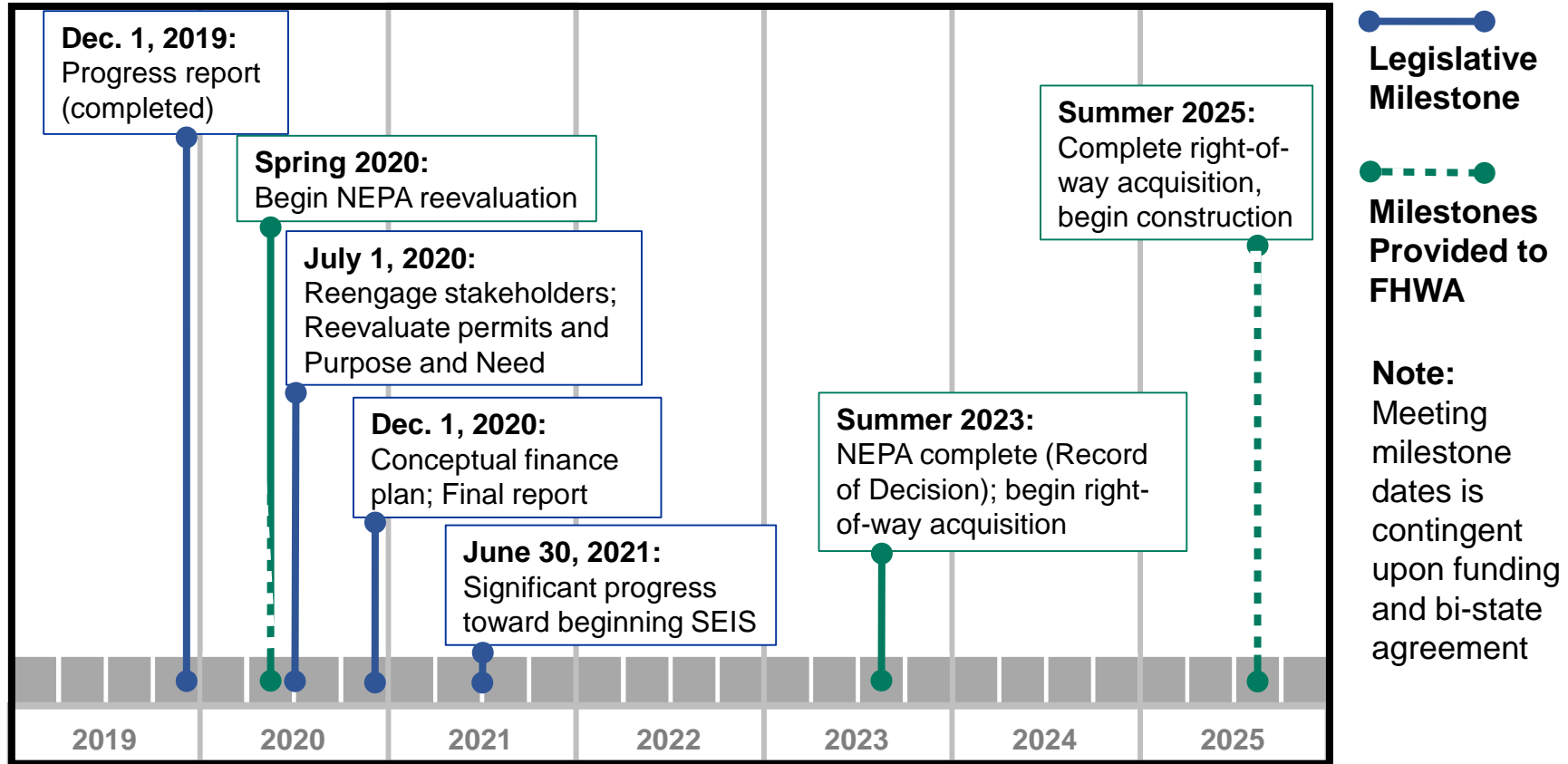
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Director, Urban Mobility Office



**Washington State
Department of Transportation**

Carley Francis
Regional Administrator

Interstate Bridge Replacement Milestone Goals



Initiating Work



Dec. 1, 2019:
Initial progress
report (submitted)

- Facilitated partner process: *Winter-spring 2020*
- Hire consultant support: *In progress – on board summer 2020*
- Hire program administrator: *On board as of July 6*

Initiating Work

Planning

Draft SEIS

Final SEIS

Pre-Construction



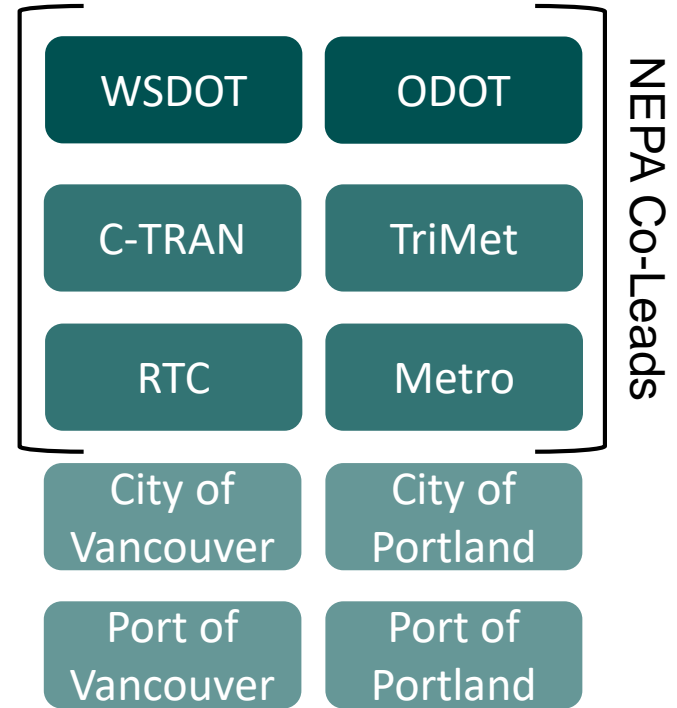
Partnering Process

Partner Agencies

DOTs are committed to effective work with partners to build broad regional support

- The partners central to program development are those with a direct role in the integrated multi-modal system, given their position as an:
 - Owner
 - Operator
 - Transportation policymaker
 - Public economic development entity

Bi-State Partner Agencies



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Partnering Process

Series of facilitated workshops and staff work sessions conducted with bi-state partner agencies to:

- Identify shared commitment
- Determine how to work together to identify a solution that:
 - Can build broad regional support
 - Reflects community values
 - Can successfully advance to construction



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Guidance and Oversight

Workshop discussions acknowledged that:

- Ongoing partnership and communication with the bi-state Interstate Bridge legislative committees will be a key component to build and maintain alignment at the statewide level
- Program work will be shaped by guidance and timelines established by the governors, legislatures, transportation commissions, and/or transportation departments of both states
- DOTs have specific responsibilities to the states and to the Federal Highway Administration

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Partnering Process Outcomes

Working drafts developed as part of workshop conversations will serve as a starting point for future discussions, including:

- Shared expectations for working together
- Draft principles and desired outcomes
- Recommendations for an advisory structure to provide regional leadership and meaningful engagement with the broader community
 - ODOT and WSDOT will convene an Executive Steering Group and a Community Advisory Group

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Advisory Groups – Executive Steering Group

ODOT and WSDOT will convene an Executive Steering Group to provide regional leadership recommendations on key program development decisions to help ensure:

- Satisfaction of specific legislative requirements
- Broad support from diverse regional stakeholder communities
- Safe, healthy, reliable and affordable transportation that supports access to jobs, education, culture, and recreation
- Broad support from both state legislatures and federal partners
- Successful implementation

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Advisory Groups – Executive Steering Group

- The goal is to convene the first ESG meeting later this summer
- Membership will include a representative from each of the bi-state partner agencies as well as a community representative from each state
 - The community representatives will also serve as co-chairs of the Community Advisory Group
 - Two additional rotating seats will be available to CAG members at each ESG meeting based on topics to be discussed

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Advisory Groups – Community Advisory Group

- The ESG will assist in the formation of the Community Advisory Group to:
 - Provide well-rounded and diverse community perspectives
 - Create a forum for community dialogue and provide feedback on community needs, issues, and concerns related to the IBR Program
- Advisory groups will be key components of a broader, comprehensive community engagement strategy

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Staffing Resources

General Engineering Consultant

A consultant team will bring on specialized staffing resources needed to support program development

- Advertisement is underway with the goal to have a consultant on board this summer
- Contract selection process will provide a fair and equal opportunity for all consultants and will include a 15% mandatory Disadvantaged Business Enterprise (DBE) goal

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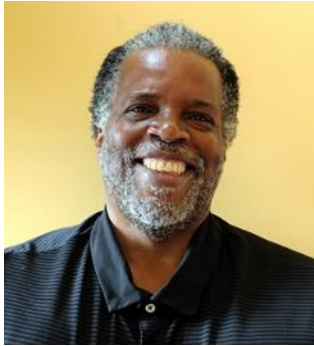
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Program Administrator



*Greg Johnson,
Incoming program
administrator as
of July 6*

- **Greg Johnson** was selected from a national pool of candidates with input from regional partner agencies and community stakeholders
- Will jointly represent both ODOT and WSDOT and will be equally responsible to both states to the fullest extent possible
- Will lead the integrated, bi-state program team to advance program development efforts using a transparent, data-driven process that prioritizes equity and inclusion

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Next Steps

Next Steps

- The goal is to begin the next phase of program development work this summer, once key staffing resources are in place
- Program development work will include technical analysis as well as community engagement
- This work will include coordination with federal partners, federal and state permitting agencies, state and local elected officials, tribal governments, community stakeholders, businesses, and the public

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Planning: Progress and Conceptual Timeline



Spring 2020:
Begin NEPA
reevaluation

July 1, 2020:
Reevaluate
permits and
purpose & need,
reengage
stakeholders

- Reengage stakeholders: *Partner workshops complete, advisory groups summer–fall 2020*
- Reevaluate purpose & need and vision & values: *Summer–fall 2020*
- NEPA reevaluation: *Kickoff meeting with FHWA and FTA spring 2020*
- Identify range of alternatives: *Fall 2020–winter 2021*

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Early Program Development Activities

Initial topics that will require legislative, advisory group and public input to frame future work include:

- Purpose and need – What transportation problems will be addressed and why
- Vision and values – Provides framework for how we address the problems and screen alternatives
- Community engagement plan
- Draft finance plan

Program Development Process Priorities

- Program development work will be guided by:
 - Regional values and priorities
 - Expectations, direction and milestones established by the legislatures, legislative committees, governors and departments of transportation
 - Recommendations provided by advisory and technical groups
 - Federal NEPA guidelines using a transparent, data-driven process that prioritizes equity and inclusion
- Past work and lessons learned will be utilized as appropriate within current context to ensure effective and efficient decision making

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Community Engagement

A comprehensive community engagement program will be implemented with guidance from the bi-state Interstate Bridge legislative committees and advisory groups

- This will be critical to identify a solution that reflects community values and can earn broad regional support
- A broad range of stakeholders will be engaged, including communities within the Interstate Bridge corridor, minority and low-income populations, and a representative cross-section of the wide variety of bridge users

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Principles of Engagement

Community engagement efforts will seek to provide extensive, inclusive and ongoing opportunities for meaningful involvement and input that:

- Provides an avenue to shape program development and inform decisions
- Seeks feedback about community values, priorities, needs, concerns, and interests
- Proactively seeks to include currently and historically underrepresented and underserved populations
- Removes or minimizes barriers to engagement

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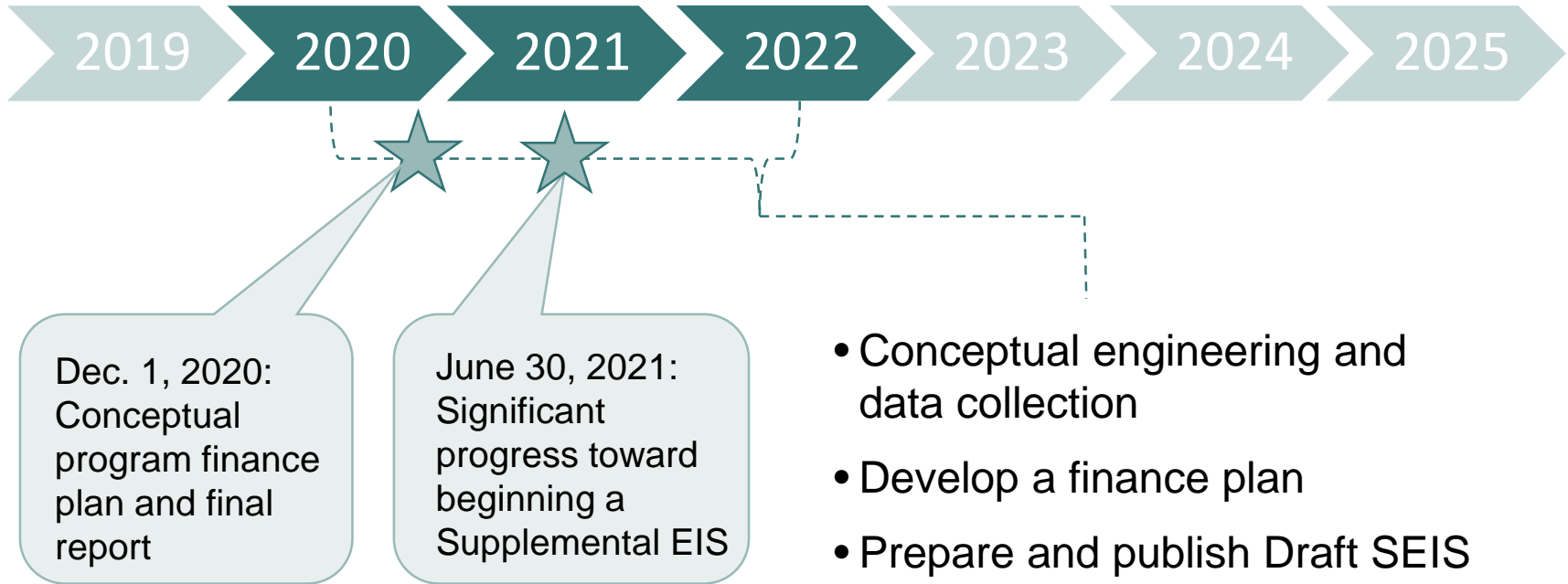
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Draft EIS: Conceptual Timeline



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Questions?