I-69 OHIO RIVER CROSSING

Keeping the NEPA Process on Track When Your Project Has...Everything

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DAN PREVOST – PARSONS

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PROJECT OVERVIEW
How We Got Here

- 2004: Draft Environmental Impact Statement
  - Preferred Alternative
  - Not financially feasible – Project Suspended in 2005
- 2014: KYTC Feasibility Study – Identified an additional corridor
- 2016: Governors agreed to re-start project – tolling would be part of funding solution
- January 2017: I-69 ORX Project initiated
- Summer 2017: Screened Corridors to 3 based on engineering and environmental factors
- December 2018: Published DEIS identifying preferred alternatives
The NEPA process for I-69 ORX

- More than just a two state project
  - INDOT and KYTC teams
  - Two FHWA divisions plus several federal agencies
  - Two communities tied together by a current single crossing
  - Many opportunities for public involvement to get local communities, local businesses, and public officials input during the NEPA process
Project Goals

- Provide cross-river system linkage and connectivity between I-69 in Indiana and I-69 in Kentucky that is compatible with the National I-69 corridor
- Develop a solution to address long-term cross-river mobility
- Create a cross-river connection that reduces traffic congestion and delay
- Improve safety for cross-river traffic
Existing Bridges

- Existing Bridges
  - Northbound: 1932
  - Southbound 1965
  - Each carries 2 lanes
  - Each is eligible for the National Register
- Region only needs 6 lanes of cross-river capacity
- DEIS Alternatives proposed keeping either 1 or 0 existing bridges
- Removing an aging US 41 bridge from service = $145 million saved
Preferred Alternatives: Central 1A and 1B

- Build a 4-lane I-69 bridge
- US 41 northbound retained for two-way, local traffic
- 11.2 miles of interstate (8.4 miles of new roadway)
- Three new interchanges
- Improvements to three existing interchanges
- Maintain local access roads
Preferred Alternatives:
Central 1A and 1B

- Route, bridge location and lane configuration are identical
- Tolling options are the only difference between the two
- Central Alternative 1A would toll both the I-69 bridge and the remaining US 41 bridge
- Central Alternative 1B would toll only the I-69 bridge
“IF YOU FAIL TO PLAN, YOU ARE PLANNING TO FAIL.”

- BENJAMIN FRANKLIN
Is this a New Project?

• 2001 Notice of Intent
• 2004 DEIS
• 2005 Project Suspended (No Record of Decision)
• 2017 Project Restarted

• 23 U.S.C. 102(b): No ROD ➔ repayment of Federal funds
  – Revised Notice of Intent
Getting Started on the Right Foot

- FHWA Project of Division Interest (PODI)
  - Early Coordination with FHWA – including HQ
  - EJ process
  - Administrative Record
- NEPA Strategic Planning Workshop
- Detailed Project Schedule
  - Full P6 schedule – reviewed by everyone
  - Buy-in and Accountability
  - 23 months from NTP to DEIS
Maximizing Value of Previous Studies

- TEA-21 allows for use of previous studies
- Alternatives Development
  - 2004 DEIS
  - KYTC SIU#4 Feasibility Study
- Review of Previous Environmental Studies
Two States – Two sets of rules

• Two FHWA Divisions
• State Law/Agencies
• Federal Agency Regions – USEPA, USFWS
• State DOT Procedures/Policies

Practice, Policy, or Law?

• Methodology Memos
  – Regulations
  – Agencies involved
  – Recommendations
  – IAC Coordination
Internal Coordination

• Progress Meetings
• Legal Advisor Meetings
• FHWA Meetings
• Environmental Team Meetings
• Design Team Meetings
• SharePoint
• Review Workflows
GETTING TO THE “D”
Ohio River Navigation

- Early outreach to USCG
- Seaman’s Church Institute
- Two approved span arrangements ➔ Bridge Type flexibility

### JOHN T. MYERS LOCK AND DAM

<table>
<thead>
<tr>
<th>VESSEL TYPE</th>
<th>NUMBER OF VESSELS (2016)</th>
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<tbody>
<tr>
<td>Commercial Vessels</td>
<td>4,351</td>
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<tr>
<td>Barges</td>
<td>40,599</td>
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<tr>
<td>Non-Commercial Vessels</td>
<td>65</td>
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<tr>
<td>Recreational Vessels</td>
<td>1,653</td>
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• Early outreach to USCG
• Seaman’s Church Institute
• Bridge Type flexibility

Ohio River Navigation

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<tr>
<th>VESSEL TYPE</th>
<th>NUMBER OF VESSELS</th>
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<tbody>
<tr>
<td>Empty Barges</td>
<td>14,415</td>
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<tr>
<td>Loaded Barges</td>
<td>26,184</td>
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<tr>
<td>Commercial Vessels</td>
<td>4,351</td>
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<td>Commercial Flotillas</td>
<td>4,322</td>
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<td>Non-Commercial Vessels</td>
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<tr>
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JOHN T. MYERS
LOCK AND DAM
Selecting a Corridor: Business Impacts vs. Bypass

- Coordination with business community
- Interchange modification

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<tr>
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<th>West Alternative 1</th>
<th>West Alternative 2</th>
<th>Central Alternative 1</th>
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<tr>
<td>Residences</td>
<td>242</td>
<td>96</td>
<td>4</td>
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<tr>
<td>Businesses</td>
<td>27</td>
<td>64</td>
<td>0</td>
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Threatened and Endangered Species

• Bats
  – Known maternity roosting area
  – Survey of bridges
• Mussels
  – Recorded in Ohio River and Green River
  – Rain, Rain, Go Away!
Retaining Northbound US 41 Bridge

• US 41 northbound being retained because of historic significance
• NB bridge opened in 1932; has historic significance because of how it was constructed and funded
• SB bridge opened in 1965; is only historic when paired with NB bridge
• Similar costs to rehabilitate and maintain either bridge
Tolling

- Tolling I-69 bridge accepted early in process
- Tolling Education
  - All electronic tolling
- Toll Rates – *We don’t know yet.*
- Tolling the Existing Bridge Too – *You want to do what?*!!
Environmental Justice

- Early Coordination with FHWA – Carolyn Nelson
  - Outreach Plan
  - Qualitative/Quantitative Analysis Plan (Margaret Moore)
- Outreach
  - EJ Subcommittee
  - Community Conversations
  - Speakers Bureau
  - Constantly talking about tolling and mitigation
Funding and Financing

- Education
  - Funding Sources
  - Declining Gas Tax Revenues and Effect of Inflation
  - “We have a math problem”

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<tr>
<th>Expected Toll Revenue</th>
<th>Financing Capacity</th>
<th>Funding Gap</th>
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| **Central Alternative 1A**
  - $2.6 billion
  - (Year of collection dollars)
  - Financing capacity toward project development and construction costs
  - $500 million
  - 40% of Upfront Capital Costs
  - $750 million |

| **Central Alternative 1B**
  - $1.2 billion
  - 20% of Upfront Capital Costs
  - $250 million |

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<th><strong>Funding Gap</strong></th>
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<td>$1 billion</td>
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Reader Friendly EIS

• Oxymoron?
• Achieving a “single voice”
  – Style Guide
• Length
  – CEQ regulations:
    The text of final environmental impact statements (e.g., paragraphs (d) through (g) of § 1502.10) shall normally be less than 150 pages and for proposals of unusual scope or complexity shall normally be less than 300 pages.
  – I-69 ORX DEIS: 335 pages (so close!)
  – Balancing legal sufficiency with readability
  – Tech Reports: ~7,000 pages
Finish Line in Sight?

- Archaeology Surveys
- Section 7 Coordination with USFWS
- Waters of the U.S. Jurisdictional Determination
- Tolling Decision
- Final Environmental Impact Statement
- Record of Decision
THANK YOU