

FAST TRACKING THE I-69 OHIO RIVER CROSSING NEPA PROCESS

MARSHALL CARRIER – KENTUCKY TRANSPORTATION CABINET
DAN PREVOST – PARSONS

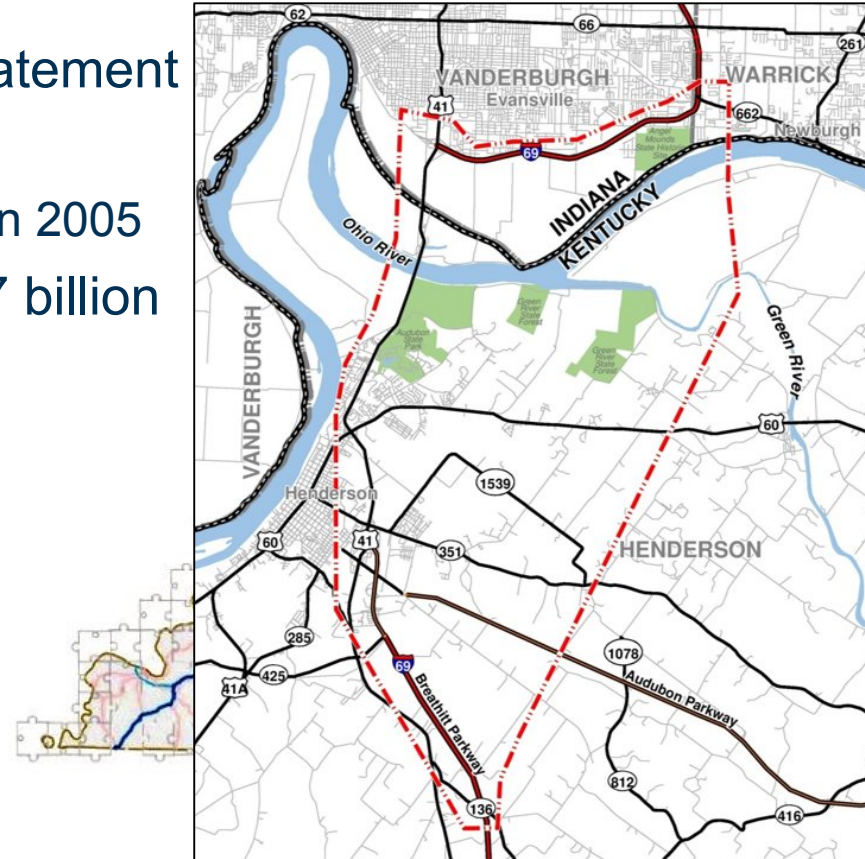
AUGUST 20, 2019



PROJECT OVERVIEW

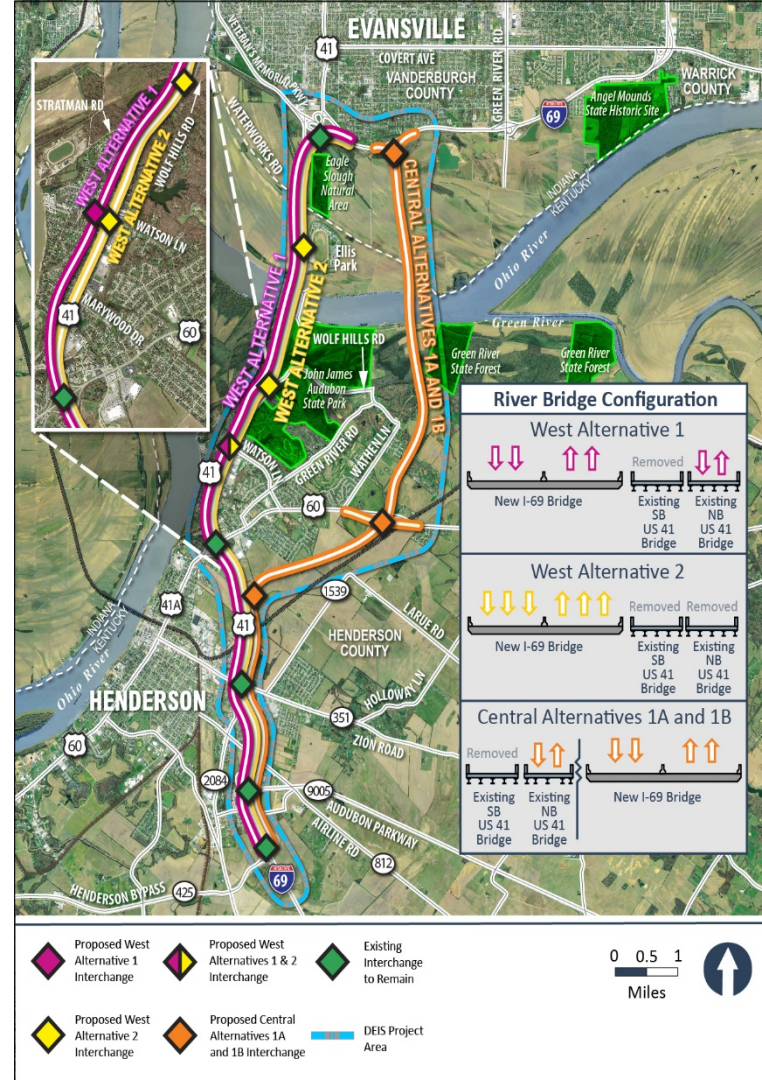
Project Context

- 2004: Draft Environmental Impact Statement
 - Preferred Alternative
 - Not financially feasible – Suspended in 2005
- I-69 Corridor investment to date: \$3.7 billion
- Critical link
 - US 41 is only crossing in the region
 - Two aging, historic bridges
 - Can't meet demands of I-69



Build Alternatives

- Three Build Alternatives
 - “West” alignments: US 41 Corridor
 - “Central” alignment: new corridor
- Region only needs 6 lanes of cross-river capacity
 - Remove one or both existing bridges
- Toll Scenarios
 - Tolling I-69 is a given
 - US 41 tolls on the table

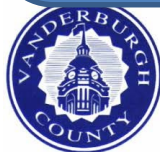


**COORDINATION
COORDINATION
COORDINATION**

Coordination²

- Two State DOTs
- Federal Agencies
- Two sets of State Agencies
- Two local communities

Schedule:
NTP to Record of
Decision in 3 years



Region 3



Region 4



DNR



Region 4



Region 5



PARSONS



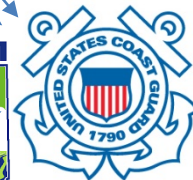
Midwest



Southeast



U.S. Department of Transportation
Federal Highway Administration
Kentucky Division



Practice, Policy or Law?

- State DOTs – *and even State agencies (!!!)* – have flexibility
- Methodology Memos

– Regulatory Environment

– Methodology Sources

Regulatory Environment

Recommendation

– Recommendation

Early coordination about the project with State and Federal Agencies is very important to determine a final list of species for the project corridor, and to determine which USFWS Field Office will take the lead on Section 7 Consultation under the Endangered Species Act. Determination of species specific protocols and strategies can also be discussed at this meeting. **Since most of the Ohio River within the project area is on Kentucky's side of the State boundary, and because Beryl Koch, U.S. Fish and Wildlife Service Malacologist, is in the Frankfort Field Office, it is very likely that field investigations will be conducted in Kentucky.**

Mussel survey area size: 1000 m study area, 45 transects. The methods outlined in the Draft protocol for mussel surveys in the Ohio River where dredging/disposal/development activity is proposed prepared by the Ohio River Valley Ecosystem Mollusk Subgroup (ORVEMS) in 2004.

Mussel survey period: May 1 – October 15. Minimum of 3 transects within Direct Impact Area and 10 buffer area surveys requested.

As determined from online distribution maps of known northern long-eared bat roost trees and hibernaculum, the project area in Kentucky does not contain any known sites, thus under the ORVEMS protocol, this species is expected in Kentucky. We will contact the USFWS - Bloomington Field Office to determine if any roost trees and/or hibernaculum are present within the project corridor on the Indiana side of the Ohio River. Most of the proposed project corridor in Kentucky is located within a five-mile buffer of "Known Summer 1 Habitat" for the Indiana bat. As a result, USFWS will assume Indiana bats are present. **If the USFWS – Bloomington Field Office is agreeable and the entire project corridor is located within 20 miles of Kentucky, the Impaired Bat Conservation Fund (IBCF) could be used to mitigate impacts to the Indiana bat for the entire project.**

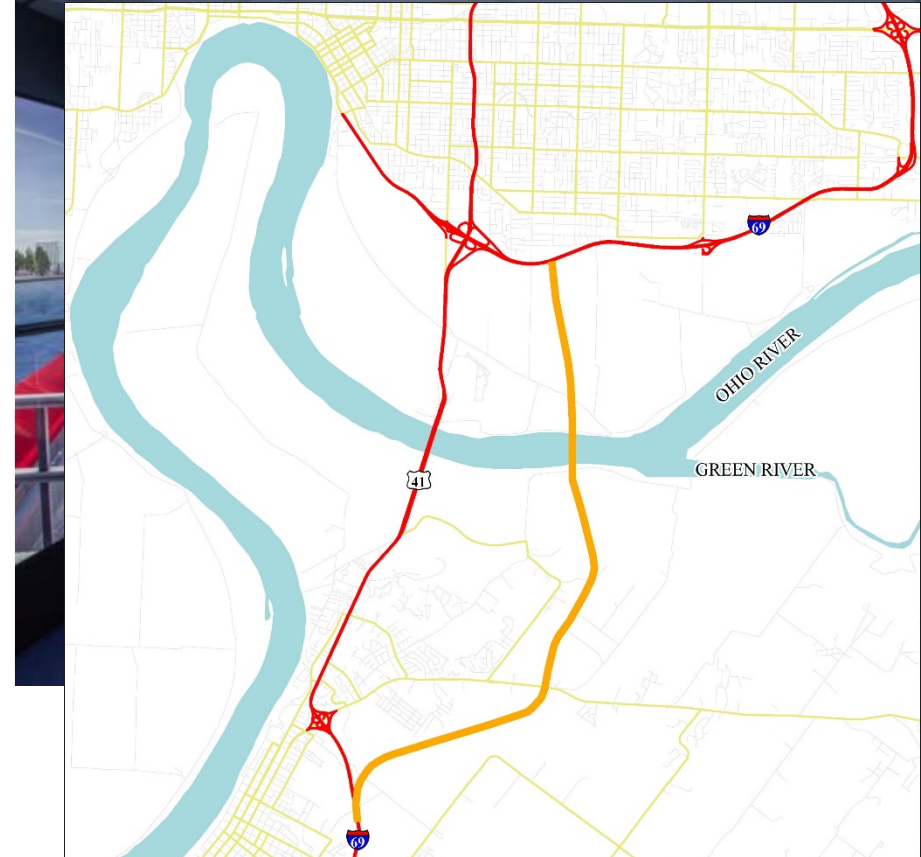
Planning for Success

- FHWA Project of Division Interest (PODI) → Early HQ Coordination
- NEPA Strategic Planning Workshop → Streamlining Opportunities and Risk Mitigation
- Detailed Project Schedule → 360° Accountability
- Coordination Meetings – Project Team, FHWA, DOT Central Offices → Constant monitoring
- Customized and Compartmentalized Document Management System with Review Workflows → Collaboration and Streamlined Reviews

THE MIGHTY OHIO RIVER

Ohio River Navigation

- More than 6,000 vessels per year
- Challenging navigation area
- Early outreach to USCG
- Seaman's Church Institute
- Two approved span arrangements
 - Two 650-foot spans
 - One 850-foot span
 - ➔ Bridge Type flexibility



TOLLING AND ENVIRONMENTAL JUSTICE

Tolling and Financing

- Establishing the Need
- Dispelling Misconceptions
 - Through traffic volumes
 - Project financing



Expected Toll Revenue

Estimated net toll revenue
over 35 years
(Year of collection dollars)

Central Alternative 1A

\$2.6 billion = ***\$5***

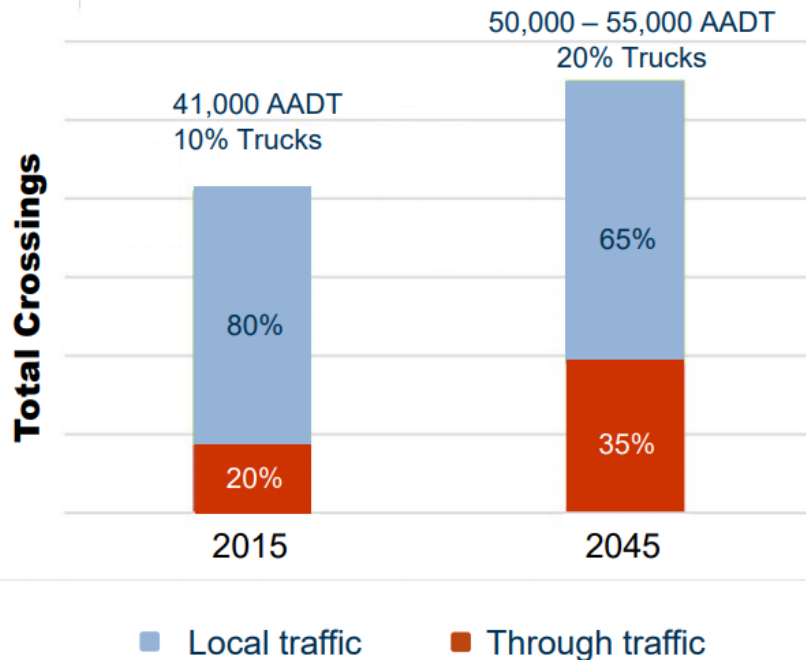
40%

Central Alternative 1B

\$1.2 billion = ***\$2***

20%

I-69 Ohio River Crossing Regional and Through Traffic



Environmental Justice

- Analysis
 - Qualitative/Quantitative Analysis
- Outreach Plan
 - Constantly talking about tolling and mitigation
 - EJ Subcommittee
 - Survey
 - Community Conversations
 - Speakers Bureau



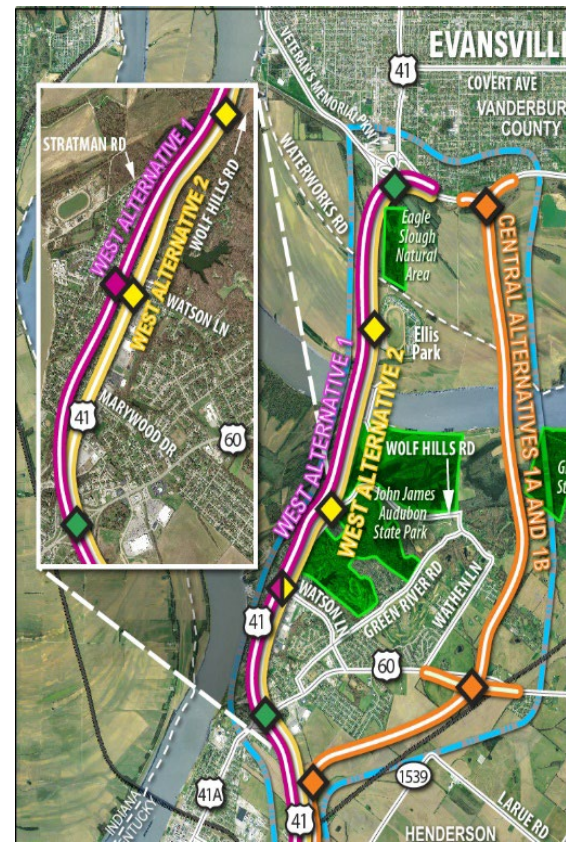
GETTING TO A PREFERRED ON TIME



Existing Corridor vs. New Alignment

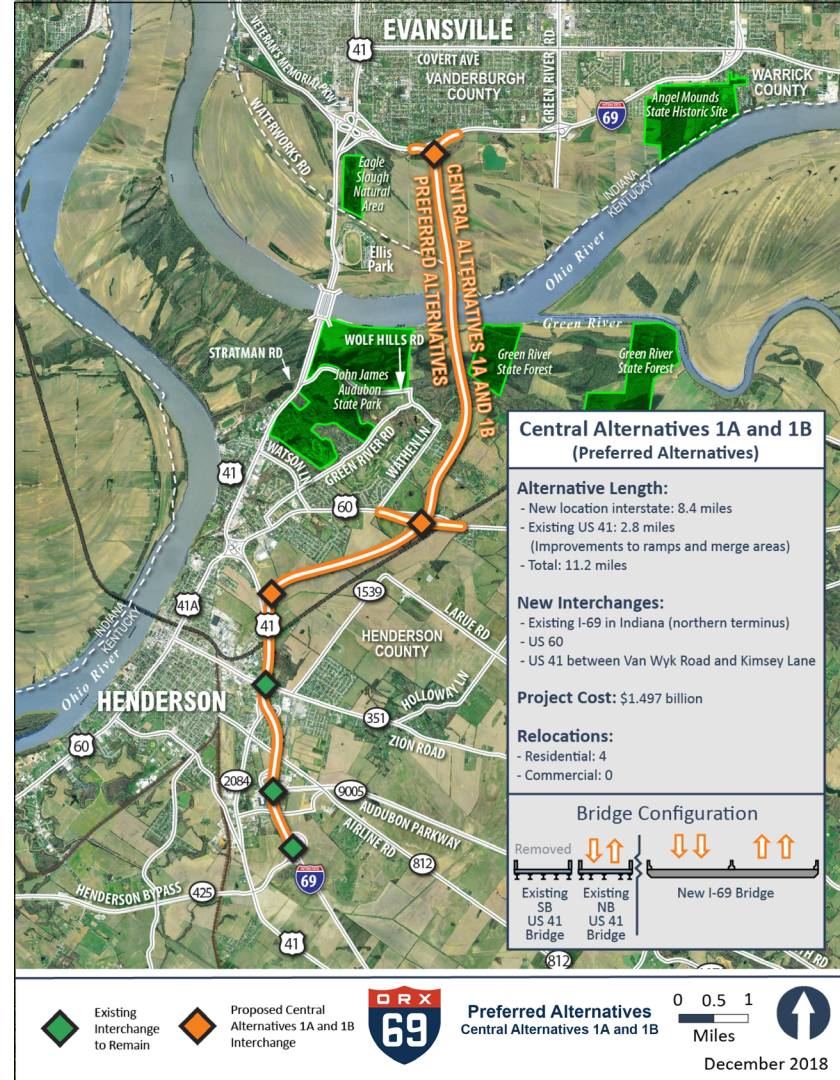
	West Alternative 1	West Alternative 2	Central Alternative 1
Residences	242	96	4
Businesses	27	64	0

- Coordination, Coordination, Coordination
 - Business community (chamber, etc.)
 - Elected Officials
 - Business Survey (door-to-door)
- Design Modification – southern interchange



The DEIS and Two Preferred Alternatives

- Draft EIS: December 2018 – **23 months!!!**
- One Alignment - Two Tolling Scenarios
 - Central Alternative 1A – Tolls on both crossings
 - Central Alternative 1B – Tolls on I-69 only
- Basis for selection
 - Fewest relocations
 - Fewest impacts to most resources
 - Cross river route redundancy
 - Lowest total cost (including life-cycle)



Keys to Success

- Constant Project Team Coordination
- Agency Coordination
- Aggressive schedule management and accountability
- Coordination with stakeholders and decision-makers



OHIO RIVER
CROSSING

THANK YOU