

# **Point Defiance Bypass Project**

## ***Lakewood City Council***

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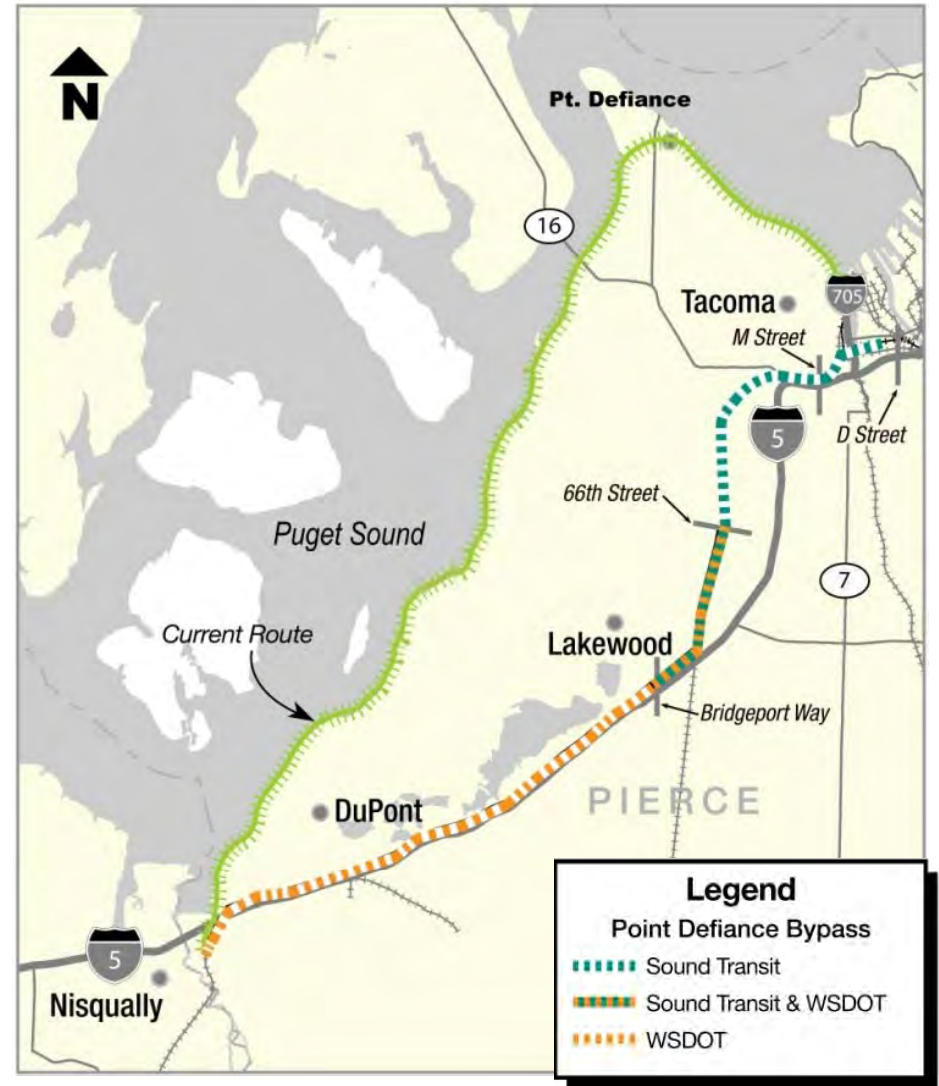
**August 15, 2011**



**Washington State  
Department of Transportation**

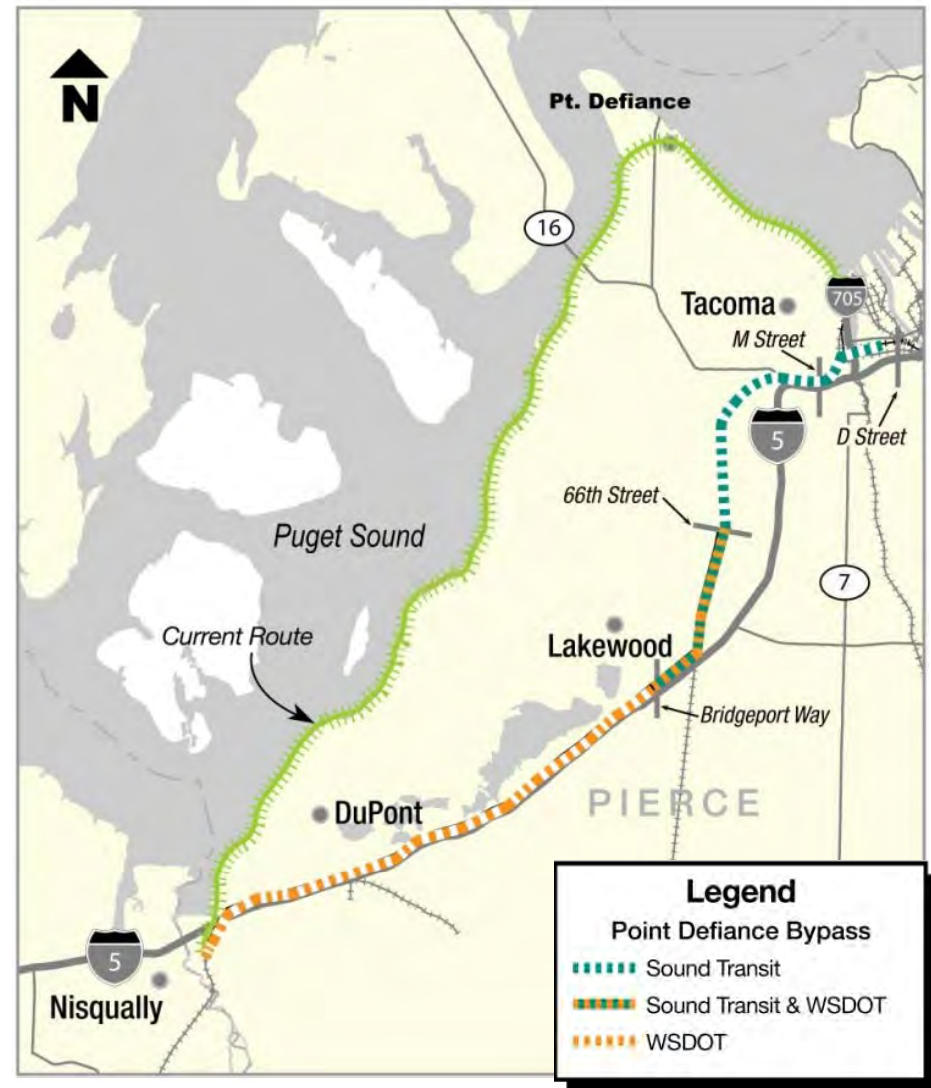
# Outline

- Project Status
- Alternatives
  - Carried Forward
  - Discarded
- Next Steps

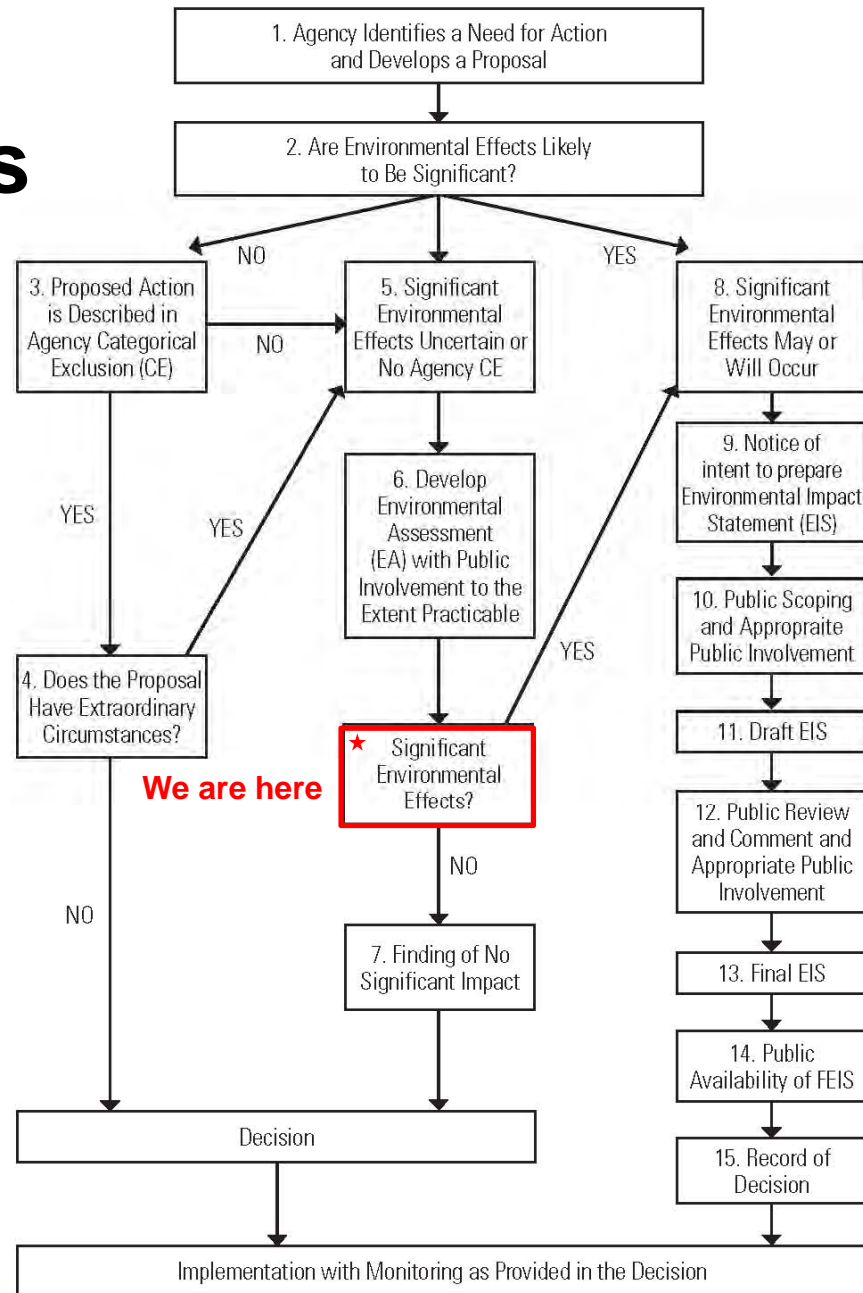


# Project Status

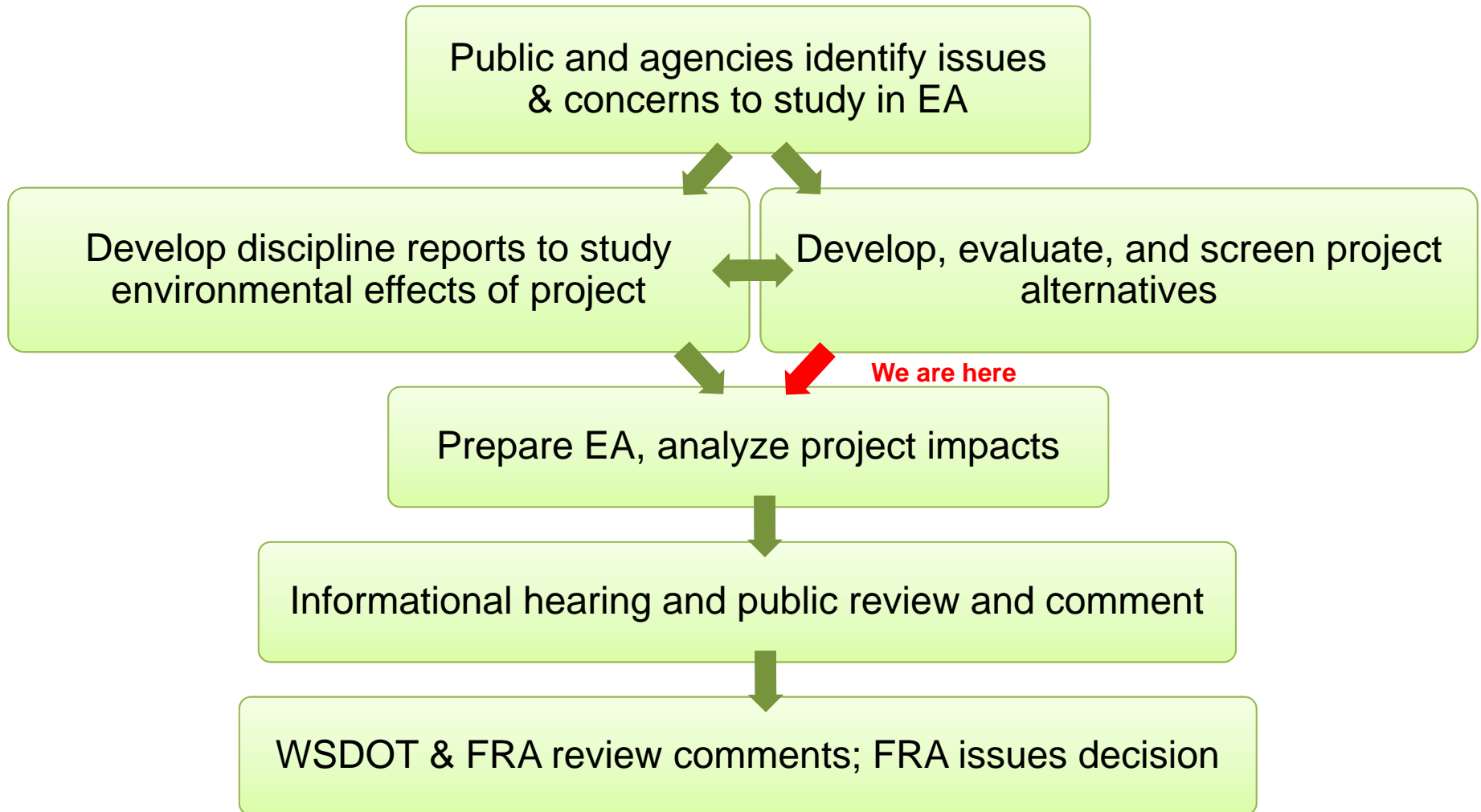
- Regular meetings with advisory teams
- Still in the Environmental Assessment phase
- Ongoing public outreach



# The NEPA Process



# Environmental Assessment Process



# Where did the Bypass project come from?

## Washington State

### Long-Range Plan for Amtrak Cascades



Washington State Department of Transportation

### Pacific Northwest Rail Corridor

### Washington State Segment - Columbia River to the Canadian Border

### Finding of No Significant Impact

November 2010

U.S. Department of Transportation  
Federal Railroad Administration

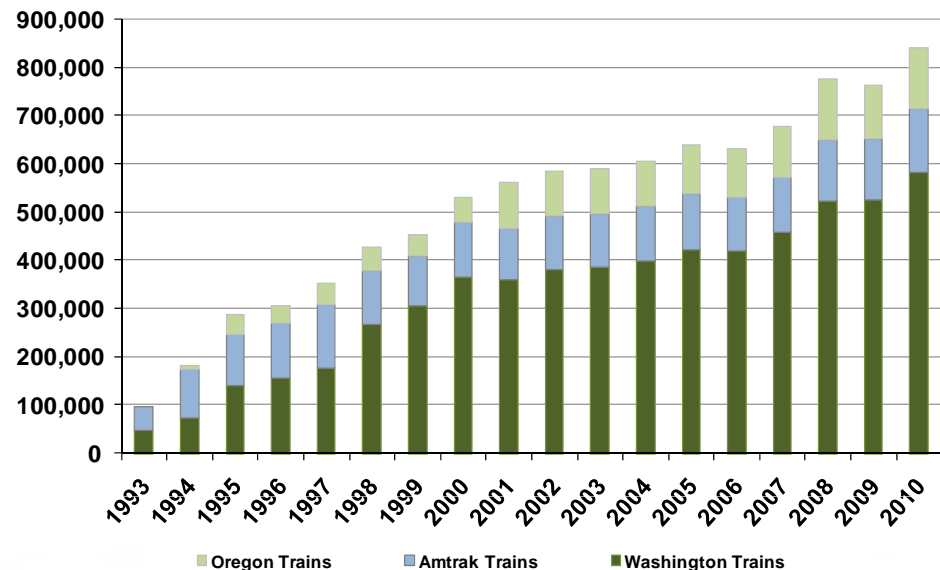
Washington State Department of Transportation



- *PNWRC Intercity Passenger Rail Plan, 1997-2020*
- *WA State Long-Range Plan for Amtrak Cascades (2006 update)*
- **2009 Corridor Environmental Assessment – 2010 FONSI**

# Point Defiance Bypass – one of 15 projects – all intended to:

- Reduce trip times
- Achieve greater schedule reliability
- Offer additional trips to meet growing demand



# What is an alternative under NEPA?

- A course of action in response to a defined problem
- The problem is defined in the project's purpose and need



# Point Defiance Bypass: *Purpose and Need*

- Provide more frequent and reliable high-speed passenger rail service
- Existing corridors preferred over new, to reduce impacts and costs
- Enhance efficiency by decreasing trip times
- Improve safety at crossings

# How did WSDOT develop alternatives?

- Created with advisory committee and citizen input
- Shoreline Alternative (existing *Cascades* route)
- “Greenfield” Alternative (6 variations)
- Bypass
- No-Build



*Technical advisory team members helped pen the “greenfield” routes*

# How did WSDOT screen the alternatives?

- Does the alternative meet the purpose and need for the project?

*“Does the alternative improve train reliability?”*

- Is the alternative reasonable?

*“What are the economic or technical barriers?”*

- Are there significant environmental impacts?

*“If so, do other alternatives avoid those impacts?”*

# Alternatives Removed from Further Consideration



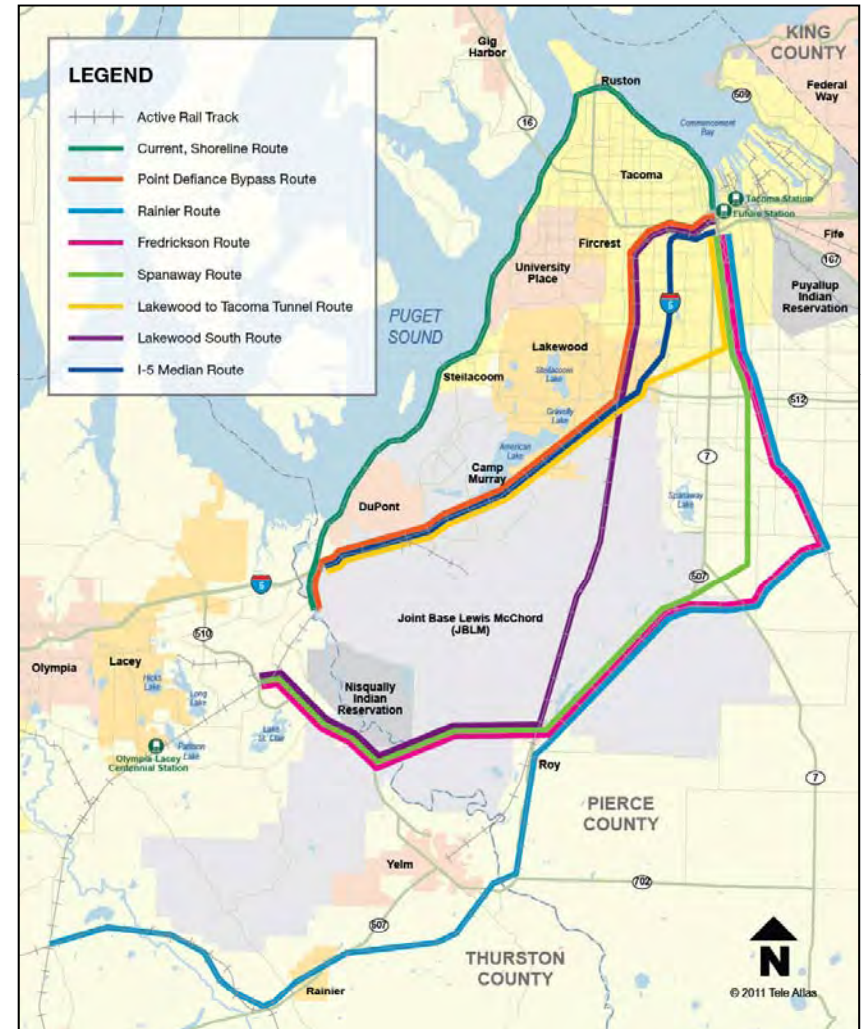
# Shoreline Alternative

- Engineering constraints
  - Right-of-Way acquisitions
  - Cost (tunnels/structures)
- Environmental concerns
  - 4(f) property impacts
  - Shoreline & wetland impacts
  - Formal ESA consultation



# 'Greenfield' Alternative

- Engineering constraints
  - Right-of-Way acquisitions
  - Multiple at-grade crossings
  - Cost (tunnels/structures)
- Environmental concerns
  - Section 4(f) properties
  - Wetland impacts and mitigation costs
  - Historic/cultural properties
  - JBLM & Nisqually Tribe approvals

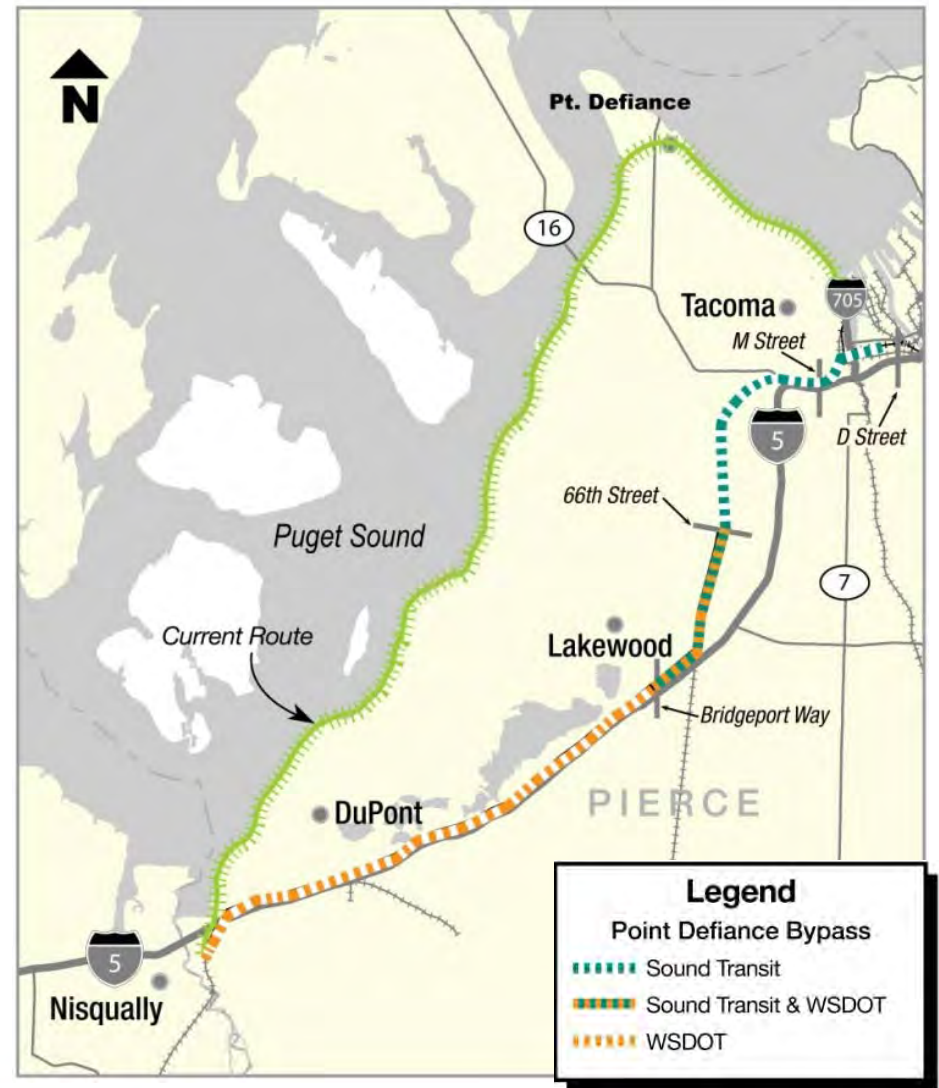


# Alternatives Carried Forward into the Environmental Assessment



# Alternatives Carried Forward

- Point Defiance Bypass – the Proposed Action
- The “No-action” or “No-build” Alternative



# Next Steps



# Upcoming opportunities for input

- Aug. 31 open house at Clover Park Tech. College
- Reviews of Major Discipline Reports:
  - *Transportation* – October
  - *Noise & Vibration; Social Elements* – November
- Environmental Assessment: Fall 2012

# For more information

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