

# Point Defiance Bypass

## Environmental Assessment Update



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# Today's Agenda

- Introductions
- Project Update – NEPA
- What are the Discipline Reports telling us?
- WSDOT as applicant and SEPA Lead
- Remaining Steps

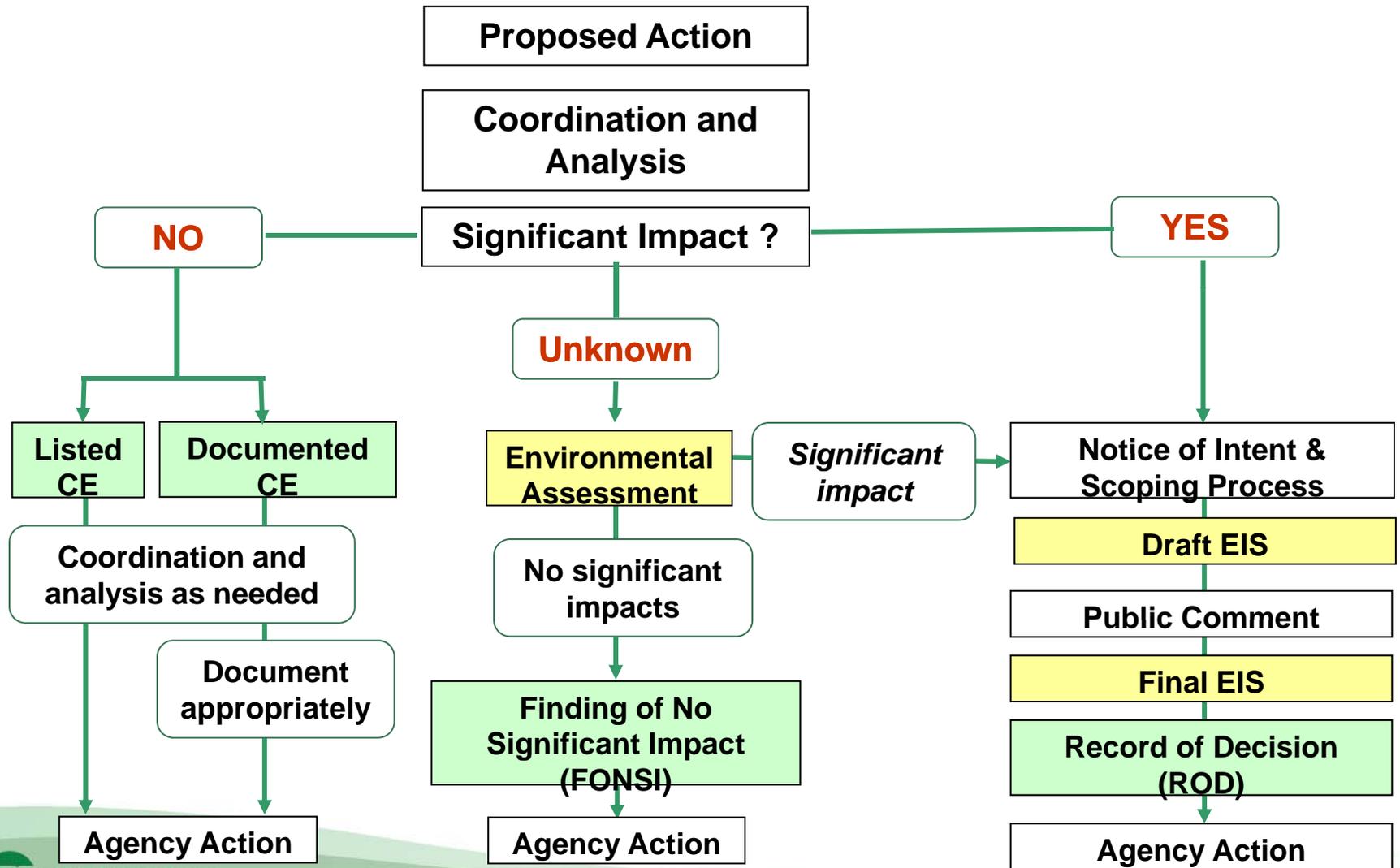


# NEPA Update

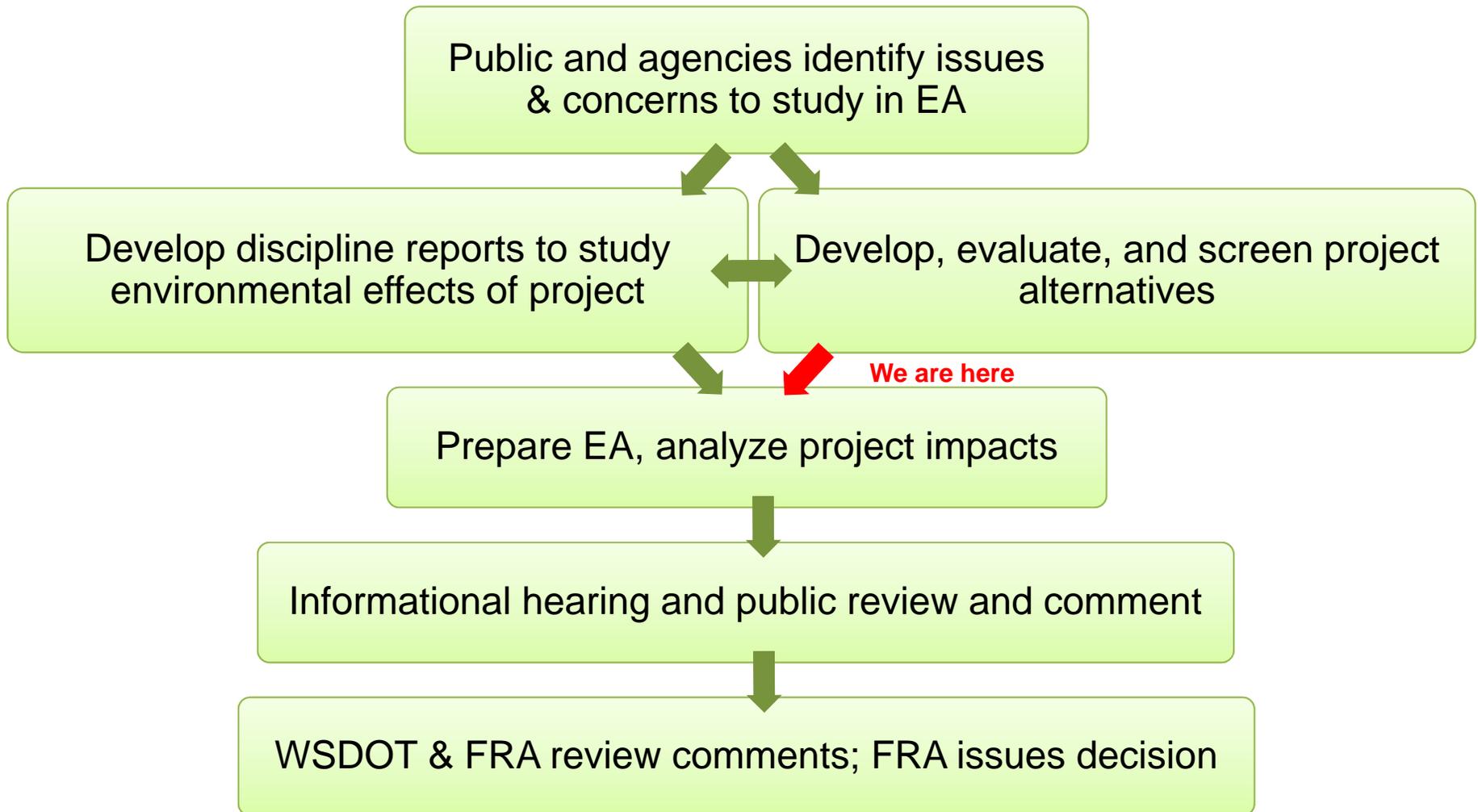
- NEPA Process Overview:
- Clarifications from FRA
- Finalizing discipline reports
- EA production begins



# NEPA Process (Classes of Action)



# Environmental Assessment Process



# Quality Environmental Process

- FRA is the NEPA Lead
- Partnerships are key
- WSDOT is the grantee and state lead agency
  - EA Preparation & SEPA compliance
  - Public Outreach & Communication
- Cooperating agencies: Sound Transit and FHWA
- Committed to public involvement
- Well-informed, well-documented decision making

# Discipline Reports - preliminary findings

- What are the discipline studies telling us?
  - Noise & Vibration
  - Social Economic



# PDB Project: Noise & Vibration Report

Continuous Welded Rail

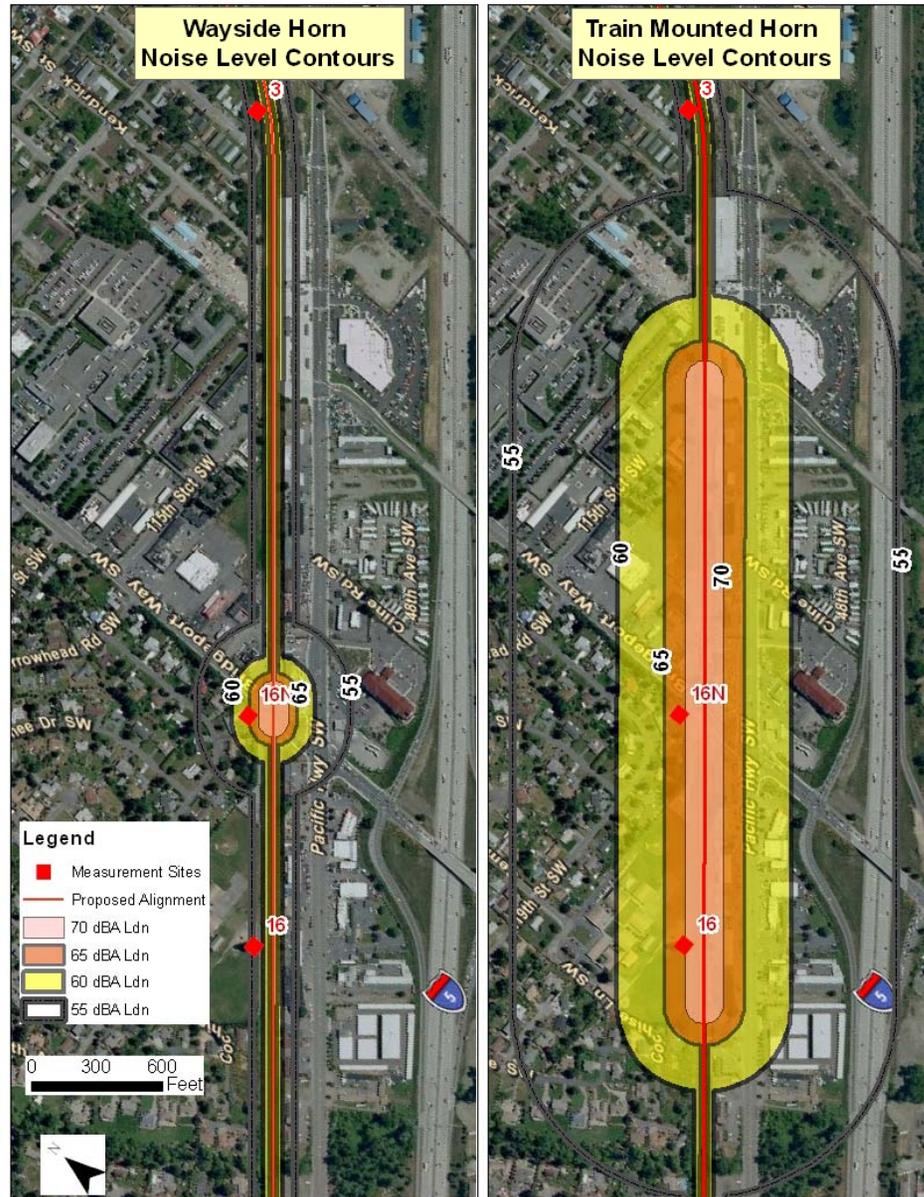


Jointed Track



# Noise &Vibration Report

## Noise Contours: Wayside vs. Train- Mounted Horn



# Socioeconomics: Preliminary Findings

- Community Connectivity
  - Proposed traffic improvements would be beneficial
  - No adverse construction impacts
- Environmental Justice
  - No adverse impacts on EJ populations
- Community Cohesion
  - Minor noise & vibration during construction
  - Minor noise during operation

# Cumulative Effects

- This project, in combination with other past, present and future projects considers:
  - Minor benefits from proposed intersection signals along with other local and regional improvements
  - Concerns expressed by the community
  - Neighborhood historically isolated and constrained due to geography and land use patterns

## Next Steps

- Finalize discipline reports with FRA
- City & County Council briefings, prior to EA release
- Publish EA, Fall 2012



# For more information

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