



Mitigation Strategy 3

**Donation of
Bridge
Demolition Cost
to PPP**

FORB

Mitigation Strategy 3 – When

- **June 13, 2021** - Draft EIS discloses cost of **bridge removal** by comparing the costs of:
 - BNSF's Preferred Alternative (new bridge construction/historic bridge demolition) to
 - Preservation Alternative (historic bridge retention beside new bridge construction) to
 - No Action (no new bridge)
- **January 9, 2022** - Final EIS could change the **cost of bridge removal** in response to comments on the Draft EIS
- **April 9, 2022** - If USCG's Record of Decision selects the Preservation Alternative for a permit, the bridge and demolition funds would be donated to the PPP. Funds would be used for bridge maintenance and adaptive reuse of the historic rail bridge as a pedestrian bridge

Mitigation Strategy 3 – Who

- **PPP in-place bridge adoption saves BNSF the high cost and environmental impacts of demolishing a bridge spanning a navigable waterway, preserves an historic property, and minimizes the environmental footprint of the undertaking**
- **BNSF would donate the saved costs and the bridge to the PPP, like Montana's DOT bridge adoption program**
- **Consulting parties would consider this adequate mitigation for construction of new bridge beside an historic property**
- **USCG would ensure the donation takes place, if included in the Record of Decision and permit as a mitigation measure**

Mitigation Strategy 3 – What



Great Northern Fairview Lift Bridge Pedestrian Trail

Mitigation Strategy 3 – Cost

BNSF previously estimated cost of demolition of the historic bridge to be approximately \$4 million