REFERENCES
ACRONYMS & ABBREVIATIONS

A
ADA Americans With Disabilities Act

B
BINMC Ballard Interbay Northend Manufacturing and Industrial Center

C
CAFF Corporate Average Fuel Economy

CEFVP Cost Estimate Validation Process

CFF Code of Federal Regulations

City City of Seattle

CO carbon monoxide

CO₂ carbon dioxide

CO₂e carbon dioxide equivalents

D
DAHP Washington State Department of Archaeological and Historic Preservation
dBA A-weighted decibels

E
Ecology Washington State Department of Ecology

EIS Environmental Impact Statement

EO executive order

EPIC U.S. Environmental Protection Agency

ESA Endangered Species Act

F
FR Federal Register

FHWA Federal Highway Administration

H
HAER Historic American Engineering Record

HOV high-occupancy vehicle

I
I-5 Interstate 5

I-90 Interstate 5

ITS Intelligent Transportation Systems

L
Lₚₐₜₜ equivalent sound level

M
MDC Manufacturing and Industrial Center

mph miles per hour

N
NAQS National Ambient Air Quality Standards

NEPA National Environmental Policy Act

NOI notice of intent

NPDES National Pollutant Discharge Elimination System

NPS National Park Service

T
TBM tunnel boring machine

V
V₀dB vibration decibel level

V₉₀ vehicle hours of delay

V₁₀₀ vehicle hours of travel

V₂₀₀ vehicle miles of travel

W
WAC Washington Administrative Code

WDWP Washington Department of Fish and Wildlife

WOSCA Washington-Oregon Shippers Cooporative Association

WS DOT Washington State Department of Transportation

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B. Alternatives Description and Construction Methods Discipline Report
C. Transportation Discipline Report
D. Visual Quality Discipline Report
E. Visual Simulations
F. Noise Discipline Report
G. Land Use Discipline Report
H. Social Discipline Report
I. Section 106: Historic, Cultural, and Archaeological Resources Discipline Report
J. Section 4(f) Supplemental Materials
K. Public Services and Utilities Discipline Report
L. Economics Discipline Report
M. Air Discipline Report
N. Wildlife, Fish, and Vegetation Discipline Report
O. Surface Water Discipline Report
P. Earth Discipline Report
Q. Hazardous Materials Discipline Report
R. Energy Discipline Report
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Chapter 6

Chapter 7


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Draft Section 4(f) Evaluation


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Bill Bryant – Port of Seattle Commissioner
John Creighton – Port of Seattle Commissioner
Rob Holland – Port of Seattle Commissioner
Gail Tarleton – Port of Seattle Commissioner
King County
Executive Dow Constantine
Councilmember Bob Ferguson – District 1
Councilmember Larry Gossett – District 2
Councilmember Kathy Lambert – District 3
Councilmember Larry Phillips – District 4 – Chair
Councilmember Julia Patterson – District 5
Councilmember Jane Hagen – District 6
Councilmember Peter von Reichbauer – District 7
Councilmember Jan Drago – District 8
Councilmember Reagan Dunn – District 9
Media
Asian Weekly/Seattle Chinese Post
Daily Journal of Commerce
Filipino American Herald
International Examiner
KUOW
NW Vietnamese Weekly
Publicola
Puget Sound Business Journal
Seattle PI.com
Seattle Skanner
Seattle Times
Seattle Weekly
The Hispanic News
The Seattle Medium
The Stranger
Real Change
West Seattle Blog
Tribes
Dzawadi
Muckleshoot Indian Tribe
Suquamish Indian Tribe
Puyallup Tribe
The Tulalip Tribes
Confederated Tribes and Bands of the Yakama Nation

Federal Agencies
Advisory Council on Historic Preservation
Department of the Interior
Environmental Protection Agency, Region 10
Federal Highway Administration
Federal Transit Administration
National Marine Fisheries Service
National Park Service
U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Fish and Wildlife Service
U.S. General Services Administration

State Agencies
Washington State Department of Archaeology and Historic Preservation
Washington State Department of Ecology
Washington State Department of Fish and Wildlife
Washington State Department of Natural Resources

Local Agencies
City of Seattle
King County
Port of Seattle
Puget Sound Clean Air Agency
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A Letter of Agreement

Between the State of Washington, King County, and the City of Seattle

January 13, 2009

Consensus on the Recommended Alternative for Replacing the Alaskan Way Viaduct & Seawall

Over the course of the last 18 months, after developing and evaluating numerous scenarios, the State of Washington, City of Seattle, and King County have reached consensus on replacement for the SR 99 Alaskan Way Viaduct and Seawall.

We have decided jointly that a four-lane bored tunnel, together with improvements to city streets, the city waterfront, and transit, is the recommended alternative for replacing the existing viaduct, referred to as "The Project." This letter represents the governments' commitment to this solution and outlines responsibilities for funding and implementation.

The total estimated cost of this solution is approximately $4.24 billion and the allocation of specific project responsibility to each jurisdiction carries with it the responsibility for project management, environmental work, design, construction, and project cost overruns.

The State of Washington is responsible for taking down the existing viaduct structure, building a bored tunnel from approximately north of S. Royal Brougham Way to Harrison St., providing a surface connection from approximately Yesler Way to Elliott Avenue, completion of the projects associated with the Moving Forward program and partial construction transportation mitigation. The total estimated cost to the State of this work is $2.82 billion.

King County is responsible for additional Rapid Ride and peak express bus service to downtown Seattle. In addition, the County will simplify downtown trolley service and provide city street improvements related to improved bus operations. The total estimated cost of this work for King County is $190 million in capital and $15 million in annual operating expenses which shall be paid for through a countywide 1% Motor Vehicle Excise Tax imposed by the King County Council for transit services.

The City of Seattle is responsible for Seattle public utility relocation costs associated with the project, a promenade along the central waterfront, other city street improvements, and a First Avenue streetcar. The total estimated cost of this work for the City is $937 million.

The Port of Seattle is being asked to contribute $300 million to portions of the program that benefit their operations.

The parties agree to seek state legislative approval of the project and will support efforts to obtain state legislative authority for King County to implement a 1% Motor Vehicle Excise Tax. In addition, the parties agree to support efforts to obtain local authority for the development of a Local Infrastructure Financing Tool. The parties further agree to support an $88 million allocation of anticipated federal economic recovery funds, currently distributed as $18 million to King County for transit facilities and $80 million to the City of Seattle for portions of the Mercer and Spokane Street projects, which will be ready for construction by the summer of 2009.

Eight years ago the Nisqually earthquake warned us of the dangers posed by the existing viaduct. After years of extensive review and discussion, today we join together calling for action. We are confident that a bored tunnel replacement, with improvements to transit and city streets, is the best solution for Seattle, the region, and the state.

Sincerely,

[Signatures]

Governor Christine O. Gregoire
State of Washington

Executive Ron Sims
King County

Mayor Greg Nickels
City of Seattle
COMMENT FORM

All comments must be received by December 13, 2010

Use the form on this page to send your comments on this Supplemental Draft EIS to the lead agencies. All comments received by December 13, 2010 will have a response in the Final EIS. Additional comments, or if the form has already been used, should be sent to:

WSDOT
Attn: Angela Freudenstein, Project Environmental Manager
AWV Project Office (Wells Fargo Building)
999 Third Avenue S., Suite 2424
Seattle, WA 98104-4019

Comments can also be sent by email to:
awv2010deiscomments@wsdot.wa.gov

Alaskan Way Viaduct Replacement Project 2010 Supplemental Draft EIS

Comment Form

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

Contact Information
☐ Check here if you would like to be added to the project mailing list.
At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box above.

Name
Address
City
State
Zip
E-mail
Organization/Membership Affiliations
(optional)

Choose a topic
☐ Overall Project
☐ All of the Alternatives
☐ Cut-&-Cover Tunnel Alternative
☐ Bored Tunnel Alternative
☐ Elevated Structure Alternative
☐ Tolling Option
☐ Construction Impacts & Mitigation
☐ Traffic Impacts & Mitigation
☐ Other

What are your comments about the Project?

Your answers to the questions below will let the agencies know if the Supplemental Draft EIS format was helpful. Your answers to these questions are not part of the EIS process and they will not receive a response:

1. Is this the first EIS you have read? ☐ Yes ☐ No
2. Have you previously participated in public meetings/comment periods related to the AWV project? ☐ Yes ☐ No
3. Did you find this Supplemental Draft EIS format easy to understand? ☐ Yes ☐ No ☐ Why or why not?
4. Did the graphics help make the Supplemental Draft EIS easier to review and understand? ☐ Yes ☐ No
5. Did you refer to the technical appendices? ☐ Yes ☐ No
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