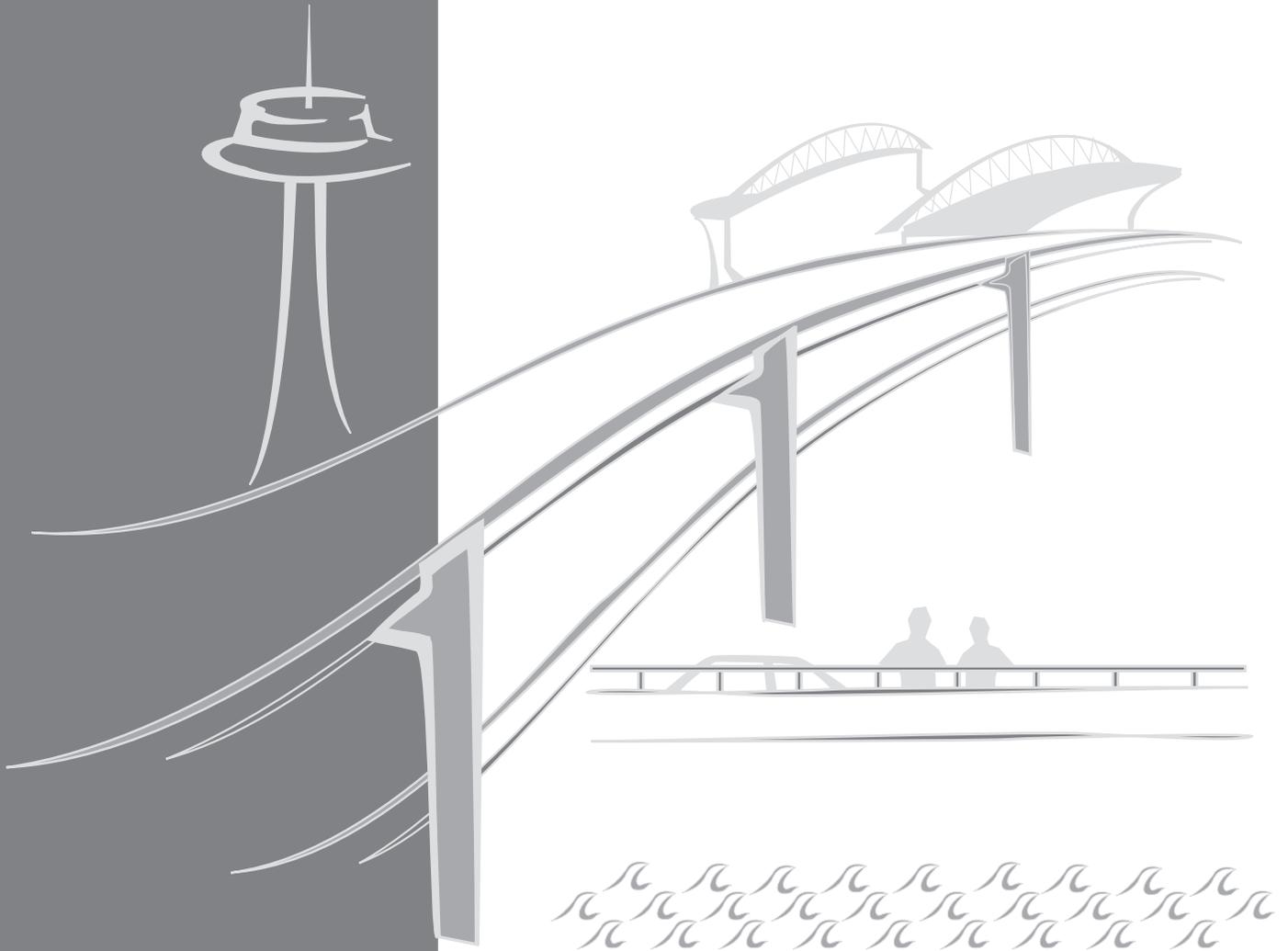


SR 99: ALASKAN WAY VIADUCT &
SEAWALL REPLACEMENT PROJECT

Draft Environmental Impact Statement Appendix A Agency and Public Coordination



MARCH 2004

Submitted by:
PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

Prepared by:
PARAMETRIX
ENVIROISSUES



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SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

Draft EIS Agency and Public Coordination

AGREEMENT NO. Y-7888
FHWA-WA-EIS-04-01-D

Submitted to:

Washington State Department of Transportation
Alaskan Way Viaduct and Seawall Replacement Project Office
999 Third Avenue, Suite 2424
Seattle, WA 98104

The SR 99: Alaskan Way Viaduct & Seawall Replacement Project is a joint effort between the Washington State Department of Transportation (WSDOT), the City of Seattle, and the Federal Highway Administration (FHWA). To conduct this project, WSDOT contracted with:

Parsons Brinckerhoff Quade & Douglas, Inc.

999 Third Avenue, Suite 2200
Seattle, WA 98104

In association with:

BERGER/ABAM Engineers Inc.
BJT Associates
David Evans and Associates, Inc.
Entech Northwest
EnviroIssues, Inc.
Harvey Parker & Associates, Inc.
Jacobs Civil Inc.
Larson Anthropological Archaeological Services Limited
Mimi Sheridan, AICP
Parametrix
Preston, Gates, Ellis, LLP
ROMA Design Group
RoseWater Engineering, Inc.
Shannon & Wilson, Inc.
Taylor Associates, Inc.
Tom Warne and Associates, LLC
William P. Ott

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APPENDIX A AGENCY AND PUBLIC OUTREACH

A.1 What is the Agency and Public Outreach process?

The Alaskan Way Viaduct and Seawall Replacement Project (AWV) is committed to informing, involving, and receiving feedback from the community. Agency and public outreach allows the project team to learn the needs, corridor uses, thoughts, ideas, and opinions of the community. Outreach is essential to the project's development. AWV began agency and public outreach in June 2001. AWV has conducted several open houses; made presentations at community briefings; interviewed neighborhood social service providers; published newsletters, fact sheets, and brochures; developed an interactive project website; established a project e-mail address; and set up a hotline number. Public notices for public meetings and available environmental documents are also a part of the outreach process to inform people and agencies who are interested or affected.

The National Environmental Policy Act (NEPA) encourages lead agencies (WSDOT, City, and FHWA) to involve the public in decisions that affect the community. When making transportation investment decisions, public involvement is considered key to accomplishing the vision of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and the 1998 TEA-21 reauthorization.

A.2 What Agency and Public Outreach took place during the development of the Alternatives?

Seventy-six design concepts were developed through a collaborative process with WSDOT, the City, FHWA, a range of other local, state, and federal agencies, and the public. The 76 concepts were assessed using screening criteria developed and approved by WSDOT, the City, FHWA, and participating agencies in the Resource Agency Leadership Forum (RALF, see Questions A.11 and A.12 for an explanation of RALF). The screening process resulted in 26 design concepts that have been incorporated into alternatives that are evaluated in this Draft EIS.

Several tools were used in order to inform the public and keep them abreast about the alternative development process and status of the project. Over a dozen written materials were produced, including newsletters, brochures, and fact sheets. A general project fact sheet was translated into four languages and distributed to community centers around the corridor. Fifteen public meetings (open houses) were held throughout the corridor to give people a chance to see the current designs, talk to project team members, and give feedback. In order to work more closely with groups on specific issues, two workshops were held. The project team

attended and gave briefings at more than 140 community meetings. The project's leadership group met eight times and received detailed presentations. New information was constantly put onto the project website where community members could review the designs and interact with the information. Information and updates were sent to the listserv regularly. Information displays were created and placed in community centers, libraries and other venues with high foot traffic. Each of these tools was designed to reach as many community members as possible and to involve them in the process.

A.3 How has project information been communicated to the public?

Project information has been distributed through:

- Community and elected official briefings
- Open houses and workshops
- Interviews with social service providers
- Newsletters and brochures
- Fact sheets
- Email listserv
- Project hotline
- Leadership group meetings
- Press releases
- WSDOT and City websites
- Site tours
- Informational displays

A.4 What are Community Briefings and Interviews?

Community briefings were attended by AWW staff to reach members of the community at their neighborhood meetings and events, allowing the team to reach more people. WSDOT and the City held meetings with elected officials, government committees, community associations, business organizations, local councils, and neighborhood groups.

The project team identified groups to meet with and responded to briefing requests from various organizations. Over 140 briefing presentations were made between June 2001 and December 2003. The meetings were held at various locations throughout the greater Seattle area. The purpose of these presentations was to update the organizations on the need for the project, current design plans, projected timelines, overarching concerns, preliminary cost estimates, and the next steps to be taken in the planning process. With this information, the local groups could then pass what they had learned on to their members and other interested parties within their communities. During the briefing, time was also given to the organizations to voice concerns, ask questions about the project, and identify key

values that were important to their community. These discussions were documented by briefing summaries that are entered into the project database and used to create monthly comment summaries that are circulated to team members and posted to the website.

Common questions and concerns expressed by the organizations were traffic disruption, cost, ferry access, safety, and waterfront access for pedestrians, transit, cars, and freight. Cost estimates for each alternative were requested. Questions were raised about the funding sources and the feasibility of paying for such a large project.

Disruption during the construction period was also addressed. Noise and access issues for businesses, residences, and neighborhoods were of major concern. Some individuals stressed that the shorter the timeline for the construction period the better, not only to mitigate construction disturbance but also to lower costs and reduce safety hazards during construction activities. Other individuals asked the project team to maintain its commitment to keeping two lanes of traffic open during construction.

Safety concerns were expressed for both the current structure and any future alternative. With a tunnel design, the public was nervous about the safety of drivers using the tunnel in the event of an auto accident, fire, or earthquake.

Integration of transit options in any new design, including HOV lanes, the monorail, light rail, and bus services, was mentioned. Access to the waterfront was also expressed as a critical consideration for the selected alternative, with comments about the opportunity to enhance the urban landscape of downtown Seattle. Similarly, many parties expressed a preference for the land to remain in the public's ownership in order to retain control over how the area is developed after the project is complete.

Many organizations also wanted to know if a preferred alternative had been selected, who the final decision maker would be, and what evaluation criteria was being used to select the final design. Many groups suggested that they be updated on any changes in the project or proposed alternatives in order to enhance the transparency of the decision making process for the public. Several of the organizations have been briefed multiple times.

In addition, one-on-one interviews were conducted with social service agencies that might be affected due to their close proximity to the project area. Specifically, the discussions focused on each organization's purpose, clients, and operations and the impact of the replacement viaduct's construction and operation on the agency. Concerns and resolutions are summarized in Appendix J (Environmental

Justice Technical Memorandum), which also contains details of the interview process.

A.5 What organizations have been involved?

Attachment A contains a listing of the organizations that AWW staff has met with throughout the project.

A.6 When have open houses and workshops occurred and what was their purpose?

A public scoping open house was held at the Mountaineers Club in Seattle on June 28, 2001. The purpose of the open house was to inform the public about the proposed project and to give participants an opportunity to provide input on which alternatives and impacts should be considered as part of the Environmental Impact Statement process.

A series of three open houses was held on November 13, 14, and 15, 2001 at transit accessible locations in downtown Seattle, West Seattle and the Queen Anne/Fremont district. Approximately 350 people attended the sequence of open houses. The purpose of these events was to offer an opportunity for the public to provide ideas on the project's scope and potential impacts, to review the latest project alternatives, and to ask questions and provide comments.

A second series of open houses was held on February 25, 26, 27, 28, and March 5, 2002. The locations included downtown Seattle, Burien, Ballard, West Seattle and Shoreline in order to reach a broad public audience. Approximately 600 people attended this set of open houses. The goal of the series was to seek public input on the most recent design plans being considered for the Alaskan Way Viaduct and Seawall Replacement Project. The design plans as of February/March 2002 included retrofit, aerial and tunnel alternatives. Options for improved safety, connections into the downtown core and integration of the seawall and construction impacts were also addressed.

A public meeting was held on June 17, 2002 in the Seattle Center's Rainier Room with just over 100 people in attendance. The purpose of the meeting was to allow the public to review the surface street designs for the central waterfront area, to ask questions, and to provide feedback on the plans. Key interest groups such as urban design professionals, businesses, and residents were especially encouraged to attend. This meeting was in response to the feedback received during the February/March open house series on opportunities for the central waterfront portion of the viaduct corridor.

A series of three open houses was held on July 24, 25, and 30, 2002. Three different locations were selected: downtown Seattle, West Seattle, and Fremont. Approximately 200 people attended the sequence of open houses. The purpose of this series was to present the alternatives to be considered in the EIS process and the cost ranges for each. The public was also given the opportunity to ask questions and give feedback. A presentation was given at each of the open houses, which included the need for a rebuild or replacement strategy, the progress made to date, upcoming milestones, current alternatives, and a cost and schedule comparison.

In addition, two Flexible Transportation workshops were held on February 6, 2002 and October 17, 2002. The purpose of these workshops was to discuss various transportation demand management issues and options (nonmotorized transportation, transit, HOV lanes, etc.). The result of these workshops was the Flexible Transportation Package (see Appendix C, Transportation Discipline Report).

A round of three public meetings was held on September 30 and October 1 and 2, 2003 in the north, central, and south portions of the project area to present the five alternatives being considered in the environmental review process. Display boards were used to illustrate information such as cost, construction duration, and traffic implications for each alternative. In addition, verbal presentations were used to walk the public through the process and give more detailed information.

A.7 What newsletters, brochures and/or fact sheets have been produced and distributed?

Newsletters and brochures have been mailed to all individuals and groups who are either on the project mailing list or who have requested materials. One newsletter was produced and distributed between June 2001 and September 2003. Three brochures have been developed and distributed at community briefings or other project related meetings. Fourteen fact sheets were produced between June 2001 and September 2003 to summarize project information and offer detail of specific project features such as the seawall. A general project fact sheet was produced in English, Chinese, Tagalog, Vietnamese, and Spanish.

A.8 How was the public invited to comment?

During each community briefing, a project team member recorded the questions and comments that were discussed. Comment forms were available at each open house for people to write down suggestions and comments to submit to the project team. Individuals could complete a comment form on the project website

and submit it electronically. Submittal of comments via U.S. mail, email or the project hotline number was also encouraged. Contact information could be found on the website, brochures, and newsletters.

A.9 What is the purpose of the Leadership Group?

WSDOT and the City asked a volunteer group of civic, business, freight, downtown, and neighborhood representatives to give their ideas and input on community values with regard to retrofitting or replacing the viaduct. This volunteer group has been named the Leadership Group. Presentations were made to the Leadership Group regarding the development of the alternatives and critical issues such as cost estimates and traffic flow on the following dates:

Leadership Group Meetings

Date	Location
June 19, 2001	6:00 to 9:00 p.m. Seattle Aquarium 1483 Alaskan Way, Pier 59, Auditorium
August 1, 2001	6:00 to 9:00 p.m. Bell Harbor Conference Center 2211 Alaskan Way, Pier 66, Sound Room
October 15, 2001	6:00 to 9:00 p.m. Bell Harbor Conference Center 2211 Alaskan Way, Pier 66, International Promenade
February 12, 2002	6:00 to 9:00 p.m. Bell Harbor Conference Center 2211 Alaskan Way, Pier 66, International Promenade
June 18, 2002	6:00 to 8:00 p.m. Town Hall 1119 8 th Avenue
July 23, 2002	6:00 to 8:00 p.m. Town Hall 1119 8 th Avenue
December 3, 2002	3:30 to 5:30 p.m. Port of Seattle Commissioners Chambers Pier 69, Between Clay and Vine Streets
July 24, 2003	4:30 to 7:30 p.m. Town Hall 1119 8 th Avenue

A.10 Who participates in Leadership Group Meetings?

The Leadership Group is comprised of civic, business, freight, downtown and neighborhood representatives, elected officials and the Lead Agencies. Meeting participants are listed in the tables below.

Leadership Group Participants

Name	Affiliation
Bruce Agnew	Cascadia Discovery Institute
Frank Chopp	Washington State House of Representatives
Peter Coates	Seattle King County Building and Construction Trades Council
John Coney	Queen Anne Neighborhood Representative
Richard Conlin	Seattle City Council
Lee Copeland	Mithun Architects
Mary Lou Dickerson	Washington State House of Representatives
Bob Drewel	Puget Sound Regional Council
Joni Earl	Sound Transit
Christine Endresen	Kitsap County Commission
Steve Erickson	Magnolia Neighborhood Representative
Dan Evans	Daniel J. Evans & Associates
Dave Gering	Manufacturing and Industrial Council
David Goodyear	David Goodyear & Associates
Tom Graff	Downtown District Council
Jerry Grinstein	Madrona Investments
Virginia K. Holtzman-Bell	U.S. Coast Guard
Joel Horn	Seattle Popular Monorail Authority
Peter Hurley	Transportation Choices Coalition
Fred Jarrett	Washington State House of Representatives
Steve Leahy	Greater Seattle Chamber of Commerce
Leo Lozano	U.S. Coast Guard
Stephen Lundgren	Ballard Neighborhood Representative
Doug MacDonald	Secretary of Transportation
Dan Mathis	Federal Highway Administration
Mary McCumber	Puget Sound Regional Council
Paige Miller	Port of Seattle Commissioner
Ed Murray	Washington State House of Representatives
John Musgrave	West Seattle Neighborhood Representative

Leadership Group Participants (continued)

Name	Affiliation
Greg Nickels	Mayor of Seattle
Jane Nishita	Qwest
Connie Niva	Washington State Transportation Commissioner
John Okamoto	Port of Seattle
Patty Otley	BNSF
Ralph Pease	Argosy
Neil Peterson	Flex Car Program
Erik Poulsen	Washington State Senate
Margarita Prentice	Washington State Senate
Charles Roeder	University of Washington
Don Royse	Seattle Design Commissioner
Judy Runstad	Foster Pepper Shefelman
David Spiker	Seattle Design Commissioner
Peter Steinbrueck	Seattle City Council
Harold Taniguchi	King County
Michael Thorne	Washington State Ferries
Tom Tierney	Port of Seattle
Paul Tomita	Seattle Planning Commissioner
Herald Ugles	International Longshoremen and Warehousemen Union Local 19
Doug Vann	Pioneer Square Neighborhood Representative
Steve Williamson	King County Labor Council
David Yeaworth	Allied Arts
Jim Young	Seattle Steam Company

A.11 How has the project team coordinated with the Resource Agencies?

In November 2001, the Resource Agency Leadership Forum (RALF) was organized to proactively involve resource agencies in the Project's environmental process. The Project co-leads agencies hold regular meetings with RALF to facilitate early coordination and collaboration on many project environmental issues. In accordance with Signatory Agency Committee Agreement (SAC Agreement¹), the resource agencies have been given the opportunity to concur

¹ The SAC Agreement outlines a process that must be followed by WSDOT and FHWA for Washington State transportation projects like this Project that require an Environmental Impact Statement (EIS) and a Corps of Engineers Section 404 permit.

with the Project's Purpose and Need Statement and Screening Criteria (Concurrence Point 1) the Alternatives to be Evaluated in the EIS (Concurrence Point 2). Coordination with the RALF will continue throughout the Draft and Final EIS up through the Record of Decision. In addition, there is one more Concurrence Point that is part of the SAC Agreement. The final Concurrence Point relates to the adequacy of the Final EIS and the proposed mitigation plans.

RALF Meeting dates between November 2001 and September 2003 include:

- November 7, 2001
- January 8, 2002
- February 13, 2002
- March 27, 2002
- April 19, 2002
- June 19, 2002
- July 24, 2002
- September 19, 2002
- October 29, 2002
- December 5, 2002
- January 30, 2003
- February 27, 2003
- March 27, 2003
- April 24, 2003
- July 24, 2003
- September 25, 2003
- December 9, 2003

A.12 What Agencies participate in the Resource Agency Leadership Forum?

Resource Agency Leadership Forum Participants

Name	Agency
Richard Brooks	Suquamish Tribe
Kurt Buchanan	Washington Department of Fish and Wildlife (WDFW)
Bob Chandler	City of Seattle
Susan Chu	City of Seattle
Bob Donnelly	National Oceanic and Atmospheric Administration (NOAA) Fisheries
Kimberly Farley and Allison Ray	Washington State Department of Transportation
Jonathan Freedman	Environmental Protection Agency (EPA)
Mike Grady	NOAA Fisheries
Mary Gray	FHWA
Sandy Gurkewitz	City of Seattle

Resource Agency Leadership Forum Participants (continued)

Name	Agency
Karen Huber	King County
Tom Hudson	Puget Sound Clean Air Agency
Sandra Lange	Washington Department of Ecology (Shorelands)
Ann Martin	King County Department of Transportation
Judith Noble	City of Seattle
Leslie Sacha	Port of Seattle
Glen St. Amant	Muckleshoot Indian Tribe
Kate Stenberg	Army Corps of Engineers
Therese (Terry) Swanson	Washington Department of Ecology Liaison
Emily Teachout	U.S. Fish and Wildlife Service
Rex Thompson	Washington Department of Natural Resources (DNR)
John Witmer	Federal Transit Administration (FTA)

A.13 How will the AWV project team involve the public in the project between the Draft and Final EIS?

There will be a 60-day comment period once the Draft EIS is issued during which the public and Agencies will have the opportunity to comment on the alternatives. During this period, several public meetings will be held:

- **CENTRAL**
Tuesday, April 27th
Dome Room, Arctic Building, Downtown
3rd Floor, 700 Third Avenue
4:00-7:00 p.m.
- **SOUTH**
Wednesday, April 28th
Lafayette Elementary School, West Seattle
2645 California Avenue S.W.
5:00-8:00 p.m.
- **NORTH**
Thursday, April 29th
Leif Erickson Hall, Ballard
2245 N.W. 57th Street
5:00-8:00 p.m.

At these meetings, AWV staff will be present to answer questions, informational displays will provide illustrations and descriptions of the alternatives, and the public will have the opportunity to provide feedback and ask questions.

A.14 How can I continue to participate in the project?

Please communicate your suggestions and comments by doing the following:

- Attend a public meeting. The meeting schedule is regularly updated on the project website <http://www.wsdot.wa.gov/projects/Viaduct/>.
- Email - viaduct@wsdot.wa.gov
- Call the telephone hotline (206) 269-4421
- Correspond via U.S. Mail:
Alaskan Way Viaduct and Seawall Replacement Project
C/O WSDOT
Attn: Allison Ray
999 Third Avenue S., Suite 2424
Seattle, WA 98104

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ATTACHMENT A

AWV Staff Meetings with Local Organizations

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ATTACHMENT A

AWV has met with the following organizations about the project:

Admiral Community Council
American Institute of Architects
Allied Arts' Urban Environment Committee
Aquarium Board
Aurora Avenue Merchant's Association
Ballard District Council
Belltown Business Association
Belltown Community Council
Belltown Community Council - Land Use Subcommittee
Belltown Lofts Association
Ballard Interbay Northend Manufacturing and Industrial Center
Building Owners and Managers Association
Capitol Hill Lion's Club
Cascade Neighborhood Council
City of Seattle Freight Mobility Advisory Committee
City of Seattle Transportation Committee
Construction Management Association of America
Delridge Neighborhood District Council
Denny Hill Association
Downtown Seattle Association - Board of Directors, Viaduct
Subcommittee, Planning Committee, Waterfront Committee, Annual
Luncheon, Breakfast Forum
Downtown Seattle Association & Seattle Chamber of Commerce
Downtown Seattle Lion's Club
Downtown Seattle Residents Council
Duwamish Planning Committee
Duwamish Transportation Management Association
Elevated Transportation Company Board
Elliott Bayshore Meeting
Employee Transportation Coordinators- Queen Anne Network Group,
First Hill Network Group, Interbay Network Group, Northgate
Network Group, SODO & Duwamish Network Group
Fauntleroy Community Association
Feet First Walking Viaduct Debate

Fremont Chamber of Commerce
Graham & Dunn
Greater Seattle Chamber of Commerce
Greenwood Community Council
Historic Seattle Advisory Committee
International District Community Forum
Institute of Transportation Engineers/American Society of Civil Engineers
King County Council
King County Metro
Kitsap County Council
Lafayette Community Council & Admiral Community Council
Lake Union District Council
Magnolia Community Council
Manufacturing and Industrial Council
Metro Launch of Rideshare Plus Fair
North Seattle Industrial Association
Pike Place Market Preservation and Development Authority
Pioneer Square Community Association
Pioneer Square Historic Preservation Board
Port of Seattle Commission
Queen Anne Community Council
Queen Anne/Magnolia District Council
South County Area Transportation Board Steering Committee
SeaShore TAC
Seattle Art Museum
Seattle Association of Military Engineers
Seattle City Center Forum
Seattle City Council
Seattle Design and Planning Commissions
Seattle Parks Board
Seattle Pedestrian Advisory Board
Society of American Military Engineers
SODO Big Event
SODO Business Association
South Lake Union Holiday Open House

SR 99 Open House
Starbucks Transportation Fair
Structural Engineers Association of Washington
Transportation Coordinator Network
Equity Building Transportation Fair
University Lion's Club Meeting
University of Washington - Guest Lecture
Vulcan, Inc.
Washington State Public Stadium Authority
Washington Transportation Commission
Waterfront Landing Condo Association
West Seattle Chamber of Commerce
West Seattle Lion's Club
Women in Transportation Seminar

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ATTACHMENT B

NEPA Federal Register Notices/ Scoping Notices

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**OFFICE OF THE UNITED STATES
TRADE REPRESENTATIVE**
**Notice of Meeting of the Industry
Sector Advisory Committee on
Services (ISAC-13)**

AGENCY: Office of the United States Trade Representative.

ACTION: Notice of meeting.

SUMMARY: The Industry Sector Advisory Committee on Services (ISAC-13) will hold a meeting on June 28, 2001, from 9 a.m. to 12 noon. The meeting will be open to the public from 9 a.m. to 9:45 a.m. and closed to the public from 9:45 a.m. to 12 noon.

DATES: The meeting is scheduled for June 28, 2001, unless otherwise notified.

ADDRESSES: The meeting will be held in Conference Room 6057, of the Department of Commerce, located at 14th Street between Pennsylvania and Constitution Avenues, NW., Washington, DC.

FOR FURTHER INFORMATION CONTACT: Ingrid Mitchem, Acting Designated Officer for ISAC-13, (202) 482-3268, Department of Commerce, 14th Street and Constitution Avenue, NW, Washington, DC 20230 (principal contacts), or myself on (202) 395-6120.

SUPPLEMENTARY INFORMATION: During the meeting the following topics will be addressed:

- Trade Promotion Authority; and
- International Trade Agreements

Heather K. Wingate,

*Assistant United States Trade Representative
for Intergovernmental Affairs and Public
Liaison.*

[FR Doc. 01-15772 Filed 6-21-01; 8:45 am]

BILLING CODE 3190-01-M

DEPARTMENT OF TRANSPORTATION
Coast Guard

[USCG 2001-9938]

**Merchant Marine Personnel Advisory
Committee; Vacancies**

AGENCY: Coast Guard, DOT.

ACTION: Request for applications.

SUMMARY: The Coast Guard is seeking applications for appointment to membership on the Merchant Marine Personnel Advisory Committee (MERPAC). MERPAC provides advice and makes recommendations to the Coast Guard on matters related to the training, qualification, licensing, certification, and fitness of seamen serving in the U.S. merchant marine.

DATES: Applications should reach us on or before August 31, 2001.

ADDRESSES: You may request an application form by writing to Commandant (G-MSO-1), U.S. Coast Guard, 2100 Second Street SW., Washington, DC 20593-0001. Please submit applications to the same address.

FOR FURTHER INFORMATION CONTACT: Commander Brian J. Peter, Executive Director of MERPAC, or Mr. Mark C. Gould, Assistant to the Executive Director, telephone 202-267-0229, fax 202-267-4570.

SUPPLEMENTARY INFORMATION: This notice is available on the Internet at <http://dms.dot.gov>. The application form is available on the Internet at <http://www.uscg.mil/hg/g-m/advisory/index.htm>. You may also obtain an application by calling Mr. Mark Gould at (202) 267-0229; by e-mailing him at mgould@comdt.uscg.mil; by faxing him at (202) 267-4570; or by writing him at the location in ADDRESSES above.

MERPAC is chartered under the Federal Advisory Committee Act, 5 U.S.C. App. 2. It provides advice and makes recommendations to the Assistant Commandant for Marine Safety and Environmental Protection, on matters of concern to seamen serving in our merchant marine such as implementation of the international Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), as amended and activities of regional examination centers.

MERPAC meets at least twice a year, once at Coast Guard Headquarters, Washington, DC, and once elsewhere in the country. Its subcommittees and working groups may also meet to consider specific tasks as required.

The Coast Guard will consider applications for six positions that expire or become vacant in January 2002. It needs applicants with one or more of the following backgrounds to fill the positions:

- (a) Licensed Deck Officer.
- (b) Managerial employee of a shipping company.
- (c) Licensed Engineer.
- (d) Unlicensed Member of the Deck Department.
- (e) Marine Educator associated with a Federal or State maritime academy.
- (f) Pilot.

Each member serves for a term of 3 years. No member may serve more than two consecutive 3-year terms. MERPAC members serve without compensation from the Federal Government; however, they do receive travel reimbursement and per diem.

In support of the policy of the Department of Transportation on gender and ethnic diversity, the Coast Guard

encourages applications from qualified women and members of minority groups.

If you are selected as a member who represents the general public, we will require you to complete a Confidential Financial Disclosure Report (OGE Form 450). Neither the report nor the information it contains may be released to the public, except under an order issued by a Federal court or as otherwise provided under the Privacy Act [5 U.S.C. 552a].

Dated: June 12, 2001.

Joseph J. Angelo,

*Director of Standards, Marine Safety and
Environmental Protection.*

[FR Doc. 01-15660 Filed 6-21-01; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
**Environmental Impact Statement:
Seattle, Washington**

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public, Tribes, and agencies that an environmental impact statement will be prepared for a proposed highway project in Seattle, King County, Washington.

FOR FURTHER INFORMATION CONTACT: Jim Leonard, FHWA, 711 South Capitol Way, Suite 501, Olympia, Washington, 98501 (telephone 360-753-9408); Carroll Hunter, WSDOT Office of Urban Mobility, 401 Second Avenue South, Suite 300, Seattle, WA 98104-2887 (telephone 206-464-6231), and Kristen Nielsen, City of Seattle, 600 Fourth Avenue, Suite 401, Seattle, WA 98140-1879 (telephone 206-684-0983).

SUPPLEMENTARY INFORMATION: The FHWA, the Washington State Department of Transportation (WSDOT), and the City of Seattle will prepare an environmental impact statement (EIS) to document the environmental consequences for alternative solutions to improve the existing SR 99 corridor now partially served by the Alaskan Way Viaduct located in downtown Seattle, King County, Washington. The proposed action would provide a facility with improved earthquake resistance that maintains or improves mobility for people and goods along the existing SR 99 Corridor. The proposed action would involve improvements to the existing 2-mile viaduct structure or construction of a new facility. The southern terminus of the project would

be the First Avenue South Bridge. The north terminus would be north of the existing Battery Street Tunnel and will be determined after project scoping to (1) not preclude a possible connection to the south Lake Union vicinity (the Mercer Street Corridor connection to Interstate 5), (2) not preclude a possible realignment of the SR 99 corridor, and (3) not preclude using the existing Battery Street Tunnel and existing Alaskan Way Viaduct facilities.

Improvement to the corridor are considered necessary because the age, design, and location of the existing viaduct make it vulnerable to soil liquefaction and could render the structure unusable in a strong earthquake. Built in the 1950's, the viaduct does not meet current seismic standards. Damage sustained to the structure during a February 2001 earthquake compounded its seismic vulnerability. The structure also does not meet current roadway design standards for lane widths, shoulders, and ramp sight distances and tapers, which contribute to the number and severity of traffic accidents. Four areas along this section of SR 99 are designated High Accident Locations (HAL). The SR 99 Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle, and is a vital link in the region's roadway system.

Although alternatives have not yet been identified, preliminary alternatives under early consideration include: taking no action, seismic retrofit of the existing structure, in-kind replacement of the current structure, replacement with a new elevated structure of a different configuration, replacement with a tunnel, removal of the viaduct and reconfiguration of the surface street system, adding transit capacity, or combinations of these solutions. The list of alternatives to be addressed in the EIS will be finalized after scoping has occurred.

Letters soliciting comments on the scope of the EIS and describing the purpose, need, and potential alternatives will be sent to appropriate Federal, State, and local agencies, Tribes, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Two meetings will be held to identify the scope of issues to be addressed, the major impacts, and the potential alternatives. Both meetings will be conducted on June 28, 2001, at the Mountaineers Club, Olympus Room, 300 Third Avenue West, Seattle, Washington. The first meeting, from 1:00 to 4:00 p.m., will focus on input from agencies and Tribes. The second

meeting, from 5:00 to 8:00 p.m., will primarily be for the public. Written scoping comments may be submitted to Carol Hunter (WSDOT) at the address provided above and are requested by July 12, 2001. In addition, a public hearing will be held following circulation of the draft EIS.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this action and the EIS should be directed to FHWA or WSDOT or the City of Seattle at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning, and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: June 18, 2001.

James A. Leonard,
Urban Transportation and Environmental Engineer, Olympia, Washington, for the Division Administrator.

[FR Doc. 01-15730 Filed 6-21-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-7739; Notice 2]

Utilimaster Corporation; Denial of Application for Decision of Inconsequential Noncompliance

Utilimaster Corporation (Utilimaster) has determined that some of its vehicles do not comply with some requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 108, "Lamps, Reflective Devices, and Associated Equipment," and has filed an appropriate report pursuant to 49 CFR part 573, "Defect and Noncompliance Reports." Utilimaster has also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of the application was published in the *Federal Register* on August 14, 2000 (65 FR 49631). Opportunity was afforded for public comment until September 13, 2000. No public comments were received.

Table 1 of FMVSS No. 108, lists motor vehicle lighting equipment, other than headlamps, required for multipurpose passenger vehicles, trucks, trailers, and buses of 80 or more inches in overall

width. The requirements for clearance and identifications are contained in Society of Automotive Engineers (SAE) Standard J592e, "Clearance, Sidemarker, and Identification Lamps," July 1972, which is incorporated by reference in FMVSS No. 108. SAE J592e requires that these lamps provide at least 0.62 candela at 10 degrees down and 45 degrees to the left and right.

Utilimaster determined that, between September 30, 1997 and October 6, 1999, it produced 2,730 walk-in van trucks that do not comply with the aforementioned photometric requirements. These trucks have light emitting diode (LED) front clearance and identification lamps mounted at a 30 degree off-vertical set-back position. The photometric noncompliances were as much as 69 percent below the minimum requirement.

Utilimaster supports its application for inconsequential noncompliance by stating that the lighting array and coverage of the clearance, identification, side marker and parking lamps on the subject vehicles provide (and even exceed) the requisite outboard visibility under FMVSS No. 108 on a systems basis. Although the clearance and identification lamps on the subject vehicles do not meet two requirements in the standard, the petitioner believes that the system of lighting as installed on these vehicles meets the standard's intent of providing a visually safe vehicle. It bases its position on the fact that the company is using a front turn signal and parking lamp that is actually designed to meet the greater photometric angles required of turn signal and clearance lamp applications.

More specifically, the front turn signal and parking lamps mounted on each side of the front of the walk-in vans provide light out to a 45-degree angle both left and right. The light intensity at these greater angles (45 degrees) is 50 percent greater than that required for clearance lamps (0.93 cd minimum compared with 0.62 cd minimum required). In addition, these front turn signal/parking lamps are mounted low on the subject vehicles so that the light output covers the lower angles where the clearance and identification lamps are deficient. Further, the front side marker lamps cover the 45 degree to the front to 45 degree to the rear, downward angles of light, so that there is no degradation of visibility to the side of the vehicle. The light from the side marker lamps exactly parallels the outboard light from the parking lamps.

Utilimaster believes that the noncompliance in no way compromises the safety of vehicles on which the clearance and identification lamps have



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Environmental Impact Statement, Seattle, WA

[Federal Register: September 26, 2003 (Volume 68, Number 187)]
[Notices]

[Page 55712-55713]

From the Federal Register Online via GPO Access [wais.access.gpo.gov]

[DOCID:fr26se03-119]

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Environmental Impact Statement, Seattle, WA

AGENCY: Federal Highway Administration (FHWA), USDOT.

ACTION: Revised notice of intent.

SUMMARY: The FHWA is issuing this revised notice of intent to inform the public, Tribes, and agencies of changes made to the initial Notice of Intent for a proposed highway project along SR 99 in Seattle, King County, Washington. The initial Notice of Intent announcing that an Environmental Impact Statement would be prepared for the project appeared in the Federal Register on June 22, 2001.

FOR FURTHER INFORMATION CONTACT: Barry Brecto (FHWA), 711 South Capitol Way, Suite 501, Olympia, Washington 98501 (telephone 360-753-9482); Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Avenue South, Suite 560, Seattle, Washington 98104 (telephone 206-464-1227); and Sandra Gurkewitz, City of Seattle, 600 Fourth Avenue, Suite 401, Seattle, WA 98104 (telephone 206-684-8574).

SUPPLEMENTARY INFORMATION: The FHWA, Washington State Department of Transportation (WSDOT), and the City of Seattle will prepare an environmental impact statement (EIS) documenting the environmental impacts of alternatives to improve the Alaskan Way Seawall and existing SR 99 corridor that is partially served by the Alaskan Way Viaduct. The Alaskan Way Viaduct and Seawall are located in downtown Seattle, King County, Washington. The Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle and is a vital link in the region's roadway system.

The purpose of the proposed action is to provide a transportation facility and seawall with improved earthquake resistance that maintains or improves mobility and accessibility for people and goods along the existing Alaskan Way Viaduct Corridor. The southern terminus of the project would be near S. Spokane Street. The north terminus would be Ward Street north of the existing Battery Street Tunnel.

Built in the 1950's, the Alaskan Way Viaduct is past the halfway point in its 75-year design life, and it does not meet current seismic design standards. Additionally, the soils around the foundations of the Alaskan Way Viaduct consist of former tidal flats covered with wet, loose fill material subject to liquefaction. The Alaskan Way Seawall, which is also vulnerable to earthquakes, holds these soils in place

along the majority of the Alaskan Way Viaduct Corridor. Built in the 1930's, the Alaskan Way Seawall is in a state of disrepair and also does not meet current seismic design standards.

In addition, the Viaduct does not meet current roadway design standards for lane widths, shoulders, and ramp sight distances and tapers. These roadway deficiencies contribute to the high number and severity of traffic accidents on the Alaskan Way Viaduct. Four areas along this section of SR 99 are designated High Accident Locations.

Preliminary alternatives under early consideration include: Taking no action, replacing the Viaduct and Seawall in-kind, replacing the Viaduct and Seawall with a new elevated structure and a new seawall, replacing the Viaduct and Seawall with a tunnel, replacing the viaduct with a surface street, adding transit components, or combinations of these solutions.

The lead agencies have preliminarily identified the following key areas for discussion in the EIS:

- Local and regional transportation system
- Pioneer Square and Pike Place historic districts
- Neighborhoods, businesses, and residences
- Port of Seattle and Washington State Ferry operations
- Construction impacts along the Elliott Bay shoreline

[[Page 55713]]

Letters soliciting comments on the scope of the EIS, the purpose, need, and potential alternatives have been sent to appropriate Federal, State, and local agencies, and Tribes. Two meetings were held to identify the scope of issues to be addressed, the major impacts, and the potential alternative. Both meetings were conducted on June 28, 2001, at the Mountaineers Club, Olympus Room 300 Third Avenue West, Seattle, Washington. The first meeting, from 1 to 4 p.m., focused on input from agencies and Tribes. The second meeting from 5 to 8 p.m. was primarily for the public. In addition, a public hearing will be held following circulation of the draft EIS.

Comments and questions concerning this action and the EIS should be directed to FHWA, WSDOT, or the City of Seattle at the addresses provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program)

Issued on: September 19, 2003.

Mary E. Gray,
Environmental Program Specialist, Olympia, Washington.
[FR Doc. 03-24345 Filed 9-25-03; 8:45 am]
BILLING CODE 4910-22-M

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Last updated on Friday, September 26th, 2003
URL: <http://www.epa.gov/fedrgstr/EPA-IMPACT/2003/September/Day-26/i24345.htm>



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

September 19, 2003

HFO-WA.4/589.1

Mr. Raymond A. Mosely, Director
Office of Federal Register
National Archives and Records Administration
700 Pennsylvania Ave. NW, Suite 700
Washington D.C. 20408-0001

**Revised Notice of Intent
Alaska Way Viaduct and Seawall
Seattle, King County, Washington**

Dear Mr. Mosely:

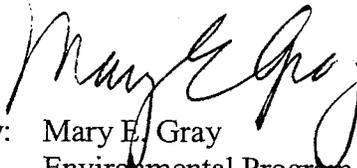
Enclosed for your use in publication in the Federal Register are three original copies of the Notice of Intent to prepare an environmental impact statement for the above referenced project.

Please publish this Notice as soon as possible.

If you have any questions regarding the content and/or format of the Notices, please contact me at 360-753-9487.

Sincerely,

DANIEL M. MATHIS, P.E.
Division Administrator


By: Mary E. Gray
Environmental Program Specialist

Enclosures

cc: Kimberly Farley, WSDOT
Sandra Gurkewitz, City of Seattle

In addition, the Viaduct does not meet current roadway design standards for lane widths, shoulders, and ramp sight distances and tapers. These roadway deficiencies contribute to the high number and severity of traffic accidents on the Alaskan Way Viaduct. Four areas along this section of SR 99 are designated High Accident Locations.

Preliminary alternatives under early consideration include: taking no action, replacing the Viaduct and Seawall in-kind, replacing the Viaduct and Seawall with a new elevated structure and a new seawall, replacing the Viaduct and Seawall with a tunnel, replacing the Viaduct with a surface street, adding transit components, or combinations of these solutions.

The lead agencies have preliminarily identified the following key areas for discussion in the EIS:

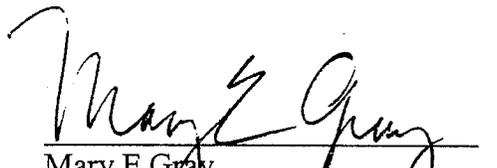
- Local and regional transportation system
- Pioneer Square and Pike Place historic districts
- Neighborhoods, businesses, and residences
- Port of Seattle and Washington State Ferry operations
- Construction impacts along the Elliott Bay shoreline

Letters soliciting comments on the scope of the EIS, the purpose, need, and potential alternatives have been sent to appropriate Federal, State, and local agencies, and Tribes. Two meetings were held to identify the scope of issues to be address, the major impacts, and the potential alternatives. Both meetings were conducted on June 28, 2001, at the Mountaineers Club, Olympus Room, 300 Third Avenue West, Seattle, Washington. The first meeting, from 1:00 to 4:00 p.m. focused on input from agencies and Tribes. The second meeting from 5:00 to 8:00 p.m. was primarily for the public. In addition, a public hearing will be held following circulation of the draft EIS.

Comments and questions concerning this action and the EIS should be directed to FHWA, WSDOT, or the City of Seattle at the addresses provided above.

(Catalog of Federal domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of federal programs and activities apply to this program)

Issued on: September 19, 2003


Mary E. Gray
Environmental Program Specialist,
Olympia, Washington

(4910-22)

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT SEATTLE, WASHINGTON

AGENCY: Federal Highway Administration (FHWA), USDOT

ACTION: Revised Notice of Intent

SUMMARY: The FHWA is issuing this revised notice of intent to inform the public, Tribes, and agencies of changes made to the initial Notice of Intent for a proposed highway project along SR 99 in Seattle, King County, Washington. The initial Notice of Intent announcing that an Environmental Impact Statement would be prepared for the project appeared in the Federal Register on June 22, 2001.

FOR FURTHER INFORMATION CONTACT: Barry Brecto (FHWA) 711 South Capitol Way, Suite 501, Olympia, Washington, 98501 (telephone 360-753-9482); Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Avenue South, Suite 560, Seattle, Washington, 98104 (telephone 206-464-1227); and Sandra Gurkewitz, City of Seattle, 600 Fourth Avenue, Suite 401, Seattle WA 98104 (telephone 206-684-8574).

SUPPLEMENTARY INFORMATION: The FHWA, Washington State Department of Transportation (WSDOT), and the City of Seattle will prepare an environmental impact statement (EIS) documenting the environmental impacts of alternatives to improve the Alaskan Way Seawall and existing SR 99 corridor that is partially served by the Alaskan Way Viaduct. The Alaskan Way Viaduct and Seawall are located in downtown Seattle, King County, Washington. The Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle and is a vital link in the region's roadway system.

The purpose of the proposed action is to provide a transportation facility and seawall with improved earthquake resistance that maintains or improves mobility and accessibility for people and goods along the existing Alaskan Way Viaduct Corridor. The southern terminus of the project would be near S. Spokane Street. The north terminus would be Ward Street north of the existing Battery Street Tunnel.

Built in the 1950's, the Alaskan Way Viaduct is past the halfway point in its 75-year design life, and it does not meet current seismic design standards. Additionally, the soils around the foundations of the Alaskan Way Viaduct consist of former tidal flats covered with wet, loose fill material subject to liquefaction. The Alaskan Way Seawall, which is also vulnerable to earthquakes, holds these soils in place along the majority of the Alaskan Way Viaduct Corridor. Built in the 1930's, the Alaskan Way Seawall is in a state of disrepair and also does not meet current seismic design standards.

In addition, the Viaduct does not meet current roadway design standards for lane widths, shoulders, and ramp sight distances and tapers. These roadway deficiencies contribute to the high number and severity of traffic accidents on the Alaskan Way Viaduct. Four areas along this section of SR 99 are designated High Accident Locations.

Preliminary alternatives under early consideration include: taking no action, replacing the Viaduct and Seawall in-kind, replacing the Viaduct and Seawall with a new elevated structure and a new seawall, replacing the Viaduct and Seawall with a tunnel, replacing the Viaduct with a surface street, adding transit components, or combinations of these solutions.

The lead agencies have preliminarily identified the following key areas for discussion in the EIS:

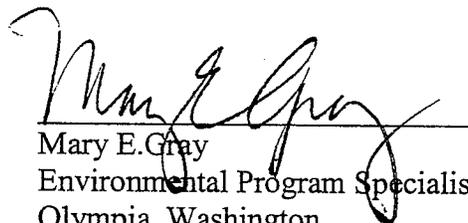
- Local and regional transportation system
- Pioneer Square and Pike Place historic districts
- Neighborhoods, businesses, and residences
- Port of Seattle and Washington State Ferry operations
- Construction impacts along the Elliott Bay shoreline

Letters soliciting comments on the scope of the EIS, the purpose, need, and potential alternatives have been sent to appropriate Federal, State, and local agencies, and Tribes. Two meetings were held to identify the scope of issues to be address, the major impacts, and the potential alternatives. Both meetings were conducted on June 28, 2001, at the Mountaineers Club, Olympus Room, 300 Third Avenue West, Seattle, Washington. The first meeting, from 1:00 to 4:00 p.m. focused on input from agencies and Tribes. The second meeting from 5:00 to 8:00 p.m. was primarily for the public. In addition, a public hearing will be held following circulation of the draft EIS.

Comments and questions concerning this action and the EIS should be directed to FHWA, WSDOT, or the City of Seattle at the addresses provided above.

(Catalog of Federal domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of federal programs and activities apply to this program)

Issued on: September 19, 2003


Mary E. Gray
Environmental Program Specialist,
Olympia, Washington

(4910-22)

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT SEATTLE, WASHINGTON

AGENCY: Federal Highway Administration (FHWA), USDOT

ACTION: Revised Notice of Intent

SUMMARY: The FHWA is issuing this revised notice of intent to inform the public, Tribes, and agencies of changes made to the initial Notice of Intent for a proposed highway project along SR 99 in Seattle, King County, Washington. The initial Notice of Intent announcing that an Environmental Impact Statement would be prepared for the project appeared in the Federal Register on June 22, 2001.

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The lead agencies have preliminarily identified the following key areas for discussion in the EIS:

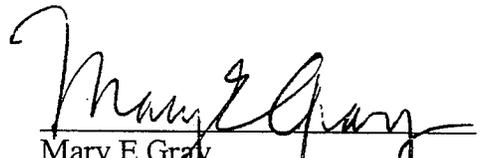
- Local and regional transportation system
- Pioneer Square and Pike Place historic districts
- Neighborhoods, businesses, and residences
- Port of Seattle and Washington State Ferry operations
- Construction impacts along the Elliott Bay shoreline

Letters soliciting comments on the scope of the EIS, the purpose, need, and potential alternatives have been sent to appropriate Federal, State, and local agencies, and Tribes. Two meetings were held to identify the scope of issues to be address, the major impacts, and the potential alternatives. Both meetings were conducted on June 28, 2001, at the Mountaineers Club, Olympus Room, 300 Third Avenue West, Seattle, Washington. The first meeting, from 1:00 to 4:00 p.m. focused on input from agencies and Tribes. The second meeting from 5:00 to 8:00 p.m. was primarily for the public. In addition, a public hearing will be held following circulation of the draft EIS.

Comments and questions concerning this action and the EIS should be directed to FHWA, WSDOT, or the City of Seattle at the addresses provided above.

(Catalog of Federal domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of federal programs and activities apply to this program)

Issued on: September 19, 2003


Mary E. Gray
Environmental Program Specialist,
Olympia, Washington

ATTACHMENT C

SEPA Register Notice/Scoping Notices

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**Washington State
Department of Transportation**

Sid Morrison
Secretary of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

(206) 440-4000

June 15, 2001

Ms. Barbara Ritchie
Department of Ecology
P.O. Box 47703
Olympia, WA 98504-7703

SR 99 Alaskan Way Viaduct
Determination of Significance and
Request for Comments on Scope of
NEPA/SEPA EIS

Dear Ms. Ritchie:

Attached for your information and **for publication in the SEPA register** is the Determination of Significance for the SR 99 Alaskan Way Viaduct project.

The Federal Highway Administration (FHWA) with the Washington State Department of Transportation (WSDOT) and the city of Seattle are initiating a joint National Environmental Policy Act / State Environmental Policy Act (NEPA/SEPA) Environmental Impact Statement (EIS) for the selection of an alternative to improve the existing SR 99 corridor now served by the Alaskan Way Viaduct in Seattle, Washington.

The proposed action would provide a facility with improved earthquake resistance that maintains or improves mobility for people and goods along the existing SR 99 Corridor, while pursuing opportunities for context-sensitive urban design.

An **agency scoping meeting** will be held in Seattle on Thursday, June 28, 2001 from 1:00 p.m. to 3:00 p.m. at the Mountaineers Club, 300 Third Avenue West, in the Olympus Room. A **public scoping meeting** will follow at the same location from 5:00 p.m. to 8:00 p.m. and will include brief presentations at 5:30 and 6:30 p.m.

If you have any questions please call Paul Krueger, of my staff, at 440-4522.

Sincerely,

Kojo Fordjour
Environmental Services Manager

cc: Carol Hunter, WSDOT
Ernie Combs, WSDOT-OSC

Determination of Significance, and Request for Comments on Scope of EIS

Description of Proposal: The Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and the City of Seattle are preparing an Environmental Impact Statement (EIS) for an action on a proposed project to improve the existing SR 99 corridor now served by the Alaskan Way Viaduct in Seattle, Washington. The project would provide a facility with improved earthquake resistance that maintains or improves mobility for people and goods along the existing SR 99 Corridor, while pursuing opportunities for context-sensitive urban design.

The proposed project is necessary because the age, design, and location of the existing viaduct make it vulnerable to soil liquefaction and could render the structure unusable in a strong earthquake. Built in the 1950's, the viaduct does not meet current seismic standards. Damage sustained to the structure during a February 2001 earthquake compounded its seismic vulnerability. The SR 99 Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle, and is a vital link in the region's roadway system.

Preliminary alternatives under early consideration include: taking no action, seismic retrofit of the exiting structure, in-kind replacement of the current structure, replacement with a new elevated structure of a different configuration, replacement with a tunnel, removal of the viaduct and reconfiguration of the surface street system, adding transit capacity, or combinations of these solutions.

Proponent: The Washington State Department of Transportation and the city of Seattle

Location of Proposal: The proposed project is located in downtown Seattle, King County, from approximately the First Avenue South Bridge on the south to north of the Battery Street Tunnel.

Lead Agency: The Federal Highway Administration with the Washington State Department of Transportation and the City of Seattle as co-lead agencies.

EIS Required: The lead agencies have determined that this proposal is likely to have a significant adverse impact on the environment. An EIS is required under RCW 43.21C.030(2)(c) and will be prepared. Materials indicating likely environmental impacts can be reviewed at the WSDOT Office of Urban Mobility, 401 Second Avenue South, Seattle, Washington 98104 by contacting Carol Hunter at (206) 644-6231.

The lead agencies have preliminarily identified the following areas for discussion in the EIS:

- Local and regional transportation system
- Pioneer Square and Pike Place historic districts
- Neighborhoods, businesses, and residences
- Port of Seattle and Washington State Ferry operations
- Construction along the Elliott Bay shoreline

Scoping: Agencies, affected Tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on the alternatives, mitigation measures, probable significant adverse impacts, and licenses and other approvals that might be required. Comments shall be in accordance with WAC 197-11-550, Specificity of Comments.

Written comments are requested by July 12, 2001. An **agency scoping meeting** will be held in Seattle on Thursday, June 28, 2001 from 1:00 p.m. to 3:00 p.m. at the Mountaineers Club, 300 Third Avenue West, in the Olympus Room. A **public scoping meeting** will follow at the same location from 5:00 p.m. to 8:00 p.m. and will include brief presentations at 5:30 and 6:30 p.m.

Responsible Official: Kojo Fordjour **Phone:** (206) 440-4960

Position/Title: Environmental Services Manager

Address: P. O. Box 330310, Seattle WA 98133-9710

Date: 6/15/01 **Signature:** _____



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA 98104-3850
206-464-1220 / Fax 206-464-1190
TTY: 1-800-833-6388
www.wsdot.wa.gov

September 18, 2003

Ms. Barbara Ritchie
Department of Ecology
P.O. Box 47703
Olympia, WA 98504-7703

Re: Revised SR 99 Alaskan Way Viaduct Determination of Significance

Dear Ms. Ritchie:

Attached for your information and for publication in the SEPA Register is a revised Determination of Significance for the SR 99 Alaskan Way Viaduct and Seawall Replacement Project. This revised notice is being provided because the scope of the original notice published in the SEPA Register on June 18, 2001 has changed to include the Alaskan Way Seawall and an additional surface street alternative. Further studies have found that the structural viability of the Viaduct is linked to the integrity of the Seawall.

The purpose of the proposed action is to provide a transportation facility and seawall with improved earthquake resistance that maintains or improves mobility and accessibility for people and goods along the existing Alaskan Way Viaduct Corridor. The southern terminus of the project is near South Spokane Street. The northern terminus is Ward Street, north of the existing Battery Street Tunnel.

Written comments on this revised SEPA Register notice are requested by **October 31, 2003**. An agency scoping meeting and public scoping meeting were held for the project on Thursday, June 28, 2001 from 1:00 – 4:00 p.m. and 5:00 – 8:00 p.m. respectively at the Mountaineers Club in Seattle. No further scoping meetings are planned. However, numerous public and agency meetings have been held over the last two years. At those meetings, public and agency comments have been solicited, responded to, and considered, helping to shape the current project alternatives. For more information about these meetings please visit the project website at <http://www.wsdot.wa.gov/projects/Viaduct/>.

If you have any questions please contact me at (206) 464-1227.

Sincerely,

Kimberly Farley
WSDOT Urban Corridors Office
Environmental Manager

Enclosure: Determination of Significance

cc: Maureen Sullivan, WSDOT Project Director, Alaskan Way Viaduct and Seawall Project
Megan White, WSDOT Director of Environmental Services

Determination of Significance for the SR 99 Alaskan Way Viaduct and Seawall Replacement Project

Description of Proposal: The FHWA, Washington State Department of Transportation (WSDOT), and the City of Seattle will prepare an environmental impact statement (EIS) documenting the environmental impacts of alternatives to improve the existing SR 99 Corridor now partially served by the Alaskan Way Viaduct and Alaskan Way Seawall. The Alaskan Way Viaduct and Alaskan Way Seawall are located in downtown Seattle, King County, Washington. The Alaskan Way Viaduct is one of two primary north-south limited access routes through downtown Seattle and is a vital link in the region's roadway system.

The purpose of the proposed action is to provide a transportation facility and seawall with improved earthquake resistance that maintains or improves mobility and accessibility for people and goods along the Alaskan Way Viaduct Corridor. The southern terminus of the project is near S. Spokane Street. The north terminus is Ward Street north of the existing Battery Street Tunnel.

Built in the 1950's, the Alaskan Way Viaduct is past the halfway point in its 75-year design life and does not meet today's seismic design standards. Additionally, the soils around the foundations of the Alaskan Way Viaduct consist of former tidal flats covered with wet, loose fill material subject to liquefaction. The Alaskan Way Seawall, which is also vulnerable to earthquakes, holds these soils in place along the majority of the Alaskan Way Viaduct Corridor. Built in the 1930's, the Alaskan Way Seawall is in a state of disrepair and also does not meet current seismic design standards.

Preliminary alternatives under early consideration include: taking no action, replacing the Viaduct and Seawall in-kind, replacing the Viaduct and Seawall with a new elevated structure and a new Seawall, replacing the Viaduct and Seawall with a tunnel, replacing the Viaduct with a surface street, adding transit components, or combinations of these solutions.

Proponent: Washington State Department of Transportation and City of Seattle

Location of Proposal: The proposed project is located in downtown Seattle, King County, from near S. Spokane Street on the south to Ward Street north of the Battery Street Tunnel.

EIS Required: The lead agencies have determined that this proposal is likely to have a significant adverse impact on the environment. An EIS is required under RCW 43.21C.030(2)(c) and will be prepared. Materials indicating likely environmental impacts can be reviewed at the WSDOT Urban Corridors Office, 401 Second Avenue South, Seattle, Washington 98104 by contacting Kimberly Farley at (206) 464-1227.

The lead agencies have preliminarily identified the following key areas for discussion in the EIS:

- Local and regional transportation system
- Pioneer Square and Pike Place historic districts
- Neighborhoods, businesses, and residences
- Port of Seattle and Washington State Ferry operations
- Construction impacts along the Elliott Bay shoreline

Scoping: Agencies, affected Tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on the alternatives, mitigation measures, probable significant adverse impacts, and licenses and other approvals that might be required. Comments shall be in accordance with WAC 197-11-550 Specificity of Comments.

Written comments on this revised SEPA Register notice are requested by **October 31, 2003**. Agency and public scoping meetings were held on Thursday, June 28, 2001 from 1:00 to 4:00 p.m. and 5:00 to 8:00 p.m. respectively at the Mountaineers Club, 300 Third Avenue West, in Seattle. No additional scoping meetings are planned for the proposed EIS. However, numerous public and agency meetings have been held over the last two years. At those meetings, public and agency comments have been solicited, responded to, and considered, helping to shape the current project alternatives. For more information about these meetings please visit the project website at <http://www.wsdot.wa.gov/projects/Viaduct/>.

Responsible Official: Kimberly Farley

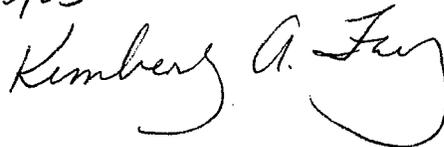
Position/Title: Environmental Manager

Phone: (206) 464-1227

Address: WSDOT Urban Corridors Office, 401 2nd Avenue South, Suite 560
Seattle, WA 98104-3850

Date: 9/18/03

Signature:



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ATTACHMENT D

Scoping Comments

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August 27, 2001

Mr. Kojo Fordjour, Environmental Services Manager
Washington State Department of Transportation
310 Maple Park Avenue S.E.
Olympia, WA 98504

Re: EIS Scoping Comments: Improve the existing SR99 Corridor, now served by the Alaskan Way Viaduct

Dear Mr. Fordjour:

Thank you for the opportunity to review and comment on the scope of the SR99/Alaskan Way Viaduct EIS. The Port of Seattle is an economic development and international trade resource for businesses in Washington State, reaching customers all over the world. One in five jobs in the state is related to international trade, making Washington the most trade dependent state in the country.

The Port provides access to global markets linked by a network of transportation and information systems: world-class cargo terminals, Sea-Tac International Airport, recreational and commercial moorage, a new cruise ship terminal, real estate properties and a variety of waterfront amenities.

Container trade through the Port was 1.5 million 20-foot equivalent units (TEUs) last year. As one of the largest West Coast cargo centers, Seattle is closer to Asia in transit time than any other major US port. However, Seattle's economic life depends upon the efficient movement of freight. All this risks being lost to other US ports if transportation congestion in the North Duwamish area erodes access and reduces the time advantage that we otherwise achieve. SR99 plays a vital role in keeping these transportation arteries flowing, as demonstrated after the February 2001 earthquake, when closures and limitations were placed on the viaduct.

In our letter of August 3, 2001, accepting the role as a cooperating agency, we outlined our general interests in the study: as a landowner of a variety of types of Port terminals on and near Elliott Bay; as a landlord and provider of transportation infrastructure to our many customers and tenants who also depend on public roads & highways for their businesses, and as a partner working with other agencies on regional transportation solutions. We look forward to continuing our participation on the various project committees.

In the broader policy context, we see this study as an opportunity to consider the entire regional transportation picture, and how this study fits in. It's critical to envision long-range transportation solutions. There has been some discussion of a "Westside Freeway" to complement and relieve Interstate 5; this alternate route is, in fact, part of the recognized function of SR99, if not currently built to freeway standards. As we work to find funding to complete the missing link of SR509 (to I-5 south of the airport), we must also consider the north end and ways to get to and through downtown Seattle. We must find solutions to connect this corridor to I-5, to relieve the Mercer mess and to maximize the public benefit of the investment made to improve upon the Alaskan Way Viaduct.

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Seattle, WA 98111-1209 USA
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www.portseattle.org



I. Port of Seattle as Land Owner & Landlord: Land Use & Access issues

A. Port Properties: The SR99 EIS study area boundaries stretch from the 1st Avenue South Bridge to north of the Battery Street Tunnel. While the majority of our Seaport properties lie within or adjacent to this study area, Port properties lying to the south and to the north also rely on the corridor for access. Sea-Tac Airport passengers and airfreight use the SR99/509 corridor to/from Seattle to access the airport. To the north, boaters at Shilshole Bay Marine and Fishermen's Terminal, as well as cargo operations at Terminal 91 and grain operations at Terminal 86, are likely to use the 15th Avenue corridor just off the Western/Elliot access at SR99. Some "project cargo," often-oversized vehicle loads, goes through T-91, using the City's designated overlegal truck route. Operations at T-86 are primarily served by rail to ship movements, reinforcing the importance of the rail line west of 15th Avenue.

B. POS properties within the study area: Our properties within the corridor are also varied in their use and have distinct access issues:

LOCATION	ACCESS
Pier 69: Port Headquarters (2711 Alaskan Way) & Victoria Clipper passenger terminal.	Port employees/visitors generally park in the World Trade Center Parking Garage, 2 blocks south. Many Victoria Clipper passengers also park remotely; & significant numbers also queue on Alaskan Way in front of P-69 for pick-up/drop-off. Those using SR99 depend on the Western, Elliot &/or Battery St. ramps.
Pier 66, Bell Street Pier Complex: cruise ship terminal, int'l conference center, museum, restaurants, public plaza, marina, World Trade Center & parking facility.	Similarly, most visitors/employees park in the WTC garage. Again, those using SR99 depend on the Western, Elliot &/or Battery St. ramps. Cruise ship traffic peaks when vessels are in port with charter buses, provision trucks & over 125 employees. In this 2nd year of homeporting at Seattle, cruiseships make about 40 calls, with approx. 3000 people (passengers + crew); current success leads to expectations that this growth will continue.
Pier 48: under study for redevelopment; operating in interim as a surface parking facility.	Through South Downtown to Alaskan Way. In the past, this was home to the car ferry to Victoria. This is the north end of Port's seawall (see discussion below).
Container Terminals in SE Harbor (Terminals 25, 30, 37, 46) from Spokane Street north to King Street. Separated from SR99 by Whatcom Yard railyard, & East Marginal Way.	We see very little Port truck traffic on SR99 north of Spokane St, attributed in part to no access points to SR99. Resultingly, East Marginal Way serves as a frontage road to the terminals for trucking and drayage operations. Local trucks dray containers to either railyard (see rail discussion below) or to Duwamish distribution points. The Port & City/SeaTrans have discussed the potential benefits of making EMW a priority route for commercial vehicles (e.g., trucks), separating the slower freight traffic from general-purpose trips. Regional trucks predominantly head north on EMW to SR519, or south to SR99 or I-5 (via Spokane St). Other key truck arterials include W. Marginal Way, Alaskan Way, and Michigan & Hanford Sts.

	<p>WATERSIDE: The possibility of an Elliot Bay “chunnel” for SR99 raises concerns for ship clearance to the terminals. We are currently working to dredge the East Waterway to a depth of 51’. Port of Oakland is working for 60’ clearance, anticipating deeper ships. Given the expected life span for this investment and the increasing depth in ship design (some tankers have a 75’ draw), we would need to work closely with designers to define the top depth of any “chunnel” placed in front of a terminal.</p>
<p>Container Terminals to the west on Spokane St: Harbor Island (T-18) & the S. W. Harbor (T-5).</p>	<p>Much truck traffic from I-5 uses the Spokane St. Viaduct. Trucks to/from Duwamish locations tend to use surface-level Spokane St, especially due to lack of connections between the Spokane St. viaduct & SR99 (to the south). The Port’s terminal redevelopments (to include on-dock rail) also built overpasses to separate vehicle/train conflicts at the terminal.</p>
<p>Warehouse & Distribution facilities (T-102, 104, 106, & 108), south of Spokane St. This includes a 50,000 sq. ft. facility designated as a U. S. Foreign Trade zone.</p>	<p>South of Spokane St., SR99 runs at grade with traffic signals/driveway access to properties. While traffic flow could be improved by use of “access management” techniques, this would require special consideration (turning radii, frontage roads) to handle the freight trucks.</p>
<p>Miscellaneous piers (Piers 2, 17, 27, 28 & 34). These piers currently play smaller roles in moving freight, but are assets in the Port’s portfolio with future potential.</p>	
<p>The Port also owns/maintains multiple parks & waterfront public access points.</p>	

C. Seawall: We recognize that SR99 lies in very close proximity to the City’s seawall, from Pier 48 to the north. Except for the property owned by the U.S. Coast Guard at Pier 36, the Port has ownership from P-48 to the south (to Spokane Street). For the majority of our portion, SR99 lies much farther to the east and the seawall is different in character from that of the City. Our Pier 48 is the exception to this statement. We have inspected our seawall since the February 2001 earthquake and don’t currently anticipate major improvements will be required. However, we believe it is important to include the Port portion in the seawall study recently receiving appropriation from the federal government. We will cooperate with the consulting engineers and make access available as necessary.

D. Port-Related Infrastructure: The efficiency of our cargo terminals operations depends on the transportation infrastructure that has developed around them.

Rail: The container business relies on intermodal transfers to rail lines for about 65-70% of the imports and 50% of the exports. These transfers can take place at the port terminals like the recently redeveloped on-dock rail facilities at T-5 & T-18, or via trucks draying containers to 1 of 2 major rail hubs. The main rail yards serving international intermodal freight are Burlington-Northern’s Seattle International Gateway (SIG) Yard (east of SR99 between Atlantic and Spokane Streets) and the Union Pacific’s Argo Yard, south of Spokane. Both yards operate at peak capacity in accordance with shipping arrivals/departures.

Various smaller yards and spur tracks provide critical capacity for train building and switching operations, and/or rail car storage. Important to this study is the Whatcom Yard (paralleling SR99 on the West) and the north spur serving Whatcom and SIG from Atlantic to King Streets, especially given their proximity to the

viaduct and importance in the Seattle rail system. From the yards, four railroad routes lead to inland markets. An issue for consideration during proposal development is the fact that the railroads operate under a franchise agreement that precludes the State of Washington from condemnation authority over railroad properties. Thus, it's important to work with both the Burlington Northern and Union Pacific railroads from the outset.

Grade Separations: WSDOT, the City and the Port are cooperating with other agencies on the FAST Corridor project, which was established to disentangle different modes (rail and vehicles traffic) by building new grade separations. As we have come to rely on overpasses/viaducts built historically in the Duwamish, they've become nearly transparent to the daily user. Key existing grade separations include Spokane Street Viaduct (separating the Mainline through Seattle, as well as leads to SIG and various spurs), SR99 Viaduct over Spokane St. (separating tracks to T-5, T-18 and Whatcom Yard, and trucks trips to the rail yards), and Airport Way, 1st & 4th Ave. S. overpasses (rise over UP's Argo Yard). This existing infrastructure provides critical capacity for smooth traffic and rail flows.

Other integral transportation infrastructure includes access to and from regional highway system and the trucking/warehousing industries and pipeline/fueling systems in the Duwamish. Development of the Duwamish infrastructure with this industrial emphasis has occurred over many decades. The Duwamish is well served by I-5, I-90, SR99 and SR519. Access between the regional highway system and Port and/or rail terminals is critical, particularly at SR519 to I-90 and I-5, on Spokane Street (surface and the viaduct) and farther south on SR99. Other key arterials used by trucks include East and West Marginal Ways, Alaskan Way, Michigan Street, and Hanford Street. Finally, recent investments are being made on an on-going basis to provide Intelligent Transportation System (ITS) traffic management improvements in the Duwamish area.

E. Other SR99 Corridor Land Uses: Around both ends of the corridor are Seattle's two main industrial centers, the Ballard-Interbay Manufacturing Industrial Center and the Duwamish Manufacturing & Industrial Center. Freight transportation to, from and between these two industrials centers is currently provided to a large extent by the Alaskan Way Viaduct. Note considerable redevelopment is occurring along Elliot Avenue and 15th NW.

More specifically, at the south end of the study area, the Duwamish is the most highly concentrated industrial area in Washington State. It consists of more than 4100 acres of industrial land that includes Port of Seattle properties. Roughly 61,000 employees in the area engage in industrially related commerce. Additionally, in the Duwamish, freight needs to coexist with the attractions of the stadia and exhibition hall, regional and local commuters, ferry traffic, passenger rail, and bicycles and pedestrian traffic.

To the north on former POS property near the Pier 66 Central Waterfront, there is significant new private development occurring: the recently developed Waterfront Landings condominiums, soon will be joined by a Marriott Hotel, scheduled for construction through Fall 2002. These facilities nearly about the existing viaduct.

II. The Port as Regional Transportation Partner

Through the Port's recent strategic planning study, the Harbor Development Strategy 21, the Port Commission reaffirmed the Port's interest in working cooperatively with other local and regional governments and stakeholders to address regional transportation issues. Below are examples of joint projects and studies of interest to this SR99 viaduct study.

A. Related studies: Recognizing their common interests in preserving the region's economic health and reducing traffic blockages, the City and Port commissioned a partnership project, Access Duwamish to address access and congestion problems in the North Duwamish area. The project's objective was to develop a package of multimodal transportation improvements for which the City and Port would jointly seek state and federal funds.

The study addressed problem and needs, developed a recommended project list, and explored potential funding sources. Unfortunately, the severity of the repairs necessary for SR99 was not known at the time of the Access Duwamish study. However, projects recommended by the study are important to the ongoing SR99 goal to maintain and improve Port and ferry access. A copy of the executive summary, and any applicable technical appendices, for "**Access Duwamish: A Freight Mobility and Economic Strategy for the Duwamish Area,**" June 2000, are available from City or Port staff.

The Port is also a founding member of the FAST Corridor (Freight Action Strategy for Seattle to Tacoma Corridor) package. Various planning documents from this group elaborate on the need for improvements to the rail corridor, to Port access and to freight mobility for trucks. As of this date, some projects are fully funded and under construction, and others have only partial funding. Related projects are listed below.

A final package, the **Duwamish-Interbay Initiative** (brochure), finalized by the City and Port freight interests in January 2001, presents ten key projects in the Duwamish to Interbay Corridor. Again, this SR99 study is an important addition to that list, but as is, it serves to identify improvements in the corridor for consideration to maintain and improve Port and ferry access.

B. Related transportation projects: The following presents a description of projects that are underway or have been proposed for improving freight mobility (and often general mobility) in this corridor. In some cases, these projects represent incremental design solutions, developed when SR99 appeared to be the status quo. While it's important that these projects not lose their momentum in design, the list should be reviewed to consider whether alterations or enhancements could be made to a new SR99 to better meet these projects' ultimate goal.

- SR 519 Phase 1 and Surface Street Alaskan Way Improvements
- Spokane Street Viaduct Widening
- East Marginal Way Grade Separation
Completion of the SR99/Spokane St Viaduct interchange (to allow grade separated movements from east to southbound (EB->SB), and north to westbound (NB->WB))
- Duwamish Intelligent Transportation System Improvements
- SR519 Phases 2 & 3
- Lander Street Overpass
- Hanford St access to SR99
- North Waterfront Access Study

Mr. Kojo Fordjour
August 27, 2001

Page 6

Efficient access to Port properties is vital to the state's economy. As the Purpose and Need statement for this study says, this project should help maintain and enhance that access. We look forward to working with the other stakeholders on this study to consider the transportation solution in the regional context, to develop a workable solution in this corridor and to provide necessary data or contacts within the Port and with our Port tenants. Thank you again for your efforts.

Sincerely,



Steve Sewell
Managing Director, Seaport

cc: WSDOT - Carol Hunter
City - Kristen Nielson
POS - Tom Tierney, Stephanie Jones, Larry St. Clair, Marsha Holbrook, Geri Poor



WASHINGTON STATE
PUBLIC STADIUM AUTHORITY

July 12, 2001

Ms. Carol Hunter
Washington State Dept. of Transportation
401 Second Avenue South, Suite 300
Seattle, WA 98104

RE: Alaskan Way Viaduct Scoping

Dear Ms. Hunter,

On behalf of the Washington State Public Stadium Authority (PSA), I would like to submit the following comments for the environmental scoping that the Washington State Department of Transportation (WSDOT) is conducting for the Alaskan Way Viaduct (Viaduct).

The Stadium and Exhibition Center Project is located at the important juncture between Pioneer Square and the Duwamish neighborhoods. We can attest to the devastating traffic impacts since the Alaskan Way Viaduct was damaged in the February 28th 2001 earthquake. Our comments below are divided into short-term and long-term concerns:

SHORT-TERM CONCERNS:

1. **STAGING AT THE STADIUM EXHIBITION CENTER.** One of the PSA's main objectives is to ensure successful event staging for the Stadium Exhibition Center. This requires staging area for the event trucks, and access to the facility over surface streets. Right now the PSA is considering leasing a staging area at the Port of Seattle's Terminal 104 near Spokane Street. Our ability to use this potential staging area is impacted by poor traffic circulation between Spokane Street and Royal Brougham Way along 1st and 4th Avenues and Alaskan Way. Any short-term solutions to loss of Viaduct traffic needs to also consider the staging needs of the Exhibition Center.
2. **TRUCKS AND BUSES ON SURFACE STREETS.** While the PSA understands the need to keep high weight vehicles off the Viaduct, there are significant impacts to facilities and businesses in the Pioneer Square and Duwamish neighborhoods that must operate with increased truck and bus traffic. We hope that WSDOT will consider escalating certain freight mobility projects in the vicinity while the Viaduct study and design is being pursued. One option would be the Lander Street grade separation project.
3. **IMMEDIATE FUNDING NEEDS.** We would strongly encourage WSDOT to pursue funding for freight mobility projects in the Duwamish area that will allow improved mobility throughout South Downtown while the Viaduct is at decreased capacity (such as the Lander Street grade separation).

LORRAINE HINE
BOARD CHAIR

FRED MENDOZA
BOARD VICE CHAIR

LUCY DEYOUNG
BOARD MEMBER

ROBERT DILGER
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SUE FROST
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LONG-TERM CONCERNS:

1. **COORDINATING VIADUCT REPLACEMENT WITH OTHER TRANSIT PROJECTS.**
Too often there is inadequate coordination between current and proposed transportation projects. With SR 519 Phase I being built now, and the design for SR 519 Phase II in the works, it is critical that WSDOT coordinate Viaduct plans with both phases of SR 519. In addition, ferry staging on surface streets or at a new location will impact South Downtown. There needs to be concerted coordination between Viaduct planning and ferry staging.
2. **COORDINATING ANY PROPOSAL FOR THE VIADUCT WITH OTHER CAPITAL PROJECTS IN SOUTH DOWNTOWN.** As there are a number of transportation projects being planned, there are also numerous other capital projects in South Downtown, including the WOSCA site development. It will be critical that any plans for the Viaduct be coordinated with these planned capital projects to provide the greatest transportation effectiveness for those who will work, live, or travel into the South Downtown area.
3. **PROTECTING THE PUBLIC INVESTMENT IN SOUTH DOWNTOWN.** With nearly \$1 billion of investment in the Football/Soccer Stadium, the Exhibition Center, and Safeco Field, it is imperative that any transportation plan for the Viaduct provide easy access to the stadiums and the Stadium Exhibition Center.
4. **ACKNOWLEDGING THE MULTI-MODAL ELEMENT IN SOUTH DOWNTOWN.**
Solutions to the Viaduct need to take into consideration the multi-modal nature of South Downtown. Ideally, a solution for the Viaduct would provide or lead to improvements for transit, automobiles, freight, ferries, trains, and pedestrians in South Downtown.
5. **COORDINATING CONSTRUCTION WITH EVENT SCHEDULING.** Finally, it is critical that construction work on the Viaduct be coordinated with the event schedules of the publicly-owned facilities in South Downtown. If there is any way we can be of assistance in this area, the PSA would be happy to do so. As WSDOT has seen, closing the viaduct for weekends at a time has a huge impact on traffic throughout Seattle. As the Football/Soccer stadium approaches its opening in July of 2002, it will be important for us to maintain links with WSDOT on event scheduling. With NFL games being played on Sundays, coordination of Viaduct closures will be an integral part of a successful Transportation Management Plan for the Stadium.

Thank you for your consideration of our comments as you enter a most difficult task. We wish you well and are hopeful that good solutions are on the horizon.

Sincerely,



Ann Kawasaki
Executive Director

Cc: Bob Collier and Jim Kelley, First & Goal Inc.
Jeff Klein, First & Goal Inc.
David Markley, Transportation Solutions Inc.
Steve Pearce, City of Seattle
Bruce Nebitt, WSDOT



WASHINGTON STATE
MAJOR LEAGUE BASEBALL STADIUM
PUBLIC FACILITIES DISTRICT
110 South Atlantic Street
Seattle, WA 98134

July 12, 2001

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Fax: (206) 664-3194

Carol Hunter
Alaskan Way Viaduct EIS
Washington State Department of Transportation
401 Second Avenue South, Suite 300
Seattle, WA 98104-2887

BOARD OF DIRECTORS

Robert C. Wallace
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Charles V. "Tom" Gibbs
Joan Enticknap
Terence A. (Terry) Carroll
Sue Taoka
Phill Boguch

Re: Scoping Comments on the Alaskan Way Viaduct Project

Dear Ms. Hunter:

The Washington State Major League Baseball Stadium Public Facilities District ("PFD") appreciates this opportunity to comment on the scope of the environmental impact statement (EIS) for the Alaskan Way Viaduct project. The PFD has reviewed the scoping notice for the project, as well as related materials from the public scoping meeting. Based on our review, we have the following comments:

- We encourage WSDOT and its partners to study a range of reasonable alternatives for retrofitting or replacing the viaduct;
- In developing those alternatives, it is important that WSDOT keep in mind all of the on-going transportation and public access improvement projects that are occurring in the south downtown area, including the SR-519 roadway project;
- If elevated structures are evaluated, the impact of the structure on public views from public facilities such as Safeco Field must be studied. As you may know, the PFD strongly supported recent City of Seattle changes to zoning in the Greater Duwamish area that preserves public views from Safeco Field. Any changes to the viaduct structure that would negatively affect these views must be carefully studied in the EIS;
- The EIS should evaluate how the viaduct project will work together with existing transportation infrastructure to maintain or improve access to the south downtown area;
- The impacts evaluated in the EIS should include the impacts on transportation, parking and public access (pedestrian, bus, ferry, bicycle, etc.) to Safeco Field and the surrounding area as a result of the project, especially during project construction;

Viaduct Scoping Comment Letter

July 12, 2001

Page 2

- The EIS should evaluate the project's impact on the built environment, including in particular noise and public safety impacts on nearby public facilities such as Safeco Field during construction.

We appreciate your consideration of our scoping comments and look forward to continued involvement in the environmental process for the viaduct project. Please put the PFD on your mailing list to receive copies of any further public notices and mailings for the project, including the draft and final EISs. Such notices should be addressed to Kevin Callan, the Acting Executive Director of the PFD.

Very truly yours,

Robert C. Wallace/gd

Robert C. Wallace
PFD Board Chair

TEB:reij

Cc: PFD Board Members
Tom Backer, Preston Gates & Ellis LLP
Susan Ranf, Seattle Mariners



**King County
Department of Transportation**

201 South Jackson Street
Seattle, WA 98104-3856

July 12, 2001

Kojo Fordjour
Washington State Department of Transportation
Transportation Building
P. O. Box 47300
Olympia, WA 98504-7300

Dear Mr. Fordjour:

This letter responds to your request for scoping comments on the Determination of Significance for the Alaskan Way Viaduct project. This project is because of failures occurring on the Viaduct as a result of the February 28 earthquake.

King County sees this situation as an opportunity to rethink the manner in which travel on the Viaduct is handled. We recognize that the facility, which carries roughly 100,000 vehicles per day, is critical to the vitality of the City of Seattle and the region. We also recognize that reconstructing and/or replacing the Viaduct presents special challenges.

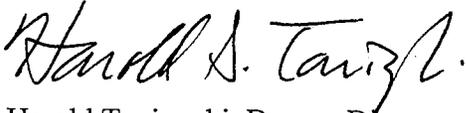
Among the opportunities are linking freight movements from the Kent Valley, via the proposed SR 509 extension to the Duwamish Valley and Interbay, increasing transit links between outlying communities and downtown Seattle, and potentially tying in to traffic and transit movements across Lake Washington via the reconstructed SR 520 and I-90/SR 519. This means that the alternatives need to look, in particular, at connections among transportation facilities and facilitation of transit, including both bus and high capacity, and ridesharing mobility, which can improve the facility's throughput without unnecessary or detrimental facility expansion. The alternatives need to include, not only new transit system consideration, but also facilities that might accommodate existing or enhanced service operations, such as HOV lanes and exclusive access ramps.

Among the challenges are maintaining mobility during construction and the potential impacts of replacing this facility either in place or elsewhere. Construction impacts will be critical and deserve special emphasis in the document. We understand that this will cover all the elements of the environment in its documentation. There are some areas, however, that will need special emphasis including, transportation, land use, geology and soils, hazardous materials, archeological resources, air and water quality, noise, economics, fish and aquatic habitat, shorelines, and utilities.

Page 2

We look forward to a vigorous discussion of issues related to this project and hope we can help provide support for this work as it proceeds. Thank you for the opportunity to comment. If you have any questions, please contact Liz Gotterer, Transit Planner, at 206-684-1647 or Ann Martin, Principal Transportation Planner, at 206-263-4711.

Sincerely,

A handwritten signature in black ink that reads "Harold S. Taniguchi". The signature is written in a cursive style with a large initial 'H' and 'T'.

Harold Taniguchi, Deputy Director
King County Department of Transportation

cc: Liz Gotterer, Transit Planner, Metro Transit Division, KCDOT
Ann Martin, Principal Transportation Planner, Office of Regional Transportation
Planning, KCDOT



WASHINGTON STATE
MAJOR LEAGUE BASEBALL STADIUM
PUBLIC FACILITIES DISTRICT
110 South Atlantic Street
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July 12, 2001

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Alaskan Way Viaduct EIS
Washington State Department of Transportation
401 Second Avenue South, Suite 300
Seattle, WA 98104-2887

Re: Scoping Comments on the Alaskan Way Viaduct Project

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- We encourage WSDOT and its partners to study a range of reasonable alternatives for retrofitting or replacing the viaduct;
- In developing those alternatives, it is important that WSDOT keep in mind all of the on-going transportation and public access improvement projects that are occurring in the south downtown area, including the SR-519 roadway project;
- If elevated structures are evaluated, the impact of the structure on public views from public facilities such as Safeco Field must be studied. As you may know, the PFD strongly supported recent City of Seattle changes to zoning in the Greater Duwamish area that preserves public views from Safeco Field. Any changes to the viaduct structure that would negatively affect these views must be carefully studied in the EIS;
- The EIS should evaluate how the viaduct project will work together with existing transportation infrastructure to maintain or improve access to the south downtown area;
- The impacts evaluated in the EIS should include the impacts on transportation, parking and public access (pedestrian, bus, ferry, bicycle, etc.) to Safeco Field and the surrounding area as a result of the project, especially during project construction;

Viaduct Scoping Comment Letter
July 12, 2001
Page 2

- The EIS should evaluate the project's impact on the built environment, including in particular noise and public safety impacts on nearby public facilities such as Safeco Field during construction.

We appreciate your consideration of our scoping comments and look forward to continued involvement in the environmental process for the viaduct project. Please put the PFD on your mailing list to receive copies of any further public notices and mailings for the project, including the draft and final EISs. Such notices should be addressed to Kevin Callan, the Acting Executive Director of the PFD.

Very truly yours,

Robert C. Wallace/gd

Robert C. Wallace
PFD Board Chair

TEB:reij

Cc: PFD Board Members
Tom Backer, Preston Gates & Ellis LLP
Susan Ranf, Seattle Mariners

Ms. Carol Hunter
Office of Urban Mobility
401 2nd Avenue South, Suite 300
Seattle, WA 98104

RE: Scoping Comments/Alaskan Way Viaduct Environmental Impact Statement (EIS)

Dear Ms. Hunter,

Following are issues and alternatives the Elevated Transportation Company (ETC) requests be addressed in the EIS that will be prepared for the future of the Alaskan Way Viaduct. These comments result from a recent decision by the ETC Council to pursue planning for the Seattle Popular Transit Plan (SPTP) along a first priority corridor from Ballard, through Downtown to West Seattle. This corridor includes the existing Alaskan Way Viaduct and potentially other new alignments that the State may consider for replacing that facility. Our desire is to assure that planning and environmental analysis for the Viaduct project consider the prospect of a monorail through this corridor and that solutions sought may optimize both projects.

Currently, the monorail project is funded through preparation of the SPTP, including preliminary design and SEPA documentation. Our schedule is for a public vote on the Plan to occur in November of 2002. The prospect of preparing a plan closely coordinated with other major transportation facilities and perhaps even benefiting in terms of cost and constructability from coordination with those facilities, is an opportunity we must not miss. We offer you the full cooperation and availability of the ETC Council, our staff and consultant team in addressing this coordination and other matters that may arise during the course of your studies.

Regarding your EIS, we specifically request:

- 1) That any alternative that either replaces the viaduct or builds a variation in the same corridor, consider the prospect of a parallel or appended monorail structure for that portion of the viaduct extending from Battery Street to S. Royal Brougham Way.
- 2) That any alternative that removes the Viaduct from its current alignment considers and analyzes the potential reuse of the existing corridor (in part) for the location of the monorail.
- 3) That any alternative that would discontinue use of the Battery Street Tunnel, consider the reuse of the tunnel (partial) for location of the monorail.
- 4) That any alternative that either replaces the viaduct or builds a variation in the same corridor, evaluate the potential impacts of having a monorail either under construction or operational in a parallel, nearby alignment.

- 5) That any alternative which might utilize sub-surface rights of Second Avenue (or other north-south trending arterial) through the Downtown, consider and analyze compatibility with a monorail structure in the same corridor.

Thank you for including these aspects in your EIS and again please consider our offer to assist in any manner you may determine desirable.

Sincerely,



Harold Robertson, Executive Director
Elevated Transportation Company

Cc: Council Members, Elevated Transportation Company
Robert R. Griebenow, P.E., S.E., Berger/Abam Engineers, Inc.

**The Alaskan Way Viaduct Open House
June 28th, 2001 at the Mountaineers Club, Seattle
Summary of Public Comments, June 28th, 2001**

Open house comment forms:

1. Where do you live (neighborhood)?
2. What alternatives for the future of the viaduct should be considered?
3. What factors are critical to the success of this project?
4. What potential impacts should be considered by the project?
5. Additional Comments.

Comments From Submitted Comment Forms

#	Comments	Action Items
1a	<ol style="list-style-type: none"> 1. Lower Queen Anne 2. Cut & cover or bore tunnel 3. Which is the most cost effective vs. time to completion. You need to mark up your schedule. Don't bog down in process – make decisions and act. 4. Traffic disruption and noise should be minimized, but not to the point of slowing down the project. The environment might be hurt more if we don't get this project done soon. 	
2a	<ol style="list-style-type: none"> 1. Queen Anne 2. Putting it underground!! Even a new, elevated structure would be unsightly and still block the views and "connection" to the waterfront. Let's think about long-term quality of life vs. short term cost savings. 3. Long-term livability balanced with the traffic loads that need to be accommodated. 4. The revenue that could be lost to the city if it's not underground – tourist dollars; economic development; etc. 	
3a	<ol style="list-style-type: none"> 1. 30th & Jackson 2. At this point, "All." 3. Impact of bicycle path & route; cost effectiveness; views; use of air space; support for transit 4. – 5. The tunnel will be a boat; WSDOT sinks boats. Hire marine engineers. 	

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4a	<ol style="list-style-type: none"> 1. Esperence/Aurora Village (Edmonds) 2. Six general Purpose lanes plus two HOV lanes. Right hand exit/entrances with collector/distributor in places. 70 mph design speed. Keep it above ground to keep maintenance and construction costs low. 3. Providing a finished product that addresses all functional deficiencies in current viaduct corridor. 4. Long-range maintenance, scenic vista provided by current upper deck. 5. Consider Elliott Avenue/15th Ave NW as a high-speed route to Ballard, Magnolia, & Crown Hill. Make sure connection to/from viaduct is high-speed (50 or 60 mph). (It already resembles a freeway from Galer Street to Market Street.) 	
5a	<ol style="list-style-type: none"> 1. West Seattle 2. 1) Must be of equal or greater capacity. 2) <u>Must be above ground</u> as our past experiences with tunnels have proven to be leaky, poor quality, or far too expensive. Soils & Water proximity are negative factors. 3) It is far better to consider the wonderful view that an elevated viaduct provides all the citizens of Seattle who use it – as well as visitors – than to bury the roadway for the sake of a few! 3. Open & honest dialogue with public – (don't hedge as did Sound Transit!). 4. Business will be lost due to inaccessibility during construction. Traffic will be a nightmare – (Please, let's not plan any big conventions, that will exacerbate that!). 5. 1) Above ground (elevated – not on grade, that would destroy waterfront area). 2) Equal capacity. 3) <u>No Tunnels!</u> 4) <u>Two levels preferable to 1 double wide!</u> (Find the company that built the WS Bridge. They finished ahead of schedule, under budget & had amazingly little disruption of traffic flowing underneath as they built directly over our heads. Those guys knew what they were doing!) 	
6a	<ol style="list-style-type: none"> 1. U District 2. 1) The viaduct must be replaced. 2) Without imposing tolls. 3) And monorail or some mass transit should be studied in conjunction with a new structure. 4) Alternative 2 (6 lane decked modern structure) looks most feasible given state funding limits. 3. Overcoming the development lobby who want to remove the viaduct to create buildable land – transportation needs must come before economic development. 4. How to deal with traffic/parking/etc. during construction. 5. This project must not impose tolls, which likely precludes tunnel options due to their cost. Seriously consider incorporating elevated mass transit to create multi-modal waterfront transportation facility. 	
7a	<ol style="list-style-type: none"> 1. Queen Anne 2. Tunnel with freight – Absolutely not another “mistake on the lake.” 3. Quality and value – not short-term but long-term. Quality of life in downtown neighborhoods. Open space rather than asphalt. Making a positive contribution to Seattle. Changing demographics and land uses of Seattle – it's not an industrial waterfront anymore. 4. Views, noise, tourist satisfaction with waterfront. 60,000 new residents in downtown need open space (2020); 100,000 new employees (2020); 5 million new tourists (2020). 5. Not \$1 towards rebuilding that NASTY freeway – Build the tunnel and nobody will think about the cost 10 years from now. How much did the freeway cost? The I-5 bridge? The Montlake cut? The locks? Who cares 1 day after it's built. Not another 50 years of separation from the waterfront please. 	

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8a	<ol style="list-style-type: none"> 1. Uptown 2. - 3. - 4. - 5. 1) Take the viaduct down. 2) Replace it with a tunnel for cars and another tunnel for trucks. 	
9a	<ol style="list-style-type: none"> 1. Queen Anne. Work in West Seattle. 2. Tunnel to get traffic off streets and provide greatest flexibility for routing – not tied to existing street patterns. Plan for multi-modal use. This will be an expensive project & take a long time – make sure it is a significant improvement in moving people & goods. 3. That it meets needs – provides access to sport facilities, links to other routes, has sufficient capacity, is efficient and safe to use. 4. This will be disruptive to transportation & business activity – what mitigating measures will be applied? Cost should <u>not</u> be the deciding factor. Efficiency, safety, improved systems are important. 5. For once in Seattle's history, build something that is not "on the cheap" – try to anticipate solve problems rather than create new ones. 	
10a	<ol style="list-style-type: none"> 1. Beacon Hill 2. Any except "Grand Boulevard." That option does not move traffic, and makes the Waterfront less ped/bike friendly. I wonder if a single-level elevated would use a bigger blueprint. *If tunnel option: Put additional separate lane exclusively for bus/monorail/light rail. 3. Staged construction, so portions of the viaduct are open at some time of project. Mass transit be incorporated into project. 4. BNSF RR tunnel if tunnel option is used. Seawall if Alaskan Way tunnel is used. 5. Moving W. Seattle Bridge/SR 99 Ramps occd. Access to/from SR 99 South from stadium area (help to disburse traffic). Bike/ped improvements, if applicable. I-5 improvement should be done regardless. Need additional open houses. Current web site is bland, need to put presentation/meeting material on site. A good site to emulate is WSDOT's Translake Study (documents...). 	
11a	<ol style="list-style-type: none"> 1. Capitol Hill 2. 1) Tear down, do not replace, accept some congestion; or 2) a tunnel straight through Seattle that does not have each; or 3) A box that reduces the noise and disruption, an above-ground structure shielded from the neighborhood. 3. Ensuring that whatever replaces viaduct makes living downtown easier and more desirable. Also that is provides space for paths & parks for downtown along the path of the viaduct. 4. The impact on life downtown. We are not just a place for others to admire the view from a car. This is a place where people live. The experience of the waterfront should be enjoyed best by those who can feel the wind in their hair and smell the breeze. 5. If there is provided an elevated structure of <u>any</u> type (<u>not</u> my preferred solution) it should be one that reduces noise and provides greater recreational space than there is now. 	

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12a	<ol style="list-style-type: none"> 1. Belltown (at 1st & Bell St.) 2. I am in favor of any plan which does not include the prioritization of vehicular culture & its needs. Two nights ago around 11 pm I walked up onto the viaduct (after it was shut down) with my dog. What a wonderful view of Seattle, Elliott Bay, etc.; this would make a remarkably beautiful, totally unique urban-open-green space. A park, with bike lanes, pedestrian paths, swing sets, benches & trees! 3. - 4. We should consider what our city will look like & how people living here feel about it in <u>one hundred</u> years! Lets leave a legacy to be admired, appreciated and emulated by other cities, which truly recognize what makes a particular place livable. We need to stop lying about how creating more vehicular capacity will relieve congestion. We need to encourage in any infinitely numerous and creative ways the desire and the will and the capability of people to get out of their cars (especially during "rush hour"(s), the slowest moving, most polluting type of automobile use. 	
13a	<ol style="list-style-type: none"> 1. Downtown - across from Pier 62/63 2. Tunnel; maybe a tall; less noise. 	
14a	<ol style="list-style-type: none"> 1. - 2. If there is an elevated six-lane roadway then there needs to be a roof on it that can meet up to Broad Street, allowing access off street. 	
15a	<ol style="list-style-type: none"> 1. Lower Queen Anne (4th W & Mercer) 2. Tunnel - will leave the details to you. 	
16a	<ol style="list-style-type: none"> 1. Issaquah 2. Cut & cover tunnel with light rail 3. <u>Maintain</u> traffic flow through corridor during construction. Minimize disruptions to local businesses. 	
17a	<ol style="list-style-type: none"> 1. Magnolia - North end 2. Cost and functionality should be criteria that govern project. I do not want to see another "money pit" or non starter project (Sound Transit) that is haggled over ad nauseum. 3. I would like to see: Least amount of displacement of traffic that currently uses viaduct by implementing new structural concept that does not follow the current footprint of the viaduct. I specifically use the viaduct frequently to avoid giving to go east to the freeway to go south (South park, airport, Kent, etc.). Vice versa I use the viaduct when coming from the south as it feeds into Western, Elliott, 15th NW - good access to Magnolia, QA, Ballard, Crown Hill. It is good access because it eliminates east west treks from those areas to I-5 in many instances; the same east-west trips that are burdensome in our city. 4. - 5. 1) My first priority would be for open-air, above ground structure due to personal preference based on views which enhance my excursion. Secondly I am for this type of structure because of the cost factor - less money. 2) I oppose a structure that would entail consuming greater space than what the viaduct currently takes. Leave the space under it as is and do not make it much wider as this will start to infringe on the waterfront experience/quality, i.e. 6-lane surface street - is this really a serious alternative? Attention - I am interested in serving on the advisory committee as a person representing the public at-large. I have been on the QA Comm. Council previously active with Mag. Comm. Council and currently hold a committee chair position with the 36th district Republicans. 	<p>Attention - I am interested in serving on the advisory committee as a person representing the public at-large.</p>

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18a	<ol style="list-style-type: none"> 1. Belltown 2. Only cut & cover. In fact, why are we paying for off-the-wall design ideas that provide an ugly, distracting and otherwise urban-unfriendly solution to a no-brainer problem! 	
19a	<ol style="list-style-type: none"> 1. Fremont 2. At this point, all alternatives should be considered as long as they meet the screening criteria. 3. Built to withstand high magnitude (8 or more) earthquake; will have capacity equal to or greater than existing viaduct; has good cost to benefit ratio; makes every attempt to minimize disruption to traffic while under construction; puts regional needs over waterfront desires. 4. Construction impacts to environment, to traffic flow. 	
20a	<ol style="list-style-type: none"> 1. West Seattle 2. Limited access grand boulevard with pedestrian, train and auto overpasses to temporarily move traffic while elevated structure with more capacity is rebuilt. Replace seawall as needed. It really seems any other alternative is focusing more on aesthetics than practicality. 3. Timing. A decision needs to be made and work needs to commence. The project (no matter what option) needs to carry the same or more traffic at the same or higher speeds when it is complete. At this time I don't think you should worry about adding in better connections to areas not currently connected. It makes sense to consider how these could be added in later and having the structure ready to make the connections when the money is available. 4. I do not think we need to make the area prettier, and we should preserve the existing right of way for a freeway. Do not move this road and incur the additional costs of needing to buy more property. 5. My biggest fear is you will start the project and it will be delayed by cost overruns and public lawsuits and become yet another Seattle transit indecisive nightmare. Or that the project will be subject to the endless debate and bickering and never start. Stay focused! 	
21a	<ol style="list-style-type: none"> 1. International District/Asian District 2. I believe that the Alaskan Way Viaduct should be torn down and replaced with/by a bridge that spans across Elliott Bay that should be called "Elliott Bay Bridge" and be a hanging/suspension bridge like those 2 bridges in the San Francisco Bay metro area, not a floating bridge like those two that are crossing Lake Washington. Of course the bridge should connect between West Seattle and Battery Street Tunnel and be financed with a bond measure that should be repaid with tolls like the second Tacoma Narrows Bridge. 	
22a	<ol style="list-style-type: none"> 1. - 2. Eliminate parking under the viaduct and change all of it to a green belt with walkways for pedestrians. Use double deck above green belt to carry car traffic and add an elevated light rail track above viaduct to carry passengers. 	

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23a	<ol style="list-style-type: none"> 1. West Seattle 2. Any that cost effectively maintain or improve a similar right of way. <u>Not</u> concerned about improving views in that corridor or "joining" downtown to the waterfront. Primarily concerned with traffic flow with those other issues being secondary. Also, not disrupting or interrupting current flow during construction should be given major consideration when determining future options. 3. Cost, federal help, minimizing current traffic flow during construction. 4. Maximizing traffic capacity, secondarily uniting the waterfront with downtown and lessening traffic noise (but only secondarily). 	
24a	<ol style="list-style-type: none"> 1. Belltown - 1st & Bell 2. Promotion of alternatives for transportation, pedestrian impact and a cleaner (less noise & air pollution) area on the whole. I like the idea of covering it and having parks and car free roads for bicycle travel. You could make an above ground tunnel and have bike lanes and parks on top. Don't cater t just the car drivers. Include all people and all lifestyles. 	
25a	<ol style="list-style-type: none"> 1. Queen Anne 2. Leave the present viaduct in place as long as possible and use the money to build a BART system. If you <u>must</u> replace the viaduct, the tunnel is the best alternative if the engineering problems can be solved. 3. Better appearance than the present structure. Either 1) no replacement, or 2) a tunnel would provide a better appearance. 4. Stadium traffic and street closures on game days. How much can rapid transit do to replace freeways in this area? 5. The Battery St. tunnel works well and should be extended a few blocks north to eliminate the Mercer Mess. 	
26a	<ol style="list-style-type: none"> 1. Pike Place Market area 2. Replace or repair with a similar structure, perhaps with more capacity. Maintain view of Elliott Bay from viaduct. I don't feel a tunnel or underground solution is practical, due to the expense. 3. Continue to provide easy access to an I-5 alternative for downtown residents. Cost effective solution - minimize cost for same or slightly higher capacity. 4. - 5. Improve access to a viaduct (or I-5) from ferry terminal - get ferry traffic off surface streets as quickly as possible. Maintain ease of access from West Seattle to downtown. 	
27a	<ol style="list-style-type: none"> 1. West Seattle (Westwood neighborhood) 2. Tunnel - land or water - more studies and <u>good</u> public input. 3. 1) Public input. 2) Accurate cost analysis; 3) Openness. 4. 1) Traffic flow. 2) Congestion. 3) Cost - Better to spend on front end & do it right - <u>but</u> make certain project has long-term positive functions. 5. This needs a <u>lot</u> of study. We also need more <u>mass transit</u>. Example: Middle School student ID. 1) Is <u>ALSO</u> a bus pass for nominal fee; get bus riding as a habit. 2) Water taxi from both WS & Ballard. 3) Monorail. 	
28a	<ol style="list-style-type: none"> 1. - 2. It needs to go in a tunnel combined with transit. Use this opportunity to put BNSF in a tunnel further north. 	

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29a	<ol style="list-style-type: none"> 1. West Seattle 2. Please quit labeling maps/diagrams with West Seattle Freeway. We are happy to have it designated as West Seattle Bridge and the Spokane Street viaduct. 	
30a	<ol style="list-style-type: none"> 1. Uptown (the urban village formerly known as Lower Queen Anne) 2. 1) Removal of AWV in conjunction with improved connections to I-5 north and south of Downtown. If only 22% of AWV are to downtown, why do we need it? 2) Rebuild the AWV incorporating monorail in the new structure. 3) Should NOT be considered: offshore suspension bridge or "bypass bridge across Elliott Bay. 3. 1) Earthquake. 2) Tsunami (Hey...we've had at least one really big one, and you folks never mention it). 3) Future generations (not current whining drivers or greedy developers). 4. Continued or increased reliance on fossil-fuel-burning internal combustion engines. 	
31a	<ol style="list-style-type: none"> 1. West Seattle/Alki 2. 1) Possible connection of I-5 to SR 99 to reduce traffic on SR 99 – restrict heavy vehicle access on SR 99. 2) Fix SR 99 & allow to continue as is. 3) Consider tunnel. 3. 1) Appropriate funding – consider sources such as tolls. 2) Least impact on current transportation/traffic congestion. 3) Support of neighborhoods & community leaders. 4. 1) Potential for expansion as needed. 2) Impacts to current traffic problems. 3) Current business (& residential access) to communities such as West Seattle & Fremont. 5. 1) Ferries should not be considered – increased ferry service would cause env. impact and are not cost effective for commuters. 2) Consider toll for SR 99 to subsidize costs (limit period of time for tolls to be in existence). 	
32a	<ol style="list-style-type: none"> 1. Shoreline 2. Double deck is best that includes light rail along the roadway. The six-lane-wide alternates are too wide. The tunnel alternative is worse. There would be no view to enjoy, especially when accidents and breakdowns stop traffic. 3. Great view, good flow of traffic on a consistent basis, access to stadiums, downtown, connection with I-90 and integration of roadway with light rail. 4. Limited existing north-south routes through Seattle. When I-5 is blocked the viaduct becomes essential for traffic flow. Don't zero in on limited purposes, such as connecting West Seattle Freeway. The viaduct serves multiple transportation purposes and should be designed to facilitate those purposes. 5. Use the viaduct as a vital right of way for light rail and traffic. Use the light rail to connect stadium parking with downtown (including great views) and the Seattle Center. People Will have greater access to Seattle, sporting events, culture, etc. with less dependency on parking downtown. 	
33a	<ol style="list-style-type: none"> 1. Phinney Ridge 2. The tunnel solution allows use of viaduct during construction, eliminates noise & visual blight, boosts values downtown, and solves a serious safety issue. Tolls are appropriate in the mix of paying for the new system. 3. Education of public – this meeting is a great start! 4. We can't afford gridlock during a prolonged retrofit or rebuild project. A tunnel is likely to be a good investment. 5. The people who love the view from the viaduct need to be shown the advantage of getting out of the car. 	

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<p>34a</p>	<p>1. N. Beacon Hill 2. Make it bigger. Build it so a public transport – light rail, monorail – can be added later. Keep the current one open while you build the new structure. Keep it elevated – not a tunnel. 3. Be honest about cost build in overruns. 4. Public transport 5. Like idea of park above it. Like idea of offshore suspension bridge & continuing on to Magnolia.</p>	
<p>35a</p>	<p>1. Ballard/lower Phinney 2. Above ground two levels! Maintain view for general public & not promote private property values; maintain thrufare N/S for Ballard, Greenwood thru downtown to industrial Seattle, SeaTac Airport and loop around 509-518 to I-5 south at southcenter. 3. Maintain traffic flow, keep more people off I-5 that is already overloaded, don't give away public value of view to promote a few interested property owners, understand how many use the viaduct as a thrufare & also cut off the freeway at 80/85th St. to jump over to Aurora & viaduct. 4. Oops -- all mixed above. Potential problems with tunnel – unknowns in hole (3rd Ave), safety for truck route (how many times is I-90 tunnel over Mercer Island closed to flammable). Make best use of traffic patterns & flow for new public investment made for stadiums. For noise, compare existing noise levels. It is not necessary to reduce them as all development has come after the viaduct. 5. My office is in my house, so I don't have a commute. When I'm on the road, I have a particular destination. It takes me as long to reach I-5 as it does to reach Battery Street tunnel via SR 99 and I-5 is always jammed going south. I always bring out-of-town guests along the viaduct for the view. We are losing all view corridors due to growth and being compact – keep something for us. Am interested if you need citizens for discussion, groups, etc. Good luck! P.S. Alternative that is 6 lanes way up in air seems to add an umbrella of noise overhead.</p>	<p>Do you need citizens for discussion groups, etc.?</p>
<p>36a</p>	<p>1. Bell Town 2. Without knowledge of cost the 6-lane cut & cover seems attractive. 3. 1) Minimum cost. 2) Serve large group. 3) Short completion time. 4. Living along Alaskan Way, the downtown section is not used for heavy freight (no containers) so the main use of this area is tourism and residence. 5. The design should consider the fact that earthquake requirements keep increasing over time. The structure should be considered to last more than 50 years.</p>	
<p>37a</p>	<p>1. Ballard 2. 1) Multi-use (multi-modal) – transit, bicycles. 2) High-capacity transit possibility. 3) Why not a limited access corridor at grade with pedestrian overpasses? 4) The present viaduct is an ugly necessity which despoils the scenic attributes of the waterfront. 3. 1) Absolute honesty with respect to cost. 2) Keep the public informed every step of the way. 3) Allow architects/designers (folks with esthetic sensibilities) to work with the engineers. 4. 1) Visual impact on the waterfront area. 2) Loss of parking under the viaduct. 3) Disruption of the flow of activity connected with the waterfront. 4) Cost to taxpayers.</p>	

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38a	<p>1. Lake Forest Park 2. 1) Safety – day to day safety, as well as the potential earthquake problems. 2) Easier access to a variety of popular destinations, i.e. sports facilities, downtown, port areas, etc. 3. Decisions need to be made! The longer we wait to solve Seattle’s traffic problems, the worse it will become. 4. 1) Affordability. 2) Environmental issues since close to shoreline. 3) Other forms of transportation such as rail if building new.</p>	
39a	<p>1. Lake Forest Park 2. 1) Engineering problems dealing with alternatives. 2) Movement of traffic. 3) Safety to all sports facilities. 3. 1) Money. 2) Engineering. 3) Continued flow of traffic. 4. 1) Impact of a tunnel vs. light rail.</p>	
40a	<p>1. Capitol Hill 2. Perhaps innovative building types or usages of space that would implement current shoring (structural support) & keep the existing viaduct; or uses that would aid in structurally supporting the viaduct – e.g.: suppose for instance that a community center with an exoskeleton structure which helps support the viaduct, in addition to supporting its own walls. 3. Environmentally friendly – does not increase pollution volumes.</p>	
41a	<p>1. Belltown. 2. Main bypass tunnel in Harbor. Australian method looks best for opening up downtown for a more pedestrian-friendly environment. 3. Unity 4. Open space, human and environmental</p>	
42a	<p>1. Uptown 2. Remove the viaduct – cut & cover tunnel seems the best alternative. A traffic route aboveground is the worst idea for Seattle’s waterfront. Commuters do not need a view of the waterfront. The area should be a waterfront park for everyone to enjoy. Another alternative to be considered which would be least costly is convert 2nd & 4th Ave into the thru city route. This is where SR 99 went thru Seattle before the viaduct. Another idea is improve I-5 and reroute SR 99 to the freeway. Get it away from the waterfront! 3. The beautiful views of the Seattle waterfront should not be cut off or obstructed by an above ground route – Drivers do not need a view of the Sound, they need to keep their eye on the road! 4. Impact of traffic. Why do we always consider the vehicle to be the thing which needs first consideration. Find a route away from the waterfront.</p>	
43a	<p>1. Crown Hill 2. A beautiful, off-shore suspension bridge high above boat traffic from the marina to the container terminal. 3. Support of the residents. A striking, unique and beautiful structure could galvanize support. 4. Should occupy as little as possible of the scarce waterfront land. A suspension bridge may have the least impact on the environment. Cheaper than a tunnel? 5. A beautiful structure would add value to the city and not be just a traffic artery. Think Golden Gate Bridge.</p>	

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44a	<ol style="list-style-type: none"> 1. Madrona 2. Tunnel <u>only</u> – open up our great waterfront. 3. Opening waterfront to downtown – this could really make Seattle a great city – on par with San Francisco. Must also consider transit with new structure. 4. Environmental – especially view considerations. 	
45a	<ol style="list-style-type: none"> 1. U district 2. Underwater tunnel. A connection to transit (link?); connection to ferry service. Take out the viaduct! 3. Using valuable retail space as a means of getting people into downtown. Making the space an inviting connection from the waterfront to downtown. 4. More traffic! Yuck! 5. Great job on the open house! 	
46a	<ol style="list-style-type: none"> 1. Admiral – West Seattle 2. Do not shut down the viaduct until there is something else in its place! Bridge from W. Seattle? Expand Alaskan Way St./E. Marginal Way – could quickly be 4-6 lanes traveling same direction as the viaduct. 	
47a	<ol style="list-style-type: none"> 1. Queen Anne. Work in Belltown 2. Tunnel is the only acceptable solution. Coordinate with train & rapid transit for a complete solution. Don't forget the north waterfront where the train is the problem. 3. Coordinate with the train & Sounder. 4. No elevated structures along the waterfront to cut city off from water. 5. This is a one-in-a-million opportunity to do it right & make a city worthy of the unique waterfront setting. Think big, solve it right. Incorporate <u>surface rapid transit</u> along the waterfront. Don't build an underpass under Aurora Avenue for the Podlatch trail until the bigger transportation issues are solved. Hopefully SR 99 can be lowered & the connection between S. Lake Union & Queen Anne is "on grade." 	
48a	<ol style="list-style-type: none"> 1. First Hill, Seattle 2. Cut & cover tunnel. Other tunnel alternatives. Potential roadway improvements outside of Alaskan Way Viaduct. 3. The viaduct must be buried or rerouted in order to improve quality of life for city residents and downtown workers. The experience of Seattle residents in their home takes precedence over commuters spending five minutes of their day on the viaduct at 60 mph. 4. Impact on quality of life downtown. 5. The Alaskan Way Viaduct is a barrier between the city and its waterfront. It is more critical now than ever to remove the viaduct. Seattle has grown and its downtown needs civic amenities like parks and open space. The waterfront can be a very important amenity for downtown: it provides relief from the congestion of the city; a connection to nature; a tourist attraction; a source of revenue for commercial and residential development. The viaduct ruins the waterfront; the traffic noise, concrete overpass, and parking lots makes the waterfront experience unpleasant. The cut & cover solution is a huge opportunity for the city to enhance quality of life and attract tourism/development revenue. 	

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49a	<p>1. First Hill</p> <ol style="list-style-type: none"> 2. Bury it! Use ROW for park/open space. The waterfront should be a place for people, not cars! 3. We must bet the downtown resident population involved. This should not be an issue for suburban voters – this is an urban quality of life issue. 4. Use viaduct ROW for open space to create a first class waterfront for Seattle. 5. A major objective of this project should be to transform Seattle into a real waterfront city – to rebuild the viaduct with improvements would be huge missed opportunity. Seattle needs more green open space. This is critical if we are to sustain a healthy urban population. It is hug to live downtown today, but is it livable for the lug run? 	
50a	<p>1. Magnolia</p> <ol style="list-style-type: none"> 2. 1) Cut & cover Tunnel with options: a) light rail stations at stadium complex; b) light rail stations downtown; c) light rail through Battery Street tunnel right of way to Lake Union. 2) Replace existing 2 deck structure. 3. Same for other projects: 1) financing; 2) consensus on design; 3) mitigation of spill outs and spill ins; 4) excellent project management; 5) timely decision making. 4. Opportunities to enhance the waterfront, the value of the existing right of way, opportunities for alternative development of the right of way, mitigation of construction impacts, opportunities to work with the light rail project. 5. Sometimes the least expensive option is not the best option. Just replacing the existing viaduct may not capture the most value of the land or location. In this case we can develop the right of way lad in a manner that will enhance and preserve the waterfront, provide additional public facilities (park space, parking) and perhaps residential and commercial high rise development. We can put the viaduct's traffic into a stacked tunnel. We might even put the light rail into the same tunnel. This would allow buses to continue to use the 3rd Avenue bus tunnel rather than forcing them up onto 3rd Ave. This would facilitate running the light rail through a new Battery Street tunnel to Lake Union. This tunnel would also carry the same auto traffic it now does to Aurora. 	
51a	<ol style="list-style-type: none"> 1. Belltown 2. No upper level construction replacement! Must replace with tunnel! Tunnel options should include tunnel under First on Second Avenue. Also include suppressing Aurora between Denny & Roy Street. 	
52a	<ol style="list-style-type: none"> 1. Pioneer Square 2. I prefer cut & cover tunnel options. The elevated options and ground level 6-lane are least preferred. 3. Excellent solution, cost, long-term health and vitality of waterfront. Design for next 100 years not to solve today's problems. Think about economic future of waterfront, not just movement of cars. 4. Construction should be fierce and fast! Find a 21st-century solution and don't process the idea to death. Be frank about cost – we know this will be expensive, but it will cost more in 10 years – do the job & do it right! 5. Cut & cover solves most controversy: restores waterfront access to city; limits impacts to traffic volumes during construction; creates options for mass transit & ferry access. 	

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53a	<ol style="list-style-type: none"> 1. Shoreline. I also work on E. Marginal Way at Federal Center South. 2. The people I work with wanted me to include their concerns that the viaduct (two decks) continue. We rely on SR 99 to get to and from work and to travel to the airport. There is no substitute to enjoying the view from the viaduct in the morning and evening drive. 3. People who bought houses in north King County included the commute down SR 99 as part of the decision to move there. The viaduct is a jewel. Friends, family and visitors enjoy the ride on the viaduct and the view it affords to everyone. 4. Commuting, access, aesthetics. Don't turn it into a boulevard that looks like another broad concrete parking lot (i.e. I-5). The view, the view, the view. 5. Integrate elevated light rail into any proposed improvements along any road corridor in the region. Eliminate the parking under the viaduct and convert the space to pedestrian and bicycle pathways with a green belt along its length. 	
54a	<ol style="list-style-type: none"> 1. Ravenna, work on N edge of Pioneer Square, adjacent to viaduct. 2. Tunnel: cut & cover or bore. Mound: north of Madison. Is it possible to extend the hill climb to cover a roadway – then tunnel in Pioneer Sq. area. Boulevard: timed lights (SR 99 already does this S of town) ease of pedestrian access critical. 3. It's time to get rid of the visual, acoustical & physical barrier to the waterfront. We can no longer accept significant impacts on the urban fabric to accommodate cars, trucks, etc. 4. Views, noise, pedestrian linkage to waterfront, cost, safety, ease of goods & services movement, opportunity to model sustainable development. 	
55a	<ol style="list-style-type: none"> 1. Queen Anne 2. Underground either cut & cover or tunnel depending on costs and disruptions. viaduct itself made into a park for pedestrians and bicycles and public functions. 3. Having the money to do it. 4. Noise, visual blocking of the views. 5. Your detour signs are very poor. I didn't know it was closed. At the tunnel I saw that was closed, thought I'd get on at Western and found that closed. More important, you detoured me to a street where I could not get on the West Seattle Bridge. Did a lot of wandering around and U-turns. 	Current detour signs for closed viaduct are poor, confusing.
56a	<ol style="list-style-type: none"> 1. 2000 Alaskan Way 2. Include mass transit in all planning. 3. Include seawall & rail transit in any plan. 4. – 5. Very concerned with stability of seawall. 	

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57a	<p>1. West Seattle</p> <p>2. I'd like to see a replacement facility maximize views, make the drive fun & visual/rewarding. Include ways to include mass transit – bus route/lanes – & for monorail use new construction methods to reduce reflected noise. Please do not make us drive underground – we have had experiences with tunnel projects – bus tunnel & Sound Transit Capitol Hill, for example.</p> <p>3. Getting an effective replacement in place in a relatively quick and cost effective manner. Establish a consensus of the scope and deliverables early so we can all jump on board to help where we can.</p> <p>4. Maintaining existing traffic flow. Put something in place that we can all be proud of. Improvements to Western Avenue & Alaskan Way.</p> <p>5. I would like to see market rate artists studios/lofts suspended under the roadway of a replacement structure. We could also have basketball & racquetball courts – maybe even a theater/cinema. If the single level 6- or 7-lane elevated structure is built, there would be plenty of room for the above items underneath the roadbed. If the replacement structure is big enough, it could be built over existing roadway until complete, then tear down existing & fill in with suspended apartments/recreational features. [see comment form for diagram]</p>	
58a	<p>1. Delridge/West Seattle</p> <p>2. Keep existing roadways, but replace piers on at a time. Build new on & off ramps and merging traffic sections. Keep trucks off viaduct – they can use I-5. Include light rail on Bay side (Ballard to W. Seattle) [see comment form for diagram]. Better exchange between viaduct & W. Seattle Freeway.</p> <p>3. Money; getting started soon; making it safer and update approach & off ramps; making it better by adding light rail; give financial incentive to contractor to finish construction early.</p> <p>4. Losing the views we have enjoyed driving; higher construction costs if we delay; traffic impacts if construction drags on; disaster if work is not completed before next big quake.</p> <p>5. Get started <u>now</u> & work from N. to South.</p>	
59a	<p>1. Ballard</p> <p>2. I believe a tunnel is the best long-term option. Building another viaduct would be shortsighted and provides fewer options – as well as continuing the negative impact on the waterfront (noise, blocked views, blocked light). The 2nd Avenue tunnel allows the viaduct to be used during construction, can dovetail with light rail and the bus tunnel and avoids problems with the seawall. In addition, it allows for exits in the Pioneer Square/stadium area.</p> <p>3. Public awareness. Provide clear reasons – e.g. “we are developing some of the waterfront open space to provide income/revenue to offset costs, we are building under 2nd Avenue to tie the rail transit to the bus tunnel and combine costs, we pick the 2nd Avenue choice so that traffic can continue to flow on the viaduct during construction, there will be parking to replace what is lost.”</p> <p>4. Not disrupting traffic on the existing viaduct, replacing the parking, dovetailing with light rail, having open space on the waterfront, cost mitigation with revenue production with some of the land.</p>	

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60a	<ol style="list-style-type: none"> 1. Redondo Beach/Des Moines 2. 6-lane at-grade expressway, covered by a concrete box, then landscaped (like at the Convention Center). The height of this waterfront park would permit views of the water (mountains) without blocking bay views from 2nd Ave. on up the hill. Rail lines would also be contained within this box. A car-only ferry terminal would be established at Royal Brougham Way. 3. - 4. - 5. We don't want to see it, or hear it! 	
61a	<ol style="list-style-type: none"> 1. West Seattle 2. Can capacity be increased (4 lanes each way or 3 or 4 plus some sort of rail). How about one level of cut & cover tunnel and one layer viaduct above it? 	
62a	<ol style="list-style-type: none"> 1. Pike/Pine 2. Assuming the viaduct has to be torn down & replaced, I would like to see an elevated monorail system with an uppermost-level pedestrian/bike route. This would go a long way towards creating open space & it would be functional open space that would be usable for exercising & enjoyment of views. 3. 1) Meet transportation needs (auto & public/alternative). 2) Meet public view & open space needs. 4. Please do not enable the privatization of one of the great scenic corridors in the world! 	
63a	<ol style="list-style-type: none"> 1. Queen Anne 2. Look at both elevated and a tunnel option - maintain existing access to/from Downtown and to/from Western Ave. ON the more aggressive side, consider improving the connection to the Mercer Corridor and potentially limited access to the South (SR 509). 3. Preserving existing capacity and access from city neighborhoods to downtown. Improving the waterfront should also be a priority (noise, views). 4. Noise, views, but not in absolutes - ensure a reasonable trade between current function and aesthetics. 5. Good luck Carol! 	
64a	<ol style="list-style-type: none"> 1. Magnolia 2. Take into Account cost considerations and at the same time build a structure that serves the needs of all - Don't diminish, but enhance its capacity and function. 3. Open public process - don't let Mayor Schell and Joel Horn and Wright Runstad run the show. 4. Cumulative impacts on surrounding neighborhoods and communities - <u>very concerned</u> about how construction will affect users. 5. Please don't hide the cost and don't piecemeal this project. Be up front with the taxpayers in how you intend to fund it. Allow for some creativity. 	

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65a	<ol style="list-style-type: none"> 1. Pioneer Square 2. The process of determining an alternative should consider all options as well as a combination of several. For example, these are areas where an above ground solution may be required, but in general, moving underground is optimal. Tunneling would enhance the face of Seattle and, depending on location, could address seawall erosion with the same dollars/time/effort/inconvenience. 3. Optimizing the funds spent as well as minimizing the time required to make a decision and get started. 4. Disturbance to the public, environmental impacts, ability to solve additional city issues like seawall erosion. Also, the economic (long-term) impact to the waterfront, Pioneer Square, Harbor Steps & Pike Street Mkt areas. 5. The viaduct is a blemish on the face of Seattle. While views from its platforms are beautiful, they will still be accessible to all if it were removed. Better yet, people could appreciate those views from park areas or waterfront businesses without the looming, deafening and unattractive structure in their way. Walking north along Alaskan from Pioneer Square, one can only imagine how much business would flock to the west-facing commercial property were it not for the Viaduct. 	
66a	<ol style="list-style-type: none"> 1. Queen Anne 2. Repair existing structure. 	
67a	<ol style="list-style-type: none"> 1. I currently live in Belltown, but have also lived in lower Queen Anne. 2. I think a grand boulevard idea is the best. It would cost less, and wouldn't affect the environment quite as negatively – plus the advantage of being safer in earthquakes (if not actually safer, it would be perceived this way). In addition, if built well, it could allow better pedestrian access to the waterfront. The sheet should be well connected with cross streets and alternate routes. It's a shame to funnel cars in one direction and not provide ways of getting out of a bottleneck. 3. Cost (voters!), structural soundness, pedestrian impact, environmental impact & beauty – this project needs to improve the city, not place it in the same mediocre place it is in today. 	
68a	<ol style="list-style-type: none"> 1. Magnolia 2. I do not believe the viaduct should go underground. Replace it with a double decker made of steel. 3. Get all the neighborhoods involved – West Seattle, Magnolia, not just the downtown interest. 4. The rights of all the people of the city and getting the job done in two years, not 10 years. 5. Mayor Schell does not represent the traveling interest of the people that need this viaduct to get thru Seattle. I am interested in being part of the advisory committee. 	Interested in being part of the advisory committee
69a	<ol style="list-style-type: none"> 1. Belltown (moving to Ballard in 2 months) 2. The best alternative is to turn Alaskan Way into a wide boulevard, possible with a monorail line going down the center. The land currently under the viaduct should be put to use in more typical urban ways – housing/business development, parks, etc. 3. Taking down the viaduct will open a critical part of the city which has been blocked, polluted, and "uglified" for years by the viaduct. Putting something attractive & useful in its place is essential. With the absence of the viaduct, the city <u>must</u> take the opportunity to reconnect downtown/Belltown with the waterfront. 4. The absence of the viaduct may impact traffic. A wide boulevard could be used to improve traffic flow in ways the viaduct and the highway never could. Highways are traffic funnels & have only a few options for exit & entrance. A boulevard leaves many more options open, including the option to take an alternative route when traffic is congested. 	

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70a	<p>Magnolia</p> <ol style="list-style-type: none"> 1. Alternatives which respect economic interdependence between Duwamish Ind. area & Queen Anne. Alternates which fulfill comp. plan requirements of concurrency. I did not see the term anywhere. Rail/grade separations. Safety. 3. - 4. - 5. Freight/Passenger rail lines not shown on map showing "Strategic" Planning Zones graphics except streetcar - which is different. 	
71a	<p>Fremont</p> <ol style="list-style-type: none"> 1. Our waterfront is the gateway to the world. Seattle is the Queen City of Wash State. The waterfront should make a world class impression. Let's be creative, imaginative. Let's replace the viaduct with a monorail! What a wonderful opportunity to really do something great! A legacy of clean air and quiet contemplation of Puget Sound. 3. Aesthetics 4. If we build 6 lanes we will fill them up. Now is a great time to make a Great City! 	
72a	<p>West Seattle</p> <ol style="list-style-type: none"> 1. Before any shutdown of the existing Alaskan Way Viaduct starts - improve the Spokane Street Viaduct, particularly in the area of I-5 (N) & (S). 2. Improve the northbound ramp to the viaduct. Add a southbound exit from West Seattle Bridge to SR 99. 3. Add a larger ferry from West Seattle - going N S along with the current water taxis. 3. 1) Funding. 2) Legislators who will make decisions without regard to their own self interests. 3) Improving the capacity of I-5. 4. The impact of traffic to & from West Seattle & from the south and during construction as I-5 is already a bottleneck. 	
73a	<ol style="list-style-type: none"> 1. - 2. - 3. - 4. - 5. Why aren't the planners integrating mass transit and roadways with this overall project? Are the light rail planners working with the road network planners to plan the best use of existing right of ways in the city for transportation? 	
74a	<p>Renton</p> <ol style="list-style-type: none"> 1. This is an opportunity for Seattle (not DOT). There are issues of public ways, freight trains, private real estate ventures, and worldwide recognition that exceed DOT's abilities. They are a small part. Put an urban designer/planner in the process & to help in developing solutions. 3. Providing a long-term transportation solution; improving relationships amongst downtown, industrial (Port) areas, public (stadiums, Pioneer Square) gathering areas. 4. Downtown connection to waterfront; freight train throughways; through-city traffic (i.e. to Canada); access & transition from & to other transportation routes (I-5, I-90, Western, Downtown). 5. Consider eliminating or improving the Mercer Ave. connection to I-5 & Alaskan Way/SR 99, SR 520. This is a solution for Washington, not just Seattle. The economic benefits are far reaching. 	

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75a	<p>West Seattle</p> <ol style="list-style-type: none"> 1. Put it below grade in the existing corridor. 2. Find a way to finance a portion of the project with economic benefits to the City of Seattle. 3. Find a way to provide maintenance of traffic in a manner that allows maximum flexibility to configure the project for "urban amenities" and improvements. 4. There will be people who want the cheapest solution and there will be people who want it done as fast as possible. Doing it right will require the political leadership to find the extra \$ (within reason) and take some extra time to complete this. This will be here long after we are gone. Don't go cheap. If we have 1×10^9 for sports stadiums we should be able to properly fund this. 5. There will be people who want the cheapest solution and there will be people who want it done as fast as possible. Doing it right will require the political leadership to find the extra \$ (within reason) and take some extra time to complete this. This will be here long after we are gone. Don't go cheap. If we have 1×10^9 for sports stadiums we should be able to properly fund this. 	
76a	<p>Tukwila</p> <ol style="list-style-type: none"> 1. Tunnel along the waterfront, NOT under 2nd & 3rd Ave. Consider discussions with BNSF to make train tunnels a larger item of importance. The viaduct and elevated freeways damage the waterfront's appeal. 2. DON'T WORRY ABOUT THE MONEY! Build the best (not simply sufficient) project and seek tolls, congestion pricing, taxes, etc. that will pay for it. Money spent now is money saved later. 3. Noise – tunnels almost eliminate it – elevated roads don't! Timing – use transit service mitigations to reduce traffic demand. 4. Views – only a tunnel will restore & protect the views. 5. 1) Buses need exclusive lanes & access rights to the new tunnel/viaduct. General traffic lanes are dangerous for buses to merge into while in a tunnel (buses accelerate slowly). 2) Plan for a light rail and the waterfront streetcar on the waterfront. 3) Have a coleman dock entrance & exit. 4) Connect I-5 to SR 99 at Mercer. 5) The BNSF freight trains should get to also build a tunnel from the Duwamish area to the existing tracks at Elliot Ave. 	
77a	<p>Bellevue</p> <ol style="list-style-type: none"> 1. Cut & tunnel next to present seawall (6 lanes) 2. Safety & move traffic 3. – 4. Do not put an overpass on Broad Street as it would be in the middle of a residential neighborhood. A pedestrian overpass from Elliott Ave. to M. Edwards Park was planned & would serve the community. 5. – 	
78a	<p>Ballard</p> <ol style="list-style-type: none"> 1. At least 4 lanes each way, no toll, 519 tie in (519 tie in should be above grade to I-5 with surface access). Move traffic with the fewest stops. Add missing ramps to West Seattle Viaduct (Spokane Street). 2. Future growth – allow for more traffic! Plus poss. rail or monorail (at least bus/car pool only lanes) – 519 limited access to I-5. 3. Need much more time to consider 4. Toll tunnel would have too much time delay. Tunnel would be nice, but very large (8 total lanes) and prob. More than twice the cost. Grade from Battery St. Tunnel to cut & cover on Alaskan Way would extend from existing tunnel to around Union or University – if elevated as at present! Allow in design to support later addition of cantilever rail/mono rail on west side for poss. expansion of rapid transit or poss. movement of people from stadiums to north end of waterfront. 5. – 	

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79a	<p>Thank you for inviting our comments regarding the Alaskan Way Viaduct. I have lived in Seattle since before the viaduct was built and long before the freeway. The viaduct has always been important for moving vehicles in this physically narrow pop-bottle shaped city we call Seattle.</p> <p>As you know, the viaduct carries 100,000 vehicles per day which is 1/3 of the all important north-south traffic. It not only moves traffic thru the city, but connects Burien Highway 509 and Sea-Tac airport to the 1st Ave. Duwamish new bridge and Bell St. tunnel and Aurora Highway 99.</p> <p>Many times the freeway cannot handle the flow of traffic and Alaska Way is the ONLY way of getting from north to south. Someday we may have mass transit to help our traffic situation but for now and as far as we can see into the future, there are only two ways to get in a north-south direction.</p> <p>Being in a leadership position that you are, you are making decisions for the masses. That includes your children and your grandchildren. I encourage you to think ahead into future generations. The easy way out of this dilemma is the cheap way and just tear the viaduct down and build a park. The more difficult decision is how to improve this all-important north-south link, no matter what it costs, no matter how long it takes, and to find the money to do the job. Even billionaires travel on these same highways -- we're not all in helicopters and airplanes!</p> <p>Leadership is the ability to see further in the future than those around us can. As Harry Truman said, if you can't stand the heat -- get out of the kitchen! You'll always have lots of opposition and varying views. But cities are very important and rural areas are dependent upon them for all kinds of services and supplies.</p>
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Comments From Flipcharts

#	Comments	Action Items
1	<p>What issues should the project look at?</p> <ul style="list-style-type: none"> • Impact on those living in downtown Seattle and Wallingford. • Potential for creation of new recreational space for community; i.e. bicycle facilities on top with view, parks, and <u>reducing noise!</u> • Preserving public views driving along Elliot Bay. • Thoroughfare access north and south from Ballard to SeaTac and to I-5. 	
2	<p>What issues should the project look at? [continued]</p> <ul style="list-style-type: none"> • Fundamentally, how to replace the Viaduct in the most cost-effective way without imposing tolls, or allowing waterfront development interests from limiting Viaduct's transportation role. • This is a large opportunity to do much more with this land. In addition to a new SR 99, other things can be done at the same time such as: 1) new seawall, 2) other <u>transit</u>, non-road priority as right of way, 3) sewer and water line replacement, and 4) ferry dock enhancements, etcetera. • Since it's going to cost so much, we should get a great looking structure out of the bargain (not a tunnel)- something we can be proud of. This is a very <u>visible</u> location in the cityscape. • If it were covered it would enhance the view, create less noise, and possibly promote more pedestrian safe travel. Not everyone has a vehicle and needs one. There are more impacts to this project than just automotive. 	

3	<p>Additions to Key Issues Map:</p> <ul style="list-style-type: none"> • Freight connection between B/WMiC and Duwamish Industrial area. • Thoroughfare north and south through the city when I-5 is blocked. • Roadway to the airport from northside of the city. • Possible West Seattle/Ballard/Lake City monorail in conjunction with renovated or new elevated Viaduct. • Capture and treatment of stormwater from any new facility in the dense urban environment. • Move car ferry to Smith Cove. • Freight corridor from Ballard (BNMiC) to the rest of the country and Duwamish. • What is the "opportunity cost" of potential waterfront development sans Viaduct? • <u>Noise</u>- The existing noise generated is extremely loud depending upon the environmental condition (wet/dry). • <u>Views</u>- What is the value of the view corridors from upland locations. • <u>Tourism</u>- what is the "satisfaction quote" with visitors that our tourist industry depends on? • Stop talking about it and do something. Cut-cover-toll. Do not take away public view of our beautiful bay to increase a few private property values- this does not help taxpayers long-term and once gone cannot be returned. Amen to that. • Maintain north and south thoroughfare to or around downtown on the Westside. I-5 is normally dead stopped at 65th Street and the only moving traffic is via the Viaduct from Ballard to Industrial Seattle, to 509, to SeaTac airport and onto I-5 south- and the reverse. • <u>Maintain connections: BNMiC/ SODO/ Greater Duwamish.</u> 	
4	<p>What issues should the project look at? [continued]</p> <ul style="list-style-type: none"> • How can economic benefits of the project be used to finance the construction? • Use the waterfront as a potential freight train tunnel in addition to a Highway! The railroads need more capacity through Downtown! There is enough land for both to have their own, separate tunnels. • Freight Corridor between B/WMiC and the Duwamish area. • Identify role of I-5 and decide what role Viaduct will play. I-405 does not work as a north and south alternative. 	
5	<p>Other issues?</p> <ul style="list-style-type: none"> • Put it below grade. Find the money and take the time. We will live with this for 100 years or more. • Connect to I-90. • No more connections- it's fine now! • We are not moles! Keep an elevated structure to give us our waterfront/mountain/cityscape view! <u>Bury it.</u> The pedestrian experience of downtown Seattle and waterfront, and quality of life for city residents/occupants, should always take precedence over the experience of those driving (who spend only a few minutes in this place, traveling at 60 mph). This is a waterfront city- let's enjoy it- make Seattle livable and down with SR 99! 	
6	<p>Other issues? [continued]</p> <ul style="list-style-type: none"> • <u>Concurrency- where is this requirement of state comp.</u> Plan mentioned- rail/road grade separation. 	

7	<p>Other issues? [continued]</p> <ul style="list-style-type: none"> • Views from Viaduct Skypark Bay and City views (a pedestrian promenade) <u>on top</u>. • Bicycle path and route. • Noise from SR 99 makes waterfront walking unpleasant. Can rubber in the asphalt or noise baffles help? • Maintain current capacity (3 lanes at least each way) • No tolls. • Tolls are fine! • Replace the viaduct with a monorail. • Raise gas tax. • Be upfront about cost and unanticipated costs and cumulative impacts. 	
8	<p>Other issues? [continued]</p> <ul style="list-style-type: none"> • Views from Viaduct Skypark Bay and City views (a pedestrian promenade) <u>on top</u>. • Tolls okay. • Expand to 4-5 lanes. • Have exit/entrance opposite side to improve traffic flow. • Existing structure/ freeway blocks connections and views to waterfront!! • Development/ economic potential of waterfront sans Viaduct. • Freight mobility issue to be coordinated with this major infrastructure expenditure. • Long-term quality rather than short-term economics. • 2020 Seattle- 60,000 + residents, 15 million tourists, 300,000 employees. 2000 Seattle- 17,000 residents, 10 million tourists, 200,000 employees. How can this area better serve the city? • The view from the Viaduct makes me fall in love with the City all over again each time. I drive it- which is <u>always</u> (instead of I-5). • Run light rail with roadway to connect stadium parking with Seattle Center at each terminus. 	
9	<p>Other issues? [continued]</p> <ul style="list-style-type: none"> • Tear down and replace with monorail with pedestrian/bicycle park on top. • Let's do it right this time... tunnel! • North and south thoroughfare for Westside- Ballard to downtown Seattle, to SeaTac, to I-5 south to catch it at Southcenter. • Anything to avoid I-5 snarl into and around downtown Seattle. • Maintain through traffic from Ballard/Phinney • Look for win/win opportunities: <ul style="list-style-type: none"> ○ Coordinate with light rail. ○ Move Viaduct traffic to undo Alaskan Way and sell land in current right-of-way. ○ Use a tunnel as an anchor for the existing waterfront for earthquake/ tsunami mitigation. 	

<p>10</p>	<p>Other issues? [continued]</p> <ul style="list-style-type: none"> • Suspension bridge along waterfront (off-shore). • Tunnel continue north to 15th/ Elliot for access to Magnolia and Ballard, Elliot, and Battery Street. • Enhance existing elevated roadway to include right-of-way for light rail (or monorail) to travel in median (like D.C. uses to get Dulles Airport). I second that. • Not replacing the Viaduct is <u>not</u> an option. I second that. • Tolls. • Tear down and replace with monorail that has open space lid/park for pedestrians, bicyclists (etc.), view enjoyment and exercise. 	
<p>11</p>	<p>Alternatives:</p> <ul style="list-style-type: none"> • Preserve connections to industrial corridors (BINMiC and Duwamish). • Cut and cover 6 lane seawall tunnel or single level elevated 6 lane over existing. Cost is the factor. • Cannot impede traffic flow. • Put dye in concrete maybe blue (sorry no pink). • Build to accommodate monorail. • Provide graphics to show side views of above ground alternatives so we can see if could be more attractive and cut off the city- water connections much less. • No more connections than exist now. • Must have connections to Western/Elliot. • How do folks in MA/6A get on? • Freight rail tunnel along seawall. Depress existing BNSF tunnel under downtown- gives extra clearance for transition of AWV cut/cover tunnel up to Battery Street. 	

Comments and Conceptual Ideas From Submitted Maps

#	Map Description	Comments
1	Bury viaduct as tunnel under existing right of way. Expand Victor Steinbreck Park and build steps from park and Pike Place Market to waterfront.	
2	Tunnel along 1 st Ave. and create connections to South Seattle, SR 519, the North waterfront, South Lake Union, SR 99 and I-5.	
3	Replace viaduct with another 2-tiered traffic structure with a linear pedestrian park on a third level.	V.S. Park to Pioneer Square.
4	Tunnel from Denny Way to Alaskan Way Viaduct under Blanchard St. or Lenora St.	Will facilitate access to South Lake Union and I-5. This would also alleviate traffic thru Battery Street Tunnel, which I understand has limited potential for upgrade.
5	Replace viaduct with a boulevard that follows Alaskan Way until Union St. area, where it would branch to follow both the existing viaduct right of way towards Battery St. tunnel as well as Alaskan Way to north waterfront.	Turning the viaduct into a boulevard would allow this corner [Bell St. & Western Ave, Blanchard St. & Elliott Ave.] to become a meeting point of several streets going several directions, as the boulevard meets with the Battery Street tunnel. The green [existing viaduct right of way from Main St. to Pine St.] could be redeveloped into more urban/pedestrian uses.
6	Replace viaduct with a boulevard with connections to intersecting streets	Not having a two-tiered monster would allow access to many other alternate routes. More roads could be added to make it a grid that one can follow. Also more green spaces could be added.
7	Tunnel from Aurora Ave. to 4 th Ave. S. to connect to West Seattle Bridge. Convert part of the Port to housing and open space park.	Keep the viaduct for 75% of the time that the tunnel takes. Then tear the ugly thing down. Measure the short- & long-term economic value of real estate under & around the existing viaduct. Go beyond the land value - measure 20-year plus tax revenue, increase value of adjacent properties, value of placing thousands of housing units walking distance to the CBD, value of open space in the CBD, value of removing ten thousand cars from the highway, value of enhanced waterfront & tourist amenities. This needs to be measured by real estate developers & economists...not highway engineers. [He is a "former auto user!"]
8	Rail tunnel from Alaskan way at Bell St. to existing tunnel entrance near 4 th Ave. S. & Washington St., as well as a seawall freight tunnel from Alaskan way at Bell St. along Alaskan Way to Atlantic St. (by Port). [see map for details]	Keep for Don Sandahl
9	Tunnel under Elliott Bay from Battery St. tunnel to south end of viaduct for thru traffic not headed Downtown. Other tunnels [?] at each end connecting to Downtown, Safeco and SoDo. Underground transit along current viaduct right of way.	Street level parks & businesses, better pedestrian connection to ferries. Sound Transit link?

10	Use existing at-grade streets. Aurora Ave. to Battery St., then along both 2 nd Ave. and 4 th Ave. to 4 th Ave. S., then along S. Royal Brougham Way to existing viaduct right of way.	Remove street parking on those streets.
11	Aboveground or underground vehicle tunnel along existing viaduct right of way. Pedestrian walkways, parks and bike-only roads above.	Don't make everyone live with some people's decision to drive. Cover it!
12	Tunnel from Battery St. tunnel along existing viaduct right of way.	
13	[this map seems to be a rough-draft of #8]	
14	Stacked tunnel from Battery St. tunnel along existing viaduct right of way. [Aboveground?] light rail along same path, but extending to the north towards I-5 (northwest) and past south past stadiums along I-5 (southwest). Light rail stations at Pike St., Marion St. and near stadiums. Expanded stadium parking, park space near Victor Steinbreck Park, condo/commercial space along waterfront.	[this map accompanies comment form 50a]

ATTACHMENT E

Agency Correspondence

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Attachment E1

State Historic Preservation Office Correspondence

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**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 8, 2003

Allyson Brooks, Ph.D.
Office of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Dear Dr. Brooks:

Please review the enclosed Areas of Potential Effect (APE) map prepared for the Alaskan Way Viaduct and Seawall Replacement Project. We have also attached a detailed description to address the vertical extent of the APE for each construction segment. A PDF file of the map is also being electronically transmitted to you.

We request your comments by September 12, 2003. If you wish to meet with us to discuss these documents, or if you have questions, please contact me at 360-570-6639, email at holstinec@wsdot.wa.gov.

Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Holstine'.

Craig Holstine
Cultural Resources Specialist
Alaskan Way Viaduct and Seawall Replacement Project

Enclosure

C: Kimberly Farley, WSDOT
Paul Krueger, WSDOT
Lynn Larson, LAAS

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Post-It® Fax Note	7671	Date	10/21/03	# of pages	1
To	Alison Ray		From	C. Holstine	
Co./Dept	WSDOT		Co.		
Phone #	206-464-1279		Phone #	360-570-6639	
Fax #	206-464-1190		Fax #		

STATE OF WASH
 OFFICE OF COMMUNITY DEVELOPMENT
 OFFICE OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
 (Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343
 Phone (360) 586-3065 FAX (360) 586-3067 Web Site: www.nahp.wa.gov

October 17, 2003

RECEIVED

OCT 21 2003

ENVIRONMENTAL AFFAIRS POINT PLAZA

Mr. Craig Holstine
 Cultural Resources Specialist
 Washington State Department of Transportation
 6639 Capitol Blvd. S
 Tumwater, WA 98501
 Post Office Box 47300
 Olympia, WA 98504-7332

In future correspondence please refer to:

Log: 091103-01-WSDOT
 Property: Alaskan Way Viaduct Area of Potential Effect
 Re: Concurrence to APE

Dear Mr. Holstine:

We have reviewed the materials forwarded to our office for the above referenced project. Thank you for your description of the area of potential effect for the project. We concur with the definition of the APE. We look forward to the results of your cultural resources survey efforts, your consultation with the concerned tribes, and receiving the survey report. We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4) and the survey report when it is available.

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800. Should additional information become available, our assessment may be revised.

Sincerely,

Russell Holter
 Preservation Design Reviewer
 (360) 586-3533
 russellh@cted.wa.gov

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Attachment E2

Tribal Correspondence

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**Washington State
Department of Transportation**
Sid Morrison
Secretary of Transportation

Northwest Region

August 6, 2001

The Honorable Bennie J. Armstrong, Chair
Suquamish Tribe
P.O. Box 498
Suquamish, WA 98292

Dear Chairperson Armstrong:

The Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and the City of Seattle are preparing an Environmental Impact Statement (EIS) to document the environmental consequences and possible mitigation measures for alternative solutions to improve the existing State Route (SR) 99 corridor located in downtown Seattle, King County, Washington. This corridor is now partially served by the Alaskan Way Viaduct. The proposed action would involve improvements to the existing 2-mile viaduct structure or construction of a new facility. The southern terminus of the project would be the First Avenue South Bridge. The north terminus would be north of the existing Battery Street Tunnel and will be determined after project scoping to (1) not prevent a possible connection to the south Lake Union vicinity (the Mercer Street Corridor connection to Interstate 5), (2) not prevent a possible realignment of the SR 99 corridor, and (3) not prevent using the existing Battery Street Tunnel and existing Alaskan Way Viaduct facilities. Proposed alternatives are being considered both east and west of the existing facility.

To ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, the WSDOT is initiating formal Section 106 consultation pursuant to 36 CFR 800.2(c)(4). Recognizing the government-to-government relationship that the Federal Highway Administration has with the tribe, they will continue to play a key role in this undertaking as the responsible Federal agency. However, since the WSDOT has been delegated the authority from FHWA to initiate consultation and we will be directly managing the cultural resources studies and carrying out this undertaking, you may contact us for assistance with the process and/or the undertaking.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party and identifying key tribal contacts, would be greatly appreciated. Please provide a response by September 11, 2001 so that we may have your key input and discuss this undertaking and the area of potential effects. Should you have any questions about this project, you may contact Carol Hunter, WSDOT Office of Urban Mobility, at 206-464-6231 or 401 2nd Avenue South, Seattle, WA, 98104.

If you have any general questions about the Section 106 process, you may contact Steve Shipe by phone at (206) 440-4531 or by E-mail at shipest@wsdot.wa.gov.

Sincerely,

A handwritten signature in black ink that reads "Ben Brown". The signature is written in a cursive style with a large, prominent "B" at the beginning.

Ben Brown
Assistant Environmental Program Manager

Enclosures

cc: SHPO
FHWA
Project File
Day File



Washington State
Department of Transportation
Sid Morrison
Secretary of Transportation

Northwest Region

August 6, 2001

The Honorable John Daniels, Jr., Chair
Muckleshoot Tribe
39015 172nd Avenue S.E.
Auburn, WA 98092

Dear Chairperson Daniels:

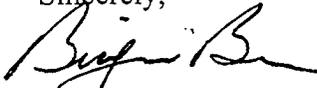
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Sincerely,

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Ben Brown
Assistant Environmental Program Manager

Enclosures

cc: SHPO

FHWA

Project File

Day File



**Washington State
Department of Transportation**
Sid Morrison
Secretary of Transportation

Northwest Region

August 6, 2001

The Honorable Joseph O. Mullen, Chair
Snoqualmie Tribe
P.O. Box 670
Fall City, WA 98024

Dear Chairperson Mullen:

The Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and the City of Seattle are preparing an Environmental Impact Statement (EIS) to document the environmental consequences and possible mitigation measures for alternative solutions to improve the existing State Route (SR) 99 corridor located in downtown Seattle, King County, Washington. This corridor is now partially served by the Alaskan Way Viaduct. The proposed action would involve improvements to the existing 2-mile viaduct structure or construction of a new facility. The southern terminus of the project would be the First Avenue South Bridge. The north terminus would be north of the existing Battery Street Tunnel and will be determined after project scoping to (1) not prevent a possible connection to the south Lake Union vicinity (the Mercer Street Corridor connection to Interstate 5), (2) not prevent a possible realignment of the SR 99 corridor, and (3) not prevent using the existing Battery Street Tunnel and existing Alaskan Way Viaduct facilities. Proposed alternatives are being considered both east and west of the existing facility.

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Sincerely,

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Ben Brown

Assistant Environmental Program Manager

Enclosures

cc: SHPO

FHWA

Project File

Day File



**Washington State
Department of Transportation**

Sid Morrison
Secretary of Transportation

Northwest Region

August 6, 2001

The Honorable Douglas Paul Lavan, Chief
Kikiallus Indian Nation
3933 Bagley Avenue N.
Seattle, WA 98103

Dear Chief Lavan:

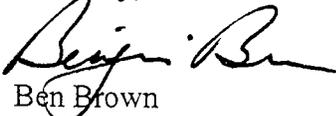
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Sincerely,



Ben Brown

Assistant Environmental Program Manager

Enclosures

cc: SHPO

FHWA

Project File

Day File



**Washington State
Department of Transportation**

Sid Morrison
Secretary of Transportation

Northwest Region

August 6, 2001

The Honorable Cecile Hansen, Chair
Duwamish Tribe
14235 Ambaum Blvd. S.W.
Burien, WA 98166-1464

Dear Chairperson Hansen:

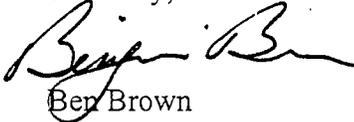
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If you have any general questions about the Section 106 process, you may contact Steve Shipe by phone at (206) 440-4531 or by E-mail at shipest@wsdot.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ben Brown". The signature is fluid and cursive, with the first name "Ben" being more prominent than the last name "Brown".

Ben Brown

Assistant Environmental Program Manager

Enclosures

cc: SHPO

FHWA

Project File

Day File



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA 98104-3850
206-464-1220 / Fax 206-464-1190
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 15, 2003

Honorable William Yallup, Sr.
Yakama Nation
PO Box 151
Toppenish, WA 98055-2000

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Honorable William Yallup, Sr.:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

The information provided in this information package includes:

- A written description of the proposed alternatives
- The Alternatives and Options Chart, which graphically displays the alternatives
- Figures, showing each of the proposed alternatives
- A Concurrence Form (SAC Agencies only)

Your comments and/or Concurrence forms are required to be submitted on or before **Tuesday, August 19, 2003**. If concurrence and/or comments are not received within the 30-day comment period, WSDOT will assume that your agency does not have any comments and/or concurs with the information provided. If you have questions, please contact Paul Krueger at (206) 464-1226 or Kimberly Farley at (206) 464-1227.

Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Mr. Moses Dick Squeochs
Mr. Johnson Meninick

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA 98104-3850
206-464-1220 / Fax 206-464-1190
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 15, 2003

The Honorable Cecile Hansen, Chair
Duwamish Tribe
14235 Ambaum Blvd. SW
Burien, WA 98166-1464

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Honorable Cecile Hansen:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

The information provided in this information package includes:

- A written description of the proposed alternatives
- The Alternatives and Options Chart, which graphically displays the alternatives
- Figures, showing each of the proposed alternatives
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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
SUITE 501, EVERGREEN PLAZA
711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
310 MAPLE PARK AVENUE, SE
OLYMPIA, WA 98504

19 November 2003

Honorable Bennie J. Armstrong, Chair
Suquamish Tribe
P.O. Box 498
Suquamish, Washington
98392-0498

FHWA/WSDOT Tribal Outreach

Dear Chair Armstrong:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are expanding their efforts to involve tribal governments in the Puget Sound region's large transportation projects. Through presentations and one-on-one meetings, our objective is to ensure each tribe is aware of the regional projects, identify what level of continued involvement is desired by each tribe, and build a better understanding of each tribe's history in the project areas.

The transportation projects that will be involved in this effort are the Alaskan Way Viaduct and Seawall Replacement Project, I-405 Congestion Relief and Bus Rapid Transit Projects, and SR 520 Bridge Replacement and HOV Project.

We envision this to be a two-part process, however, this approach is flexible to meet your individual interests and needs. We would first like to meet with you and other tribal representatives you deem appropriate to present information about the transportation projects. We would then like to hold a second meeting to learn from members about the Suquamish Tribe's history and current activities within the project study areas. This information will be included in each project's environmental documentation and other project materials.

Allison Ray, WSDOT environmental coordinator, will be contacting you soon to set up a time to meet with project staff. At that time we can determine the most appropriate manner to proceed. On behalf of FHWA and WSDOT, we thank you in advance for your time, and look forward to meeting with you.

Sincerely,



Allison Ray
AWVSRP Environmental Coordinator
WSDOT Urban Corridor Office
401 - 2nd Ave. S., Suite 560
Seattle, WA 98104
206.464.1279



Mary Gray
Environmental Program Specialist
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501
360.753.9487

Cc: Charlie Sigo,
Cultural Resources Specialist



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
SUITE 501, EVERGREEN PLAZA
711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
310 MAPLE PARK AVENUE, SE
OLYMPIA, WA 98504

19 November 2003

Honorable Joseph O. Mullen, Chair
Snoqualmie Tribe
P.O. Box 280
Carnation, Washington
98014

FHWA/WSDOT Tribal Outreach

Dear Chair Mullen:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are expanding their efforts to involve tribal governments in the Puget Sound region's large transportation projects. Through presentations and one-on-one meetings, our objective is to ensure each tribe is aware of the regional projects, identify what level of continued involvement is desired by each tribe, and build a better understanding of each tribe's history in the project areas.

The transportation projects that will be involved in this effort are the Alaskan Way Viaduct and Seawall Replacement Project, I-405 Congestion Relief and Bus Rapid Transit Projects, and SR 520 Bridge Replacement and HOV Project.

We envision this to be a two-part process, however, this approach is flexible to meet your individual interests and needs. We would first like to meet with you and other tribal representatives you deem appropriate to present information about the transportation projects. We would then like to hold a second meeting to learn from members about the Snoqualmie Tribe's history and current activities within the project study areas. This information will be included in each project's environmental documentation and other project materials.

Allison Ray, WSDOT environmental coordinator, will be contacting you soon to set up a time to meet with project staff. At that time we can determine the most appropriate manner to proceed. On behalf of FHWA and WSDOT, we thank you in advance for your time, and look forward to meeting with you.

Sincerely,



Allison Ray
AWVSRP Environmental Coordinator
WSDOT Urban Corridor Office
401 - 2nd Ave. S., Suite 560
Seattle, WA 98104
206.464.1279



Mary Gray
Environmental Program Specialist
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501
360.753.9487



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
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711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
310 MAPLE PARK AVENUE, SE
OLYMPIA, WA 98504

19 November 2003

Honorable Douglas Paul Lavan, Chief
Kikiallus Nation
3933 Bagley Avenue N.
Seattle, Washington
98103

FHWA/WSDOT Tribal Outreach

Dear Chief Lavan:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are expanding their efforts to involve tribal governments in the Puget Sound region's large transportation projects. Through presentations and one-on-one meetings, our objective is to ensure each tribe is aware of the regional projects, identify what level of continued involvement is desired by each tribe, and build a better understanding of each tribe's history in the project areas.

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Allison Ray, WSDOT environmental coordinator, will be contacting you soon to set up a time to meet with project staff. At that time we can determine the most appropriate manner to proceed. On behalf of FHWA and WSDOT, we thank you in advance for your time, and look forward to meeting with you.

Sincerely,



Allison Ray
AWVSRP Environmental Coordinator
WSDOT Urban Corridor Office
401 - 2nd Ave. S., Suite 560
Seattle, WA 98104
206.464.1279



Mary Gray
Environmental Program Specialist
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501
360.753.9487



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WASHINGTON DIVISION
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711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
310 MAPLE PARK AVENUE, SE
OLYMPIA, WA 98504

19 November 2003

The Honorable Ross Sockzehigh, Chair
Yakama Nation
P.O. Box 151
Toppenish, Washington
98948

FHWA/WSDOT Tribal Outreach

Dear Chair Sockzehigh:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are expanding their efforts to involve tribal governments in the Puget Sound region's large transportation projects. Through presentations and one-on-one meetings, our objective is to ensure each tribe is aware of the regional projects, identify what level of continued involvement is desired by each tribe, and build a better understanding of each tribe's history in the project areas.

The transportation projects that will be involved in this effort are the Alaskan Way Viaduct and Seawall Replacement Project, I-405 Congestion Relief and Bus Rapid Transit Projects, and SR 520 Bridge Replacement and HOV Project.

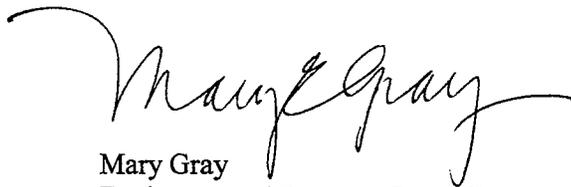
We envision this to be a two-part process, however, this approach is flexible to meet your individual interests and needs. We would first like to meet with you and other tribal representatives you deem appropriate to present information about the transportation projects. We would then like to hold a second meeting to learn from members about the Yakama Nation's history and current activities within the project study areas. This information will be included in each project's environmental documentation and other project materials.

Allison Ray, WSDOT environmental coordinator, will be contacting you soon to set up a time to meet with project staff. At that time we can determine the most appropriate manner to proceed. On behalf of FHWA and WSDOT, we thank you in advance for your time, and look forward to meeting with you.

Sincerely,



Allison Ray
AWVSRP Environmental Coordinator
WSDOT Urban Corridor Office
401 - 2nd Ave. S., Suite 560
Seattle, WA 98104
206.464.1279



Mary Gray
Environmental Program Specialist
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501
360.753.9487

Cc: Johnson Meninick
Cultural Resources Director



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
SUITE 501, EVERGREEN PLAZA
711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
310 MAPLE PARK AVENUE, SE
OLYMPIA, WA 98504

19 November 2003

Honorable Herman A. Williams, Jr., Chair
The Tulalip Tribes
6700 Totem Beach Rd.
Tulalip, Washington
98271-9694

FHWA/WSDOT Tribal Outreach

Dear Chair Williams:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are expanding their efforts to involve tribal governments in the Puget Sound region's large transportation projects. Through presentations and one-on-one meetings, our objective is to ensure each tribe is aware of the regional projects, identify what level of continued involvement is desired by each tribe, and build a better understanding of each tribe's history in the project areas.

The transportation projects that will be involved in this effort are the Alaskan Way Viaduct and Seawall Replacement Project, I-405 Congestion Relief and Bus Rapid Transit Projects, and SR 520 Bridge Replacement and HOV Project.

We envision this to be a two-part process, however, this approach is flexible to meet your individual interests and needs. We would first like to meet with you and other tribal representatives you deem appropriate to present information about the transportation projects. We would then like to hold a second meeting to learn from members about the Tulalip Tribes' history and current activities within the project study areas. This information will be included in each project's environmental documentation and other project materials.

Allison Ray, WSDOT environmental coordinator, will be contacting you soon to set up a time to meet with project staff. At that time we can determine the most appropriate manner to proceed. On behalf of FHWA and WSDOT, we thank you in advance for your time, and look forward to meeting with you.

Sincerely,



Allison Ray
AWVSRP Environmental Coordinator
WSDOT Urban Corridor Office
401 - 2nd Ave. S., Suite 560
Seattle, WA 98104
206.464.1279



Mary Gray
Environmental Program Specialist
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501
360.753.9487

Cc: Hank Gobin
Cultural Resources Manager



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
SUITE 501, EVERGREEN PLAZA
711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
310 MAPLE PARK AVENUE, SE
OLYMPIA, WA 98504

19 November 2003

Honorable John Daniels Jr., Chair
Muckleshoot Tribe
39015 172nd Avenue SE
Auburn, Washington
98092

FHWA/WSDOT Tribal Outreach

Dear Chair Daniels:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are expanding their efforts to involve tribal governments in the Puget Sound region's large transportation projects. Through presentations and one-on-one meetings, our objective is to ensure each tribe is aware of the regional projects, identify what level of continued involvement is desired by each tribe, and build a better understanding of each tribe's history in the project areas.

The transportation projects that will be involved in this effort are the Alaskan Way Viaduct and Seawall Replacement Project, I-405 Congestion Relief and Bus Rapid Transit Projects, and SR 520 Bridge Replacement and HOV Project.

We envision this to be a two-part process, however, this approach is flexible to meet your individual interests and needs. We would first like to meet with you and other tribal representatives you deem appropriate to present information about the transportation projects. We would then like to hold a second meeting to learn from members about the Muckleshoot Tribe's history and current activities within the project study areas. This information will be included in each project's environmental documentation and other project materials.

Allison Ray, WSDOT environmental coordinator, will be contacting you soon to set up a time to meet with project staff. At that time we can determine the most appropriate manner to proceed. On behalf of FHWA and WSDOT, we thank you in advance for your time, and look forward to meeting with you.

Sincerely,



Allison Ray
AWVSRP Environmental Coordinator
WSDOT Urban Corridor Office
401 - 2nd Ave. S., Suite 560
Seattle, WA 98104
206.464.1279



Mary Gray
Environmental Program Specialist
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501
360.753.9487

Cc: Donna Hogerhuis
Cultural Resources Director



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
SUITE 501, EVERGREEN PLAZA
711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
310 MAPLE PARK AVENUE, SE
OLYMPIA, WA 98504

20 November 2003

The Honorable Cecile Hansen, Chair
Duwamish Tribe
14235 Ambaum Blvd SW
Burien, Washington
98166-1464

FHWA/WSDOT Tribal Outreach

Dear Chair Hansen:

The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) are expanding their efforts to involve tribal governments in the Puget Sound region's large transportation projects. Through presentations and one-on-one meetings, our objective is to ensure each tribe is aware of the regional projects, identify what level of continued involvement is desired by each tribe, and build a better understanding of each tribe's history in the project areas.

The transportation projects that will be involved in this effort are the Alaskan Way Viaduct and Seawall Replacement Project, I-405 Congestion Relief and Bus Rapid Transit Projects, and SR 520 Bridge Replacement and HOV Project.

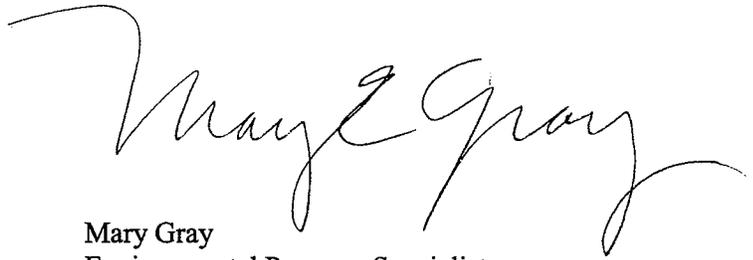
We envision this to be a two-part process, however, this approach is flexible to meet your individual interests and needs. We would first like to meet with you and other tribal representatives you deem appropriate to present information about the transportation projects. We would then like to hold a second meeting to learn from members about the Duwamish Tribe's history and current activities within the project study areas. This information will be included in each project's environmental documentation and other project materials.

Allison Ray, WSDOT environmental coordinator, will be contacting you soon to set up a time to meet with project staff. At that time we can determine the most appropriate manner to proceed. On behalf of FHWA and WSDOT, we thank you in advance for your time, and look forward to meeting with you.

Sincerely,



Allison Ray
AWVSRP Environmental Coordinator
WSDOT Urban Corridor Office
401 - 2nd Ave. S., Suite 560
Seattle, WA 98104
206.464.1279



Mary Gray
Environmental Program Specialist
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501
360.753.9487

Attachment E3

Requests For Cooperating Agencies

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Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

June 15, 2001

Allyson Brooks, PhD
Office of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

RE: Alaskan Way Viaduct
Request to be a Cooperating Agency

Dear Dr. Brooks:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

Scoping Meetings:

To solicit comments prior to preparing the EIS, an agency scoping meeting will be held on June 28, 2001 from 1:00 – 3:00 at the Mountaineers Club. The public scoping meeting will also be held on June 28, 2001 at the same location but 5-8 pm.

Request to Be a Cooperating Agency:

Because your agency is likely to be an agency of legal jurisdiction for permits required by the project, or may fall within your area of expertise, **we are requesting that you be a cooperating agency.**

Responsibilities of Lead and Cooperating Agencies:

As Lead Agencies for the project, we will do (or have already done) the following to maximize interagency cooperation:

- Offer you membership on the Technical Steering Committee which will discuss and make recommendations to the Steering Committee about the key decisions during the Alternatives Analysis and EIS process (approximately every 5-6 weeks)
- Consult with you on any relevant technical studies that will be required for your agency decision making
- Organize joint field reviews with you

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**Washington State
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Douglas B. MacDonald
Secretary of Transportation

Transportation Building

310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

June 15, 2001

Cynthia Pratt
Washington Department of Fish & Wildlife
600 Capitol Way N.
Olympia, WA 98501-1091

RE: Alaskan Way Viaduct
Request to be a Cooperating Agency

Dear Ms. Pratt:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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- Organize joint field reviews with you

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**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

June 15, 2001

Transportation Building

310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

Sandra Manning
Washington Department of Ecology
PO Box 47600
Olympia, WA 98504-7600

RE: Alaskan Way Viaduct
Request to be a Cooperating Agency

Dear Ms. Manning:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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- Consult with you on any relevant technical studies that will be required for your agency decision making
- Organize joint field reviews with you
- Provide you with project information, including study results

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**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

June 15, 2001

John Anderson
Puget Sound Clean Air Agency
110 Union Street, Suite 500
Seattle, WA 98101

RE: Alaskan Way Viaduct
Request to be a Cooperating Agency

Dear Mr. Anderson:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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- Organize joint field reviews with you

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**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

Transportation Building

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P.O. Box 47300
Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

June 15, 2001

Steve Sewell
Port of Seattle
PO Box 1209
Seattle WA 98111

RE: Alaskan Way Viaduct
Request to be a Cooperating Agency

Dear Mr. Sewell:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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Responsibilities of Lead and Cooperating Agencies:

As Lead Agencies for the project, we will do (or have already done) the following to maximize interagency cooperation:

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- Consult with you on any relevant technical studies that will be required for your agency decision making
- Organize joint field reviews with you

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Department of Transportation**

Douglas B. MacDonald
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Olympia, WA 98504-7300

360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

June 15, 2001

Harold Taniguchi
King County
201 South King Street
Seattle WA 98104-3856

RE: Alaskan Way Viaduct
Request to be a Cooperating Agency

Dear Mr. Taniguchi:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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Responsibilities of Lead and Cooperating Agencies:

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- Consult with you on any relevant technical studies that will be required for your agency decision making
- Organize joint field reviews with you

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U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

June 18, 2001

HFO-WA.3/SR 99 AWV

Honorable Bennie J. Armstrong
Suquamish Tribe
PO Box 498
Suquamish, WA 98392

Alaska Way Viaduct
Request to be a Cooperating Agency

Dear Mr. Armstrong:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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Request to Be a Cooperating Agency:

Because your agency is likely to be an agency of legal jurisdiction for permits required by the project, or may fall within your area of expertise, **we are requesting that you be a cooperating agency.**

Responsibilities of Lead and Cooperating Agencies:

As Lead Agencies for the project, we will do (or have already done) the following to maximize interagency cooperation:

- Offer you membership on the Technical Steering Committee which will discuss and make recommendations to the Steering Committee about the key decisions during the Alternatives Analysis and EIS process (approximately every 5-6 weeks)
- Consult with you on any relevant technical studies that will be required for your agency decision making
- Organize joint field reviews with you
- Provide you with project information, including study results

- Give you the opportunity to review the pre-drafts and pre-final EIS and to express your views on the adequacy of documents
- Include information in the project environmental documents that cooperating agencies need to discharge their NEPA and SEPA responsibilities and any other requirements for jurisdictional approvals, permits, licenses, and/or clearances.

As a Cooperating Agency, your responsibilities would be to:

- Respond in writing to this request to be a cooperating agency
- Attend and actively participate at the Technical Advisory Committee meetings
- Attend the Agency Scoping Meeting and/or submit written scoping comments
- Provide meaningful and early input of issues of concern
- Review and comment on pre-draft and pre-final EISs
- Use the FEIS to support your agency's decision-making process for insurance of permits and/or clearances on the proposed action

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA/SEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further we intend to use the EIS and our subsequent record of decision as our decision-making documents and as the basis for permit applications.

We look forward to your response to this request and working with you as a cooperating agency on this project.

If you have any questions or would like to discuss the project in more detail, please contact, Carol Hunter, WSDOT Office of Urban Mobility, at (206) 464-6231 or Kristen Nielsen, City of Seattle, (206) 684-0983. If you wish to discuss our agencies respective roles and responsibilities during the preparation of this EIS, please contact me at (360) 753-9408.

Sincerely,

HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental Engineer

Cc: Charlie Sigo/ Cultural Resources
Cherrie Crowell/Environmental Programs
Carol Hunter, WSDOT/OUM
Kristen Nielsen, City of Seattle



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

June 18, 2001

HFO-WA.3/SR 99 AWV

Dave Hirsch
National Marine Fisheries Service
510 Desmond Dr. SE, Suite 103
Lacey, WA 98503-1273

Alaska Way Viaduct
Request to be a Cooperating Agency

Dear Mr. Hirsch:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

Scoping Meetings:

To solicit comments prior to preparing the EIS, an agency scoping meeting will be held on June 28, 2001 from 1:00 – 3:00 at the Mountaineers Club. The public scoping meeting will also be held on June 28, 2001 at the same location but 5-8 pm.

Request to Be a Cooperating Agency:

Because your agency is likely to be an agency of legal jurisdiction for permits required by the project, or may fall within your area of expertise, **we are requesting that you be a cooperating agency.**

Responsibilities of Lead and Cooperating Agencies:

As Lead Agencies for the project, we will do (or have already done) the following to maximize interagency cooperation:

- Offer you membership on the Technical Steering Committee which will discuss and make recommendations to the Steering Committee about the key decisions during the Alternatives Analysis and EIS process (approximately every 5-6 weeks)
- Consult with you on any relevant technical studies that will be required for your agency decision making
- Organize joint field reviews with you
- Provide you with project information, including study results

- Give you the opportunity to review the pre-drafts and pre-final EIS and to express your views on the adequacy of documents
- Include information in the project environmental documents that cooperating agencies need to discharge their NEPA and SEPA responsibilities and any other requirements for jurisdictional approvals, permits, licenses, and/or clearances.

As a Cooperating Agency, your responsibilities would be to:

- Respond in writing to this request to be a cooperating agency
- Attend and actively participate at the Technical Advisory Committee meetings
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- Provide meaningful and early input of issues of concern
- Review and comment on pre-draft and pre-final EISs
- Use the FEIS to support your agency's decision-making process for insurance of permits and/or clearances on the proposed action

You have the right to expect that the EIS will enable you to discharge your jurisdictional responsibilities. Likewise you have the obligation to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the process the EIS will satisfy your NEPA/SEPA requirements including those related to project alternatives, environmental consequences, and mitigation. Further we intend to use the EIS and our subsequent record of decision as our decision-making documents and as the basis for permit applications.

We look forward to your response to this request and working with you as a cooperating agency on this project.

If you have any questions or would like to discuss the project in more detail, please contact, Carol Hunter, WSDOT Office of Urban Mobility, at (206) 464-6231 or Kristen Nielsen, City of Seattle, (206) 684-0983. If you wish to discuss our agencies respective roles and responsibilities during the preparation of this EIS, please contact me at (360) 753-9408.

Sincerely,

HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental Engineer

Cc: Carol Hunter, WSDOT/OUM
Kristen Nielsen, City of Seattle



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

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<http://www.fhwa.dot.gov/wadiv>

June 18, 2001

HFO-WA.3/SR 99 AWV

The Honorable John Daniels, Jr.
Muckleshoot Tribe
39015 172nd Ave. SE
Auburn, WA 98092

Alaska Way Viaduct
Request to be a Cooperating Agency

Dear Mr. Daniels:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

Scoping Meetings:

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Request to Be a Cooperating Agency:

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Sincerely,

HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental Engineer

Cc: Donna Hogerhuis/Cultural Resources
Karen Walter/Aquatic Resources
Carol Hunter, WSDOT/OUM
Kristen Nielsen, City of Seattle



U.S. Department
of Transportation

**Federal Highway
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June 18, 2001

HFO-WA.3/SR 99 AWW

Gerry Jackson
US Fish and Wildlife Service
510 Desmond Dr SE, Suite 102
Lacey, WA 98501-1273

Alaska Way Viaduct
Request to be a Cooperating Agency

Dear Mr. Jackson:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental Engineer

Cc: Carol Hunter, WSDOT/OUM
Kristen Nielsen, City of Seattle



U.S. Department
of Transportation

**Federal Highway
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June 18, 2001

HFO-WA.3/SR 99 AWW

Honorable Cecile Hansen, Chair
Duwamish Tribe
14235 Ambaum Blvd SW
Burien, WA 98166-1464

Alaska Way Viaduct
Request to be a Cooperating Agency

Dear Chairperson Hansen:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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Sincerely,

HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental Engineer

Cc: Carol Hunter, WSDOT/OUM
Kristen Nielsen, City of Seattle



U.S. Department
of Transportation

**Federal Highway
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June 18, 2001

HFO-WA.3/SR 99 AWW

Honorable Douglas Paul Lavan, Chief
Kikiallus Tribe
3933 Bagley Ave. N.
Seattle, WA 98103

Alaska Way Viaduct
Request to be a Cooperating Agency

Dear Chief Lavan:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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Sincerely,

HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental Engineer

Cc: Donna Hogerhuis/Cultural Resources
Isabel Tinco/Natural Resources
Carol Hunter, WSDOT/OUM
Kristen Nielsen, City of Seattle



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

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<http://www.fhwa.dot.gov/wadiv>

June 18, 2001

HFO-WA.3/SR 99 AWV

Judith Lee
US Environmental Protection Agency
ECO-088
1200 Sixth Avenue
Seattle, WA 98101

Alaska Way Viaduct
Request to be a Cooperating Agency

Dear Ms. Lee:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental Engineer

Cc: Carol Hunter, WSDOT/OUM
Kristen Nielsen, City of Seattle



U.S. Department
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June 18, 2001

HFO-WA.3/SR 99 AWV

Honorable William Yallup, Sr.
Yakama Tribe
PO Box 151
Toppenish, WA 98055-2000

Alaska Way Viaduct
Request to be a Cooperating Agency

Dear Mr. Yallup:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental Engineer

Cc: Johnson Meninick/Cultural Resources
Moses Dick Squeochs/Environmental Programs
Carol Hunter, WSDOT/OUM
Kristen Nielsen, City of Seattle



U.S. Department
of Transportation

**Federal Highway
Administration**

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June 18, 2001

HFO-WA.3/SR 99 AWW

Jack Kennedy
US Army Corps of Engineers
PO Box 3755
Seattle, WA 98124-1002

Alaska Way Viaduct
Request to be a Cooperating Agency

Dear Mr. Kennedy:

The Federal Highway Administration (FHWA), the Washington State Department of Transportation and the City of Seattle as co-lead agencies are initiating an Environmental Impact State (EIS) to evaluate alternatives to provide a facility with improved earthquake resistance that will maintain or improve mobility for people and goods along the existing SR 99 corridor where the Alaskan Way Viaduct is currently located, from approximately the First Ave S Bridge to the north of the Battery Street tunnel, in a manner that is safe, reliable and cost-effective, while avoiding, minimizing and/or mitigating impacts on the affected environment.

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HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental Engineer

Cc: Carol Hunter, WSDOT/OUM
Kristen Nielsen, City of Seattle

Attachment E4
Concurrence Letters

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**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Planning & Policy Office
401 2nd Avenue South, Suite 300
Seattle, WA 98104-2887
206-464-5878 / Fax 206-464-6084

TTY: 1-800-833-6388
www.wsdot.wa.gov

March 6, 2002

Ms. Cynthia Pratt
Washington Department of Fish & Wildlife
600 Capitol Way N.
Olympia, WA 98501-1091

Re: 404 Merger Agreement Concurrence Point 1

Dear Ms. Pratt,

Introduction

The Federal Highway Administration (FHWA), the Washington Department of Transportation (WSDOT), and City of Seattle as co-lead agencies have initiated the Alaskan Way Viaduct (AWV) and Seawall Environmental Impact Statement (EIS) to evaluate alternatives to increase public safety and improve mobility for people and goods within the AWV corridor. The AWV corridor extends from approximately Spokane Street on the south to just north of the Battery Street Tunnel. The Alaskan Way Seawall extends from South Washington Street to Bay Street along Elliot Bay on Puget Sound. Project history can be found at the project website <http://www.wsdot.wa.gov/Projects/Viaduct>.

NEPA 404 Merger Process

As was discussed at the Signatory Agency Committee (SAC) meeting on February 21, 2002, the AWV and Seawall project will participate in the 404 Merger Agreement with the following differences:

- The Project will work within the current Merger agreement, understanding that members of the SAC are working hard on a rewrite of the agreement. When the rewrite has been completed and is in place, the Project will switch over to the updated agreement. It is understood that the Project will not need to go back over previous points agreed upon. Furthermore, the current Merger agreement and the re-write will be implemented as set out with the following exceptions.
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is continuing forward. Concurrence point comment extensions may be requested and the project team will consider it.

The AWW and Seawall project has reached its first NEPA 404 Merger Agreement Concurrence Point. Because you are a NEPA 404 Merger Agreement signatory agency, we are requesting that you provide concurrence, in writing, within 30 days on the following 3 items:

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies

This process is specified in the “Interagency Working Agreement to Integrate Special Aquatic Resources (404) Permit Requirements into the National Environmental Policy Act and the State Environmental Policy Act Processes in the State of Washington,” which states:

The intent of the concurrence points in the process is to preclude the routine revisiting of decisions that have been agreed to early in the process, and encourage early substantive participation by the regulatory/resource agencies. A concurrence point is a point within the NEPA/SEPA/404 process where the transportation agency (FHWA, WSDOT) requests formal concurrence, nonconcurrence, or elects not to participate at that stage.

- A. *Within 45 days of the receipt of this request, the regulatory/resource agencies will provide their comments in writing, stating concurrence or nonconcurrence for each concurrence point....*

Agencies agree not to revisit previous concurrences unless there is substantial new information or substantial changes have occurred to the project, the environment, or laws and regulations.

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3. The project should be modified to reduce the impacts.

Signatory agencies agree to provide an explanation of the basis for nonconcurrence. Signatory agencies agree to attempt to resolve issues causing nonconcurrence, and to try to do so informally before entering formal conflict resolution. Section 6.

Earlier this month, the Project received comments on the Purpose and Need from the FHWA, Department of Ecology, Corps of Engineers, Environmental Protection Agency, and Federal Transit Administration. These comments are reflected as much as possible in the attached Purpose and Need statement.

Attached to this request are the following:

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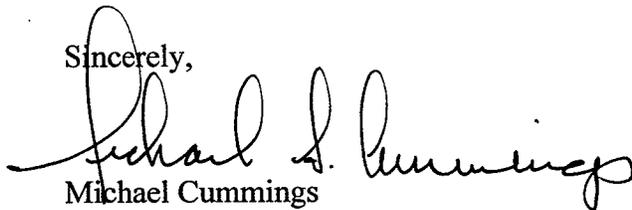
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- Project Study Area Map
- SEPA Determination of Significance
- NEPA Notice of Intent, publication in Federal Register
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Written comments stating concurrence or nonconcurrence for Concurrence Point #1 are required to be provided by **Friday, April 5, 2002**. Send written comments to:

Kimberly Farley/Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
farleyk@wsdot.wa.gov/millersn@wsdot.wa.gov

Sincerely,



Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Pam Erstad, WDFW

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Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Planning & Policy Office
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Seattle, WA 98104-2887
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TTY: 1-800-833-6388
www.wsdot.wa.gov

March 6, 2002

Mr. Jack Kennedy
US Army Corps of Engineers
PO Box 3755
Seattle, WA 98124-1002

Re: 404 Merger Agreement Concurrence Point 1

Dear Jack,

Introduction

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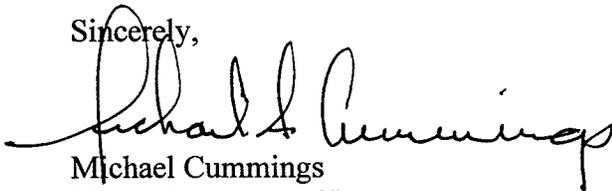
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farleyk@wsdot.wa.gov/millersn@wsdot.wa.gov

Sincerely,



Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Anne Robinson, USACE

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**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Planning & Policy Office
401 2nd Avenue South, Suite 300
Seattle, WA 98104-2887
206-464-5878 / Fax 206-464-6084

TTY: 1-800-833-6388
www.wsdot.wa.gov

March 6, 2002

Ms. Terry Swanson
Washington Department of Ecology
PO Box 47600
Olympia, WA 98504-7600

Re: 404 Merger Agreement Concurrence Point 1

Dear Terry,

Introduction

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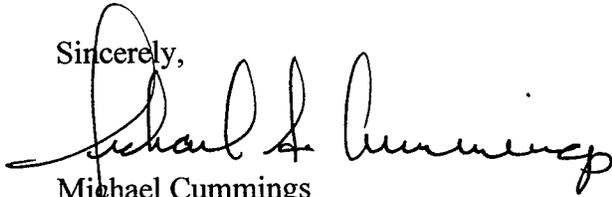
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WSDOT Urban Corridors Office
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Seattle, WA 98104-2887
farleyk@wsdot.wa.gov/millersn@wsdot.wa.gov

Sincerely,



Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Sandra Lange, Ecology
Janice Sedlak, Ecology

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**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Planning & Policy Office
401 2nd Avenue South, Suite 300
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206-464-5878 / Fax 206-464-6084

TTY: 1-800-833-6388
www.wsdot.wa.gov

March 6, 2002

Mr. Dan Mathis
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501

Re: 404 Merger Agreement Concurrence Point 1

Dear Dan,

Introduction

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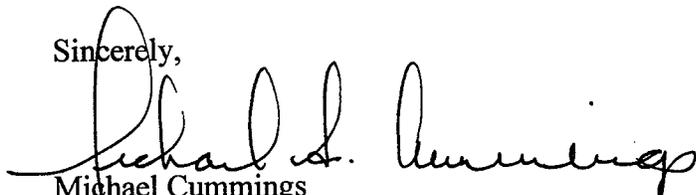
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WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
farleyk@wsdot.wa.gov/millersn@wsdot.wa.gov

Sincerely,



Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Barry Brecto, FHWA
Mary Gray, FHWA

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**Washington State
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Douglas B. MacDonald
Secretary of Transportation

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www.wsdot.wa.gov

March 6, 2002

Mr. Gerry Jackson
US Fish and Wildlife Service
510 Desmond Dr SE, Suite 102
Lacey, WA 98501-1273

Re: 404 Merger Agreement Concurrence Point 1

Dear Mr. Jackson,

Introduction

The Federal Highway Administration (FHWA), the Washington Department of Transportation (WSDOT), and City of Seattle as co-lead agencies have initiated the Alaskan Way Viaduct (AWV) and Seawall Environmental Impact Statement (EIS) to evaluate alternatives to increase public safety and improve mobility for people and goods within the AWV corridor. The AWV corridor extends from approximately Spokane Street on the south to just north of the Battery Street Tunnel. The Alaskan Way Seawall extends from South Washington Street to Bay Street along Elliot Bay on Puget Sound. Project history can be found at the project website <http://www.wsdot.wa.gov/Projects/Viaduct>.

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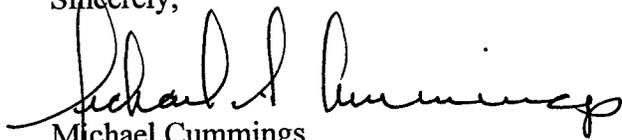
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Cc: Emily Teachout, USFWS

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March 6, 2002

Mr. Dave Hirsch
National Marine Fisheries Service
510 Desmond Dr. SE, Suite 103
Lacey, WA 98503-1273

Re: 404 Merger Agreement Concurrence Point 1

Dear Mr. Hirsch,

Introduction

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Agencies agree not to revisit previous concurrences unless there is substantial new information or substantial changes have occurred to the project, the environment, or laws and regulations.

- B. *Concurrence: written determination that*
- 1. The information to date is adequate for this stage, and*
 - 2. The project may proceed to the next stage without modification.*
- C. *Nonconcurrence: written determination that*
- 1. The information to date is not adequate for this stage, or*
 - 2. The potential adverse impacts of the project are so substantial that permits would probably be denied, or*
 - 3. The project should be modified to reduce the impacts.*

Signatory agencies agree to provide an explanation of the basis for nonconcurrence. Signatory agencies agree to attempt to resolve issues causing nonconcurrence, and to try to do so informally before entering formal conflict resolution. Section 6.

Earlier this month, the Project received comments on the Purpose and Need from the FHWA, Department of Ecology, Corps of Engineers, Environmental Protection Agency, and Federal Transit Administration. These comments are reflected as much as possible in the attached Purpose and Need statement.

Attached to this request are the following:

Documents for Concurrence

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies
- Merger Agreement Concurrence Form

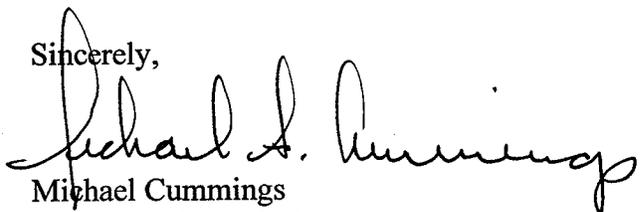
Background Information

- Project Study Area Map
- SEPA Determination of Significance
- NEPA Notice of Intent, publication in Federal Register
- AWW Resource Agency Leadership Forum, Purpose and Need Comment Form

Written comments stating concurrence or nonconcurrence for Concurrence Point #1 are required to be provided by **Friday, April 5, 2002**. Send written comments to:

Kimberly Farley/Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
farleyk@wsdot.wa.gov/millersn@wsdot.wa.gov

Sincerely,



Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Bob Donnelly, NMFS
Mike Grady, NMFS

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Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Planning & Policy Office
401 2nd Avenue South, Suite 300
Seattle, WA 98104-2887
206-464-5878 / Fax 206-464-6084

TTY: 1-800-833-6388
www.wsdot.wa.gov

March 6, 2002

Ms. Judith Lee
US Environmental Protection Agency
ECO-088
1200 Sixth Avenue
Seattle, WA 98101

Re: 404 Merger Agreement Concurrence Point 1

Dear Ms. Lee,

Introduction

The Federal Highway Administration (FHWA), the Washington Department of Transportation (WSDOT), and City of Seattle as co-lead agencies have initiated the Alaskan Way Viaduct (AWV) and Seawall Environmental Impact Statement (EIS) to evaluate alternatives to increase public safety and improve mobility for people and goods within the AWV corridor. The AWV corridor extends from approximately Spokane Street on the south to just north of the Battery Street Tunnel. The Alaskan Way Seawall extends from South Washington Street to Bay Street along Elliot Bay on Puget Sound. Project history can be found at the project website <http://www.wsdot.wa.gov/Projects/Viaduct>.

NEPA 404 Merger Process

As was discussed at the Signatory Agency Committee (SAC) meeting on February 21, 2002, the AWV and Seawall project will participate in the 404 Merger Agreement with the following differences:

- The Project will work within the current Merger agreement, understanding that members of the SAC are working hard on a rewrite of the agreement. When the rewrite has been completed and is in place, the Project will switch over to the updated agreement. It is understood that the Project will not need to go back over previous points agreed upon. Furthermore, the current Merger agreement and the re-write will be implemented as set out with the following exceptions.
 - The Project will continue to use the resource agency staff that have been active in the project up to this point *instead* of the SAC. This means that the project team will not go to the SAC meetings; the Resource Agency Leadership Forum (RALF) meetings will serve this function.
 - Instead of 45 days, the resource agencies will respond to concurrence points within 30 days. If a concurrence response is not received within 30 days, the agency(s) will be notified in writing by the AWV project team that the comment deadline has passed, that the project team understands by the lack of response that the agency has concurred, and that the project

is continuing forward. Concurrence point comment extensions may be requested and the project team will consider it.

The AWW and Seawall project has reached its first NEPA 404 Merger Agreement Concurrence Point. Because you are a NEPA 404 Merger Agreement signatory agency, we are requesting that you provide concurrence, in writing, within 30 days on the following 3 items:

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies

This process is specified in the “Interagency Working Agreement to Integrate Special Aquatic Resources (404) Permit Requirements into the National Environmental Policy Act and the State Environmental Policy Act Processes in the State of Washington,” which states:

The intent of the concurrence points in the process is to preclude the routine revisiting of decisions that have been agreed to early in the process, and encourage early substantive participation by the regulatory/resource agencies. A concurrence point is a point within the NEPA/SEPA/404 process where the transportation agency (FHWA, WSDOT) requests formal concurrence, nonconcurrence, or elects not to participate at that stage.

- A. *Within 45 days of the receipt of this request, the regulatory/resource agencies will provide their comments in writing, stating concurrence or nonconcurrence for each concurrence point....*

Agencies agree not to revisit previous concurrences unless there is substantial new information or substantial changes have occurred to the project, the environment, or laws and regulations.

- B. *Concurrence: written determination that*
1. The information to date is adequate for this stage, and
2. The project may proceed to the next stage without modification.
- C. *Nonconcurrence: written determination that*
1. The information to date is not adequate for this stage, or
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3. The project should be modified to reduce the impacts.

Signatory agencies agree to provide an explanation of the basis for nonconcurrence. Signatory agencies agree to attempt to resolve issues causing nonconcurrence, and to try to do so informally before entering formal conflict resolution. Section 6.

Earlier this month, the Project received comments on the Purpose and Need from the FHWA, Department of Ecology, Corps of Engineers, Environmental Protection Agency, and Federal Transit Administration. These comments are reflected as much as possible in the attached Purpose and Need statement.

Attached to this request are the following:

Documents for Concurrence

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies
- Merger Agreement Concurrence Form

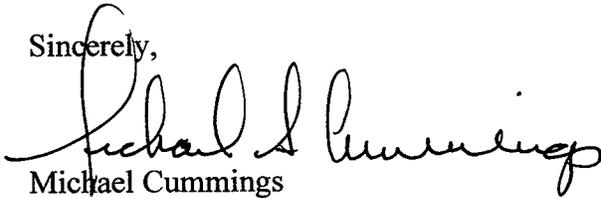
Background Information

- Project Study Area Map
- SEPA Determination of Significance
- NEPA Notice of Intent, publication in Federal Register
- AWW Resource Agency Leadership Forum, Purpose and Need Comment Form

Written comments stating concurrence or nonconcurrence for Concurrence Point #1 are required to be provided by **Friday, April 5, 2002**. Send written comments to:

Kimberly Farley/Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
farleyk@wsdot.wa.gov/millersn@wsdot.wa.gov

Sincerely,



Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Jonathan Freedman, EPA

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**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

206-389-3973 / Fax 206-464-6084
TTY: 1-800-833-6388
www.wsdot.wa.gov

April 19, 2002

Ms. Ann Martin
King County DOT
201 S. Jackson St., KSC-TR-0814
Seattle, WA 98104

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Ann:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

The Purpose and Need statement is now structured as Introduction/Purpose/Need/Goals and Objectives. Plans for the Downtown Waterfront and Plans for Habitat Improvements are part of the Goals and Objectives section. The reason for this change is to make sure our purpose and need statement is in alignment with the 404 Merger Re-write Process. In addition, we have added some language to include a section on bicycle and pedestrian safety and accessibility throughout the corridor.

I have included clean copies of the revised documents and strikeout version so you can see where changes have been made. Attachments include the following:

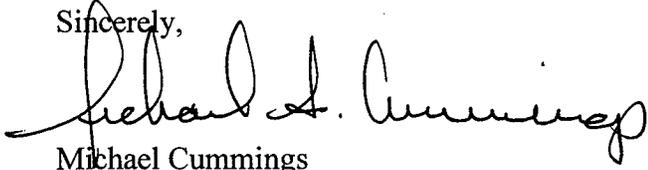
Documents for Concurrence

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies

Concurrence forms and/or comments are required to be provided on or before by **Monday, April 20, 2002**. Send forms to:

Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Cummings". The signature is fluid and cursive, with a large initial "M" and "C".

Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Liz Gotterer, King County



**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

April 19, 2002

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

206-389-3973 / Fax 206-464-6084
TTY: 1-800-833-6388
www.wsdot.wa.gov

Mr. Dave Kiehle
Department of Natural Resources
South Puget Sound Region
950 Farman St. N
Enumclaw, WA 98022

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Mr. Kiehle:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

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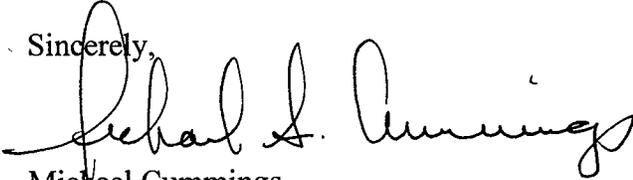
Documents for Concurrence

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies

Concurrence forms and/or comments are required to be provided on or before by **Monday, April 20, 2002**. Send forms to:

Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Michael S. Cummings". The signature is fluid and cursive, with a large initial "M" and "C".

Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Sharon Holley, DNR



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

April 19, 2002

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

206-389-3973 / Fax 206-464-6084
TTY: 1-800-833-6388
www.wsdot.wa.gov

Mr. John Witmer
Federal Transit Administration
915 Second Avenue
Seattle, WA 98174

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Mr. Whitmer:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

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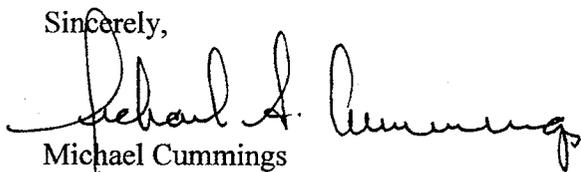
Documents for Concurrence

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies

Concurrence forms and/or comments are required to be provided on or before by **Monday, April 20, 2002**. Send forms to:

Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Cummings". The signature is written in a cursive style with a large initial "M" and a long, sweeping underline.

Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Sheila North



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

April 19, 2002

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

206-389-3973 / Fax 206-464-6084
TTY: 1-800-833-6388
www.wsdot.wa.gov

Mr. Tom Hudson
Puget Sound Clean Air Agency
110 Union Street, Suite 500
Seattle, WA 98101

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Mr. Hudson:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

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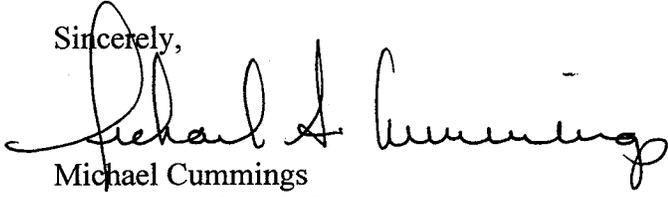
Documents for Concurrence

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies

Concurrence forms and/or comments are required to be provided on or before by **Monday, April 20, 2002**. Send forms to:

Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Cummings". The signature is fluid and cursive, with the first name "Michael" being the most prominent part.

Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

April 19, 2002

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

206-389-3973 / Fax 206-464-6084
TTY: 1-800-833-6388
www.wsdot.wa.gov

Ms. Terry Swanson
Washington Department of Ecology
PO Box 47600
Olympia, WA 98504-7600

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Terry:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

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Documents for Concurrence

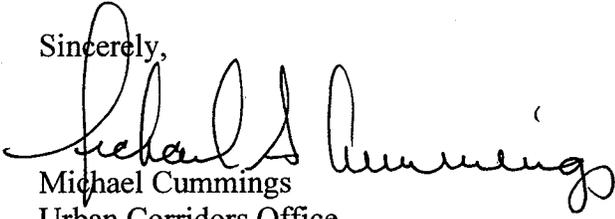
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- Role of all Agencies

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Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

5

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Cummings". The signature is written in a cursive style with large, looping letters.

Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Sandra Lange, Ecology



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

April 19, 2002

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

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TTY: 1-800-833-6388
www.wsdot.wa.gov

Ms. Judith Lee
US Environmental Protection Agency ECO-088
1200 Sixth Avenue
Seattle, WA 98101

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Ms. Lee:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

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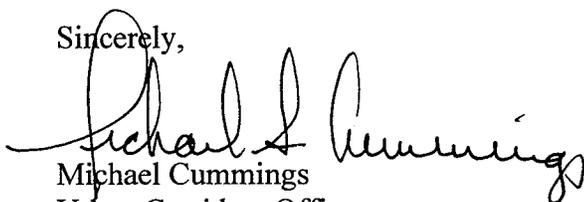
Documents for Concurrence

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- Screening Criteria
- Role of all Agencies

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Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Cummings". The signature is fluid and cursive, with the first name "Michael" and last name "Cummings" clearly distinguishable.

Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Jonathan Freedman, EPA



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

April 19, 2002

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

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TTY: 1-800-833-6388
www.wsdot.wa.gov

Mr. Dan Mathis
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Dan:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

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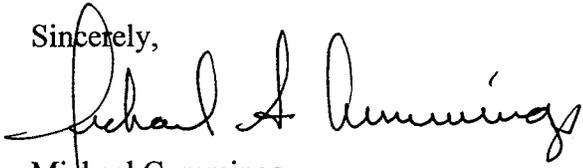
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Concurrence forms and/or comments are required to be provided on or before by **Monday, April 20, 2002**. Send forms to:

Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

Sincerely,

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Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Mary Gray, FHWA
Barry Brecto, FHWA



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

April 19, 2002

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

206-389-3973 / Fax 206-464-6084
TTY: 1-800-833-6388
www.wsdot.wa.gov

Mr. Gerry Jackson
US Fish and Wildlife Service
510 Desmond Dr SE, Suite 102
Lacey, WA 98501-1273

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Gerry:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

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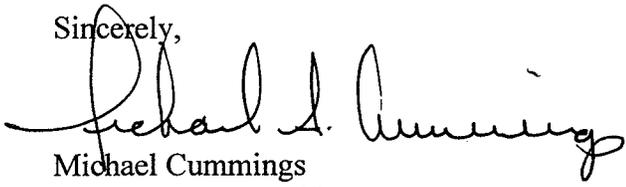
Documents for Concurrence

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- Screening Criteria
- Role of all Agencies

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Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

Sincerely,

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Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Emily Teachout, USFWS



**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

April 19, 2002

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

206-389-3973 / Fax 206-464-6084
TTY: 1-800-833-6388
www.wsdot.wa.gov

Ms. Cynthia Pratt
Washington Department of Fish & Wildlife
600 Capitol Way N
Olympia, WA 98501-1091

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Ms. Pratt:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

The Purpose and Need statement is now structured as Introduction/Purpose/Need/Goals and Objectives. Plans for the Downtown Waterfront and Plans for Habitat Improvements are part of the Goals and Objectives section. The reason for this change is to make sure our purpose and need statement is in alignment with the 404 Merger Re-write Process. In addition, we have added some language to include a section on bicycle and pedestrian safety and accessibility throughout the corridor.

I have included clean copies of the revised documents and strikethrough version so you can see where changes have been made. Attachments include the following:

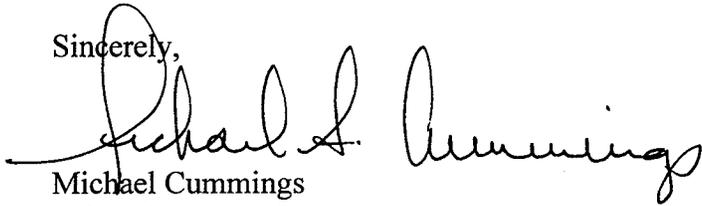
Documents for Concurrence

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies

Concurrence forms and/or comments are required to be provided on or before by **Monday, April 20, 2002**. Send forms to:

Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Michael S. Cummings". The signature is fluid and cursive, with the first name "Michael" and the last name "Cummings" clearly legible.

Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Pam Erstad, WDFW



**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

April 19, 2002

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 350
Seattle, WA 98104-2887

206-389-3973 / Fax 206-464-6084
TTY: 1-800-833-6388
www.wsdot.wa.gov

Mr. Mike Grady
NOAA
7600 Sand Point Way NE, Bldg. 1
Seattle, WA 98115-0070

Re: Alaskan Way Viaduct Concurrence/Comment Package #1

Dear Mr. Grady:

In March, you were sent a concurrence/comment package on the Purpose and Need, Screening Criteria, and Role of Agencies for the Alaskan Way Viaduct project. Some changes have been made to these items based on comments received through March. Most of the changes are editorial in nature; however, some organizational changes have been made to the purpose and need statement. As a result of these changes, we are sending a new concurrence/comment package with a new 30-day comment period. The comment period will end on May 20, 2002; however, we would like to ask you to provide concurrence/comments earlier than May 20, 2002, if possible.

The Purpose and Need statement is now structured as Introduction/Purpose/Need/Goals and Objectives. Plans for the Downtown Waterfront and Plans for Habitat Improvements are part of the Goals and Objectives section. The reason for this change is to make sure our purpose and need statement is in alignment with the 404 Merger Re-write Process. In addition, we have added some language to include a section on bicycle and pedestrian safety and accessibility throughout the corridor.

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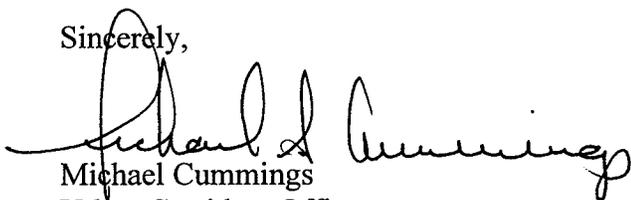
Documents for Concurrence

- Purpose and Need Statement
- Screening Criteria
- Role of all Agencies

Concurrence forms and/or comments are required to be provided on or before by **Monday, April 20, 2002**. Send forms to:

Stephanie Miller
WSDOT Urban Corridors Office
401 Second Ave S., Ste. 300
Seattle, WA 98104-2887
millesn@wsdot.wa.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Cummings". The signature is fluid and cursive, with the first name "Michael" written in a larger, more prominent script than the last name "Cummings".

Michael Cummings
Urban Corridors Office
Director of Environmental and Integration Services

Cc: Bob Donnelly, NMFS



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
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TTY: 1-800-833-6388
www.wsdot.wa.gov

July 15, 2003

Ms. Terry Swanson
Washington Department of Ecology
PO Box 47600
Olympia, WA 98504-7600

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Ms. Swanson:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

The information provided in this information package includes:

- A written description of the proposed alternatives
- The Alternatives and Options Chart, which graphically displays the alternatives
- Figures, showing each of the proposed alternatives
- A Concurrence Form (SAC Agencies only)

Your comments and/or Concurrence forms are required to be submitted on or before **Tuesday, August 19, 2003**. If concurrence and/or comments are not received within the 30-day comment period, WSDOT will assume that your agency does not have any comments and/or concurs with the information provided. If you have questions, please contact Paul Krueger at (206) 464-1226 or Kimberly Farley at (206) 464-1227.

Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Sandra Lange

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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www.wsdot.wa.gov

July 15, 2003

Ms. Judith Lee
US EPA
1200 Sixth Avenue, ECO-088
Seattle, WA 98101

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Ms. Lee:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Mr. Jonathan Freedman

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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July 15, 2003

Mr. Dan Mathis
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Mr. Mathis:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Mary Gray
Barry Brecto

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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www.wsdot.wa.gov

July 15, 2003

Mr. John Witmer
Federal Transit Administration
915 Second Avenue
Seattle, WA 98174

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Mr. Witmer:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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July 15, 2003

The Honorable Douglas Paul Lavan, Chief
Kikiallus Indian Tribe
3933 Bagley Avenue N.
Seattle, WA 98103

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Honorable Douglas Paul Lavan:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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July 15, 2003

Ms. Ann Martin
King County DOT
201 S. Jackson St., KSC-TR-0814
Seattle, WA 98104

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Ms. Martin:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Karen Huber
Liz Gotterer

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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July 15, 2003

The Honorable John Daniels, Jr.
Muckleshoot Tribe
39015 172nd Avenue SE
Auburn, WA 98092

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Honorable John Daniels, Jr.:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Ms. Melissa Calvert
Ms. Donna Hogerhuis
Mr. Glen St. Amant
Ms. JoAnn Batiste

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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**Washington State
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Douglas B. MacDonald
Secretary of Transportation

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www.wsdot.wa.gov

July 15, 2003

Mr. Mike Grady
NOAA Fisheries
7600 Sand Point Way NE, Bldg. 1
Seattle, WA 98115-0070

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Mr. Grady:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Bob Donnelley

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TTY: 1-800-833-6388
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July 15, 2003

Ms. Leslie Sacha
Port of Seattle
PO Box 1209
Seattle, WA 98111

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Ms. Sacha:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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July 15, 2003

Mr. Tom Hudson
Puget Sound Clean Air Agency
110 Union Street, Suite 500
Seattle, WA 98101

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Mr. Hudson:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

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July 15, 2003

Mr. Bob Chandler
City of Seattle
700 Fifth Ave, Suite 3900
Seattle, WA 98104

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Mr. Chandler:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Sandy Gurkewitz

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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July 15, 2003

The Honorable Joseph O. Mullen
Snoqualmie Tribe
P.O. Box 670
Fall City, WA 98024

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Honorable Joseph O. Mullen:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Mr. Matthew Mattson
Mr. Ray Mullen
Mr. John Halliday

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July 15, 2003

Mr. Rich Brooks
Suquamish Tribe
P.O. Box 498
Suquamish, WA 98292

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Mr. Brooks:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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- Figures, showing each of the proposed alternatives
- A Concurrence Form (SAC Agencies only)

Your comments and/or Concurrence forms are required to be submitted on or before **Tuesday, August 19, 2003**. If concurrence and/or comments are not received within the 30-day comment period, WSDOT will assume that your agency does not have any comments and/or concurs with the information provided. If you have questions, please contact Paul Krueger at (206) 464-1226 or Kimberly Farley at (206) 464-1227.

Send forms to: Kimberly Farley, WSDOT Urban Corridors Office, 401 Second Ave S., Ste. 560, Seattle, WA 98104-2887, farleyk@wsdot.wa.gov

Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

¹ SAC agencies include The Corps of Engineers, NOAA Fisheries, the Washington State Department of Ecology, Washington State Department of Fish and Wildlife, and the US Department of Fish and Wildlife.

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**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA 98104-3850
206-464-1220 / Fax 206-464-1190
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 15, 2003

The Honorable Herman Williams Jr.
Tulalip Tribes
6700 Totem Beach Road
Marysville, WA 98271

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Honorable Herman Williams Jr.:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

The information provided in this information package includes:

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Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: H. Gobin

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July 15, 2003

Mr. Gerry Jackson
US Fish and Wildlife Service
510 Desmond Dr SE, Suite 102
Lacey, WA 98501-1273

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Mr. Jackson:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Ms. Emily Teachout

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July 15, 2003

Ms. Cynthia Pratt
WDFW
600 Capitol Way N
Olympia, WA 98501-1091

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Ms. Pratt:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc: Mr. Kurt Buchanan

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July 15, 2003

Ms. Kate Stenberg
U.S. Army Corps of Engineers
PO Box 3755
Seattle, WA 98124-2329

Re: Alaskan Way Viaduct and Seawall Replacement Project Concurrence/Comment Package 2:
Alternatives to be Evaluated in the Environmental Impact Statement (EIS)

Dear Ms. Stenberg:

The enclosed information describes the alternatives that will be evaluated in the Alaskan Way Viaduct and Seawall Replacement Project Environmental Impact Statement (EIS). This information is being provided to you for your comments and/or Concurrence (if you are a member of the Signatory Agency Committee).¹

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Sincerely,

Kimberly Farley
Acting Director of Environmental Services, Urban Corridors Office

Cc:

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