

REFERENCE PAGES

ACRONYMS & ABBREVIATIONS

A

ADA Americans With Disabilities Act
 APE Area of Potential Effects

B

BINMIC Ballard Interbay Northend Manufacturing and Industrial Center
 BMP best management practice
 BNSF BNSF Railway Company
 BO Biological Opinion
 BTU British thermal unit

C

CAFE Corporate Average Fuel Economy
 CFR Code of Federal Regulations
 CH₄ methane
 City City of Seattle
 CO₂ carbon dioxide
 CO₂e carbon dioxide equivalents
 CTS Commitment Tracking System
 CZMA Coastal Zone Management Act

D

dB decibel
 dBA A-weighted decibel

E

Ecology Washington State Department of Ecology
 EIS Environmental Impact Statement
 EO Executive Order
 EPA U.S. Environmental Protection Agency
 ESA Endangered Species Act

F

FHWA Federal Highway Administration
 FONSI Finding of No Significant Impact

H

HAER Historic American Engineering Record
 HOV high-occupancy vehicle

I

I-5 Interstate 5
 I-90 Interstate 90

L

L_{eq} equivalent sound level

M

MIC Manufacturing and Industrial Center
 MOA Memorandum of Agreement
 MOT maintenance of traffic
 mph miles per hour
 MSAT mobile source air toxics

N

N₂O nitrous oxide
 NAAQS National Ambient Air Quality Standards
 NEPA National Environmental Policy Act
 NFPA National Fire Protection Association
 NMFS National Marine Fisheries Service
 NO₂ nitrogen dioxide
 NOAA Fisheries National Marine Fisheries Service
 NOI Notice of Intent
 NPDES National Pollutant Discharge Elimination System
 NPS National Park Service
 NRHP National Register of Historic Places

O

O₃ ozone

P

PAH polycyclic aromatic hydrocarbon
 Pb lead
 PCB polychlorinated biphenyl
 PM₁₀ particulate matter 10 micrometers in diameter or less
 PM_{2.5} particulate matter 2.5 micrometers in diameter or less
 Program Alaskan Way Viaduct and Seawall Replacement Program
 project Alaskan Way Viaduct Replacement Project
 PSRC Puget Sound Regional Council

R

RCW Revised Code of Washington
 ROD Record of Decision

S

SDOT Seattle Department of Transportation
 Sea-Tac Seattle-Tacoma International Airport
 SEPA State Environmental Policy Act
 SHPO State Historic Preservation Officer
 SIG Seattle International Gateway
 SO₂ sulfur dioxide
 SODO South of Downtown
 SPCC Spill Prevention, Control, and Countermeasure
 SR State Route

T

TAC Tolling Advisory Committee
 TBM tunnel boring machine

U

USC United States Code
 USFWS U.S. Fish and Wildlife Service

V

VdB vibration decibel level
 VHD vehicle hours of delay
 VHT vehicle hours of travel
 VMT vehicle miles of travel

W

WAC Washington Administrative Code
 WASIST Washington State Intersection Screening Tool
 WDFW Washington Department of Fish and Wildlife
 WOSCA Washington-Oregon Shippers Cooperative Association
 WSDOT Washington State Department of Transportation

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

State Agencies

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

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City of Seattle
 King County
 Port of Seattle
 Puget Sound Clean Air Agency

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- B. Alternatives Description and Construction Methods Discipline Report
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- F. Noise Discipline Report
- G. Land Use Discipline Report
- H. Social Discipline Report
- I. Historic, Cultural, and Archaeological Resources Discipline Report
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- R. Energy Discipline Report
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- T. 2010 Supplemental Draft EIS Comments and Responses
- U. Final EIS Correspondence
- V. FHWA and WSDOT response and draft document: *Additional Review of the Impacts of Deep Bored Tunnel Tolling Diversion on City Streets; Identification of Mitigation*
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RON SIMS
KING COUNTY EXECUTIVE



CHRISTINE O. GREGOIRE
GOVERNOR



GREG NICKELS
MAYOR OF SEATTLE

March 14, 2007

To: Seattle Legislative Delegation, City Council, and County Council

Thanks for all your thoughts and concerns about the Alaskan Way Viaduct and its replacement. Major transportation projects in large cities are very challenging. And the path to success is not always smooth.

The past months have been particularly challenging for all of us as we have tried to forge a path forward on the viaduct replacement project. Clearly there are legitimate and heartfelt differences about the specific approach that path should take. Now that Seattle voters have expressed their opinions on two specific approaches to replacing the Alaskan Way Viaduct, we have the opportunity to renew our commitment to key principals and to find common ground.

In 2005, we secured the dollars necessary to replace the viaduct. In 2006, we started to develop options and estimate costs. Now in 2007, we have a much better understanding of the will of our citizens. We are making much needed progress and we appreciate all of your support in the effort.

We all agree that the viaduct is a significant safety risk and must come down within the project's existing timeframes. We all agree that delay is not an option. We further agree that any final selected alternative must adequately address the three fundamental criteria of safety, capacity, and financial responsibility. We all agree that the core elements of any solution must address issues such as vigorous public transit, freight mobility, business disruption, urban design, job creation, the preservation of our marine economy and the future of Seattle's central waterfront. With these principles and criteria in mind we are writing to invite you to join us in continuing our efforts to move forward.

Over the next several months we have a lot of work to do. We will begin by meeting to establish guidelines and a collaborative process that is timely and centers on determining a final alternative. The process needs to be inclusive and guided by the principles and criteria we hold in common. The process also needs to be open to creativity. We must rely on the best available engineering and design through the renewed efforts of the integrated project team from the State of Washington and the City of Seattle with representation from King County. Assuming you agree with this next step, we will be in touch with you in the near future as we get it started.

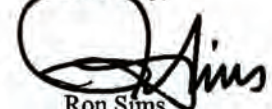
Seattle Legislative Delegation, City Council, and County Council
March 14, 2007
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Second, beginning this summer, we have agreed to initiate a series of projects that significantly advance the overall replacement project in time to avoid the \$10 million in project costs for every month of delay. These early safety and mobility projects are detailed in the enclosed graphic. None of these projects rely on the final design of the center one-mile portion of the overall project. However, by moving forward we will be on track to take down the existing viaduct in a timely manner.

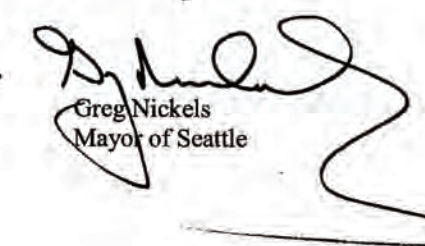
Lastly, we must remain vigilant about the safety of the existing structure for its continued use of approximately 110,000 vehicles per day. To this end, the Washington State Department of Transportation will increase the safety monitoring program and will undertake a series of temporary safety repairs on key portions of the structure described in the enclosure.

It has been six years since the Nisqually Earthquake. We must continue to move forward. We look forward to working with all of you on the next steps. We are confident that we are on the right track to break through the challenges of the past and develop a final design for replacing the Alaskan Way Viaduct in time for the next bi-annual budget.

Sincerely,


Ron Sims
King County Executive


Christine O. Gregoire
Governor


Greg Nickels
Mayor of Seattle

Enclosure



Governor Christine O. Gregoire
State of Washington



King County

Executive Ron Sims
King County



Mayor Gregory J. Nickels
City of Seattle

**A Letter of Agreement
Between the State of Washington, King County, and the City of Seattle**

January 13, 2009

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

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

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

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

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

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

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

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

The parties agree to seek state legislative approval of the project and will support efforts to obtain state legislative authority for King County to implement a 1% Motor Vehicle Excise Tax. In addition, the parties agree to support efforts to obtain local authority for the development of a Local Infrastructure Financing Tool. The parties further agree to support an \$88 million allocation of anticipated federal economic recovery funds, currently distributed as \$8 million to King County for transit facilities and \$80 million to the City of Seattle for portions of the Mercer and Spokane Street projects, which will be ready for construction by the summer of 2009.

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

Sincerely,

Governor Christine O. Gregoire
State of Washington

Executive Ron Sims
King County

Mayor Gregory J. Nickels
City of Seattle