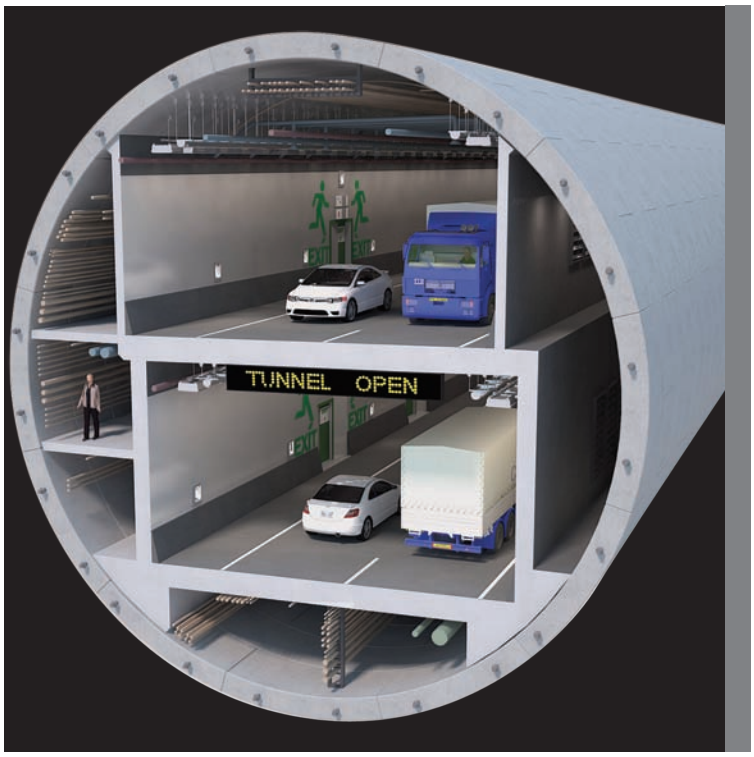
ALASKAN WAY VIADUCT REPLACEMENT PROJECT

2010 Supplemental Draft Environmental Impact Statement

APPENDIX T Supplemental Draft EIS Annotated Outline



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U.S. Department of Transportation
Federal Highway Administration

Washington State Department of Transportation

City of Seattle

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Alaskan Way Viaduct Replacement Project
Supplemental Draft EIS
Supplemental Draft EIS Annotated Outline

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

Parsons Brinckerhoff
999 Third Avenue, Suite 3200
Seattle, WA 98104

In association with:
Coughlin Porter Lundeen, Inc.
EnviroIssues, Inc.
GHD, Inc.
HDR Engineering, Inc.
Jacobs Engineering Group Inc.
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Mimi Sheridan, AICP
Parametrix, Inc.
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William P. Ott Construction Consultants

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Introduction and Purpose of this Appendix

This appendix is a guide for people interested in correlating how the substantive requirements of federal, state, and local environmental regulations have been met by the information contained in the main body of the Supplemental Draft Environmental Impact Statement (EIS). This appendix is an outline of the Supplemental Draft EIS. It contains references to the federal, state, and local regulations that dictate the content of an EIS. The references are not all-inclusive of the governing regulations, but it includes primary references. The regulations referenced include the:

- National Environmental Policy Act (NEPA)
- Washington State Environmental Policy Act (SEPA)
- Seattle Municipal Code (SMC)
- Federal Highway Administration (FHWA)

The information referenced includes federal regulations described in the Code of Federal Regulations (CFR) and United States Code (USC). References to state regulations are described in the Washington Administrative Code (WAC). References to City of Seattle regulations are contained in the Seattle Municipal Code (SMC).

Cover Sheet (includes abstract)

Cover sheet required by NEPA, 40 CFR 1502.11.

Fact Sheet (includes required permits and licenses)

Required by SEPA, WAC 197-11-440(2) and SMC 25.05.440(A).

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(NEPA/SEPA/SMC Requirement)

Table of Contents
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Chapter 1 INTRODUCTION

1 What is the Alaskan Way Viaduct Replacement Project?

2 Who is leading this project?

3 What is the history of this project?

4 Why are the lead agencies preparing this Supplemental Draft EIS?

This question explains why a Supplemental Draft EIS is being prepared in accordance with NEPA, 23 CFR 771.130 and 40 CFR 1502.9(c); SEPA, 197-11-405(4); and SMC 25.05.405(D).

Purpose and Need will briefly be stated here. The entire purpose and need statement will be included at the back of the document. Purpose and need is required by NEPA, 40 CFR 1502.13; SEPA, WAC 197-11-440(4); and SMC 25.05.440(C).

5 What is the purpose of the Alaskan Way Viaduct Replacement Project and why is it needed?

This question explains the purpose and need of the proposed action in accordance with NEPA, 40 CFR 1502.13.

6 How does this project relate to the Alaskan Way Viaduct and Seawall Replacement Program?

7 What other projects are part of the Program?

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Chapter 2 SUMMARY

This chapter is required by NEPA, 40 CFR 1502.12; SEPA, WAC 197-11-440(4); and SMC 25.05.440(C). This chapter summarizes information from other chapters as required by the regulations.

1 What alternatives are considered in this Supplemental Draft EIS?

2 How have the alternatives changed since the 2006 Supplemental Draft EIS?

3 How was the Bored Tunnel Alternative developed?

4 How would the Bored Tunnel Alternative replace the existing viaduct?

5 How much would the Bored Tunnel Alternative cost?

Permanent Traffic Effects of the Bored Tunnel Alternative

6 How would SR 99 access change?

7 Would regional traffic patterns change?

8 How would conditions for SR 99 traffic change?

9 How would conditions on I-5 change?

10 Would conditions on area streets change?

Other Permanent Effects of the Bored Tunnel Alternative

11 Would noise levels permanently change?

12 Would properties or land uses be permanently affected?

13 Would the economy be permanently affected?

14 Would views permanently change?

15 Would historic and archaeological resources be permanently affected?

16 What other permanent effects would the Bored Tunnel Alternative have?

Mitigation for Permanent Effects

17 How would permanent effects be mitigated?

18 What permanent adverse effects of the project would not be mitigated?

Adverse impacts that cannot be avoided are required by SEPA, WAC 197-11-440(4) and SMC 25.05.440(C).

Temporary Construction Effects for the Bored Tunnel Alternative

19 How would SR 99 and surrounding streets be restricted during construction?

20 How would SR 99 and local street traffic be affected by construction?

21 How would specific SR 99 users be affected during construction?

22 How would area noise levels change during construction?

23 How would historic resources be affected during construction?

24 How would archaeological and cultural resources be affected during construction?

25 How would the economy be affected during construction?

26 What other effects would there be during construction?

Mitigation for Temporary Construction Effects

27 How would construction effects be mitigated?

28 How would this project, the Alaskan Way Viaduct and Seawall Replacement Program, and other downtown projects affect Seattle and surrounding areas?

29 How do the effects of the Bored Tunnel and other alternatives compare?

30 What effects would be expected if the build alternatives were tolled?

31 What opportunities have we provided for people, agencies, and tribes to be engaged in the project since the 2006 Supplemental Draft EIS?

32 What issues are controversial?

Areas of controversy are required by NEPA, 40 CFR 1502.12; SEPA, WAC 197-11-440(4); and SMC 25.05.440(C).

33 What issues need to be resolved?

Unresolved issues are required by NEPA, 40 CFR 1502.12; SEPA, WAC 197-11-440(4); and SMC 25.05.440(C).

34 What are the next steps?

Phases and timing of the proposal and future environmental review are required by SEPA, WAC 197-11-440(5)(iii) and SMC 25.05.440(D)(3)(c).

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Chapter 3 ALTERNATIVES DEVELOPMENT

Alternatives Development

A discussion of alternatives considered is required by NEPA, 40 CFR 1502.14; SEPA, WAC 197-11-440(5); and SMC 25.05.440(D).

1 How did the project begin?

2 What alternatives were evaluated in the 2004 Draft EIS?

3 Why were the 2004 EIS alternatives narrowed from five to two?

This question includes alternatives eliminated - NEPA, 40 CFR 1502.14(a) and 23 CFR 771.123(c); SEPA, WAC 197-11-440(5)(b)(i); and SMC 25.05.440(D)(2)(a).

4 What alternatives were evaluated in the 2006 Supplemental Draft EIS?

5 What's happened since the 2006 Supplemental Draft EIS?

6 What happened after the bored tunnel was recommended?

This question includes the discussion about alternatives considered but rejected as required by NEPA, 40 CFR 1502.14(a); SEPA, WAC 197-11-440(5); and SMC 25.05.440(D).

7 How have the Cut-and-Cover Tunnel and Elevated Structure Alternatives changed since the 2006 Supplemental Draft EIS?

8 What is the preferred alternative?

9 What is the Bored Tunnel Alternative?

10 What is the Cut-and-Cover Tunnel Alternative?

11 What is the Elevated Structure Alternative?

12 What is the Viaduct Closed (No Build Alternative)?

The no build alternative is required by NEPA, 23 CFR 1502.14(d) and SEPA, WAC 197-11-440(5)(b)(ii).

Public Involvement

This section describes how the public has been engaged in the project as required by NEPA, 40 CFR 1506.6; SEPA, WAC 197-11-510 and 197-11-535; and SMC 25.05.510 and 5.05.535.

13 What opportunities have we provided for people to be engaged in the project since the 2006 Supplemental Draft EIS?

14 How have we engaged businesses and residents located adjacent to the project since the 2006 Supplemental Draft EIS?

15 How have we engaged minorities, low-income people, and social service providers since the 2006 Supplemental Draft EIS?

16 How have we been coordinating with agencies since the 2006 Supplemental Draft EIS?

17 How have we engaged the tribes since the 2006 Supplemental Draft EIS?

18 When will we respond to comments received on the 2004 Draft, 2006 Supplemental Draft, and 2010 Supplemental Draft EISs?

Chapter 4 THE PROJECT AREA

This chapter provides updates to the affected environment (existing conditions) information as required by NEPA 40 CFR 1502.15, SEPA WAC 197-11-440(6), and SMC 25.05.440(E).

1 What are the project limits and why were they selected?

Describe the location of the project as required by 23 CFR 771.111(f)(1); SEPA, WAC 197-11-440(5)(c)(ii); and SMC 25.05.440(D)(3)(b).

2 What elements of Seattle's history have shaped the project area?

3 What is the viaduct's condition today?

4 What are key features of Seattle's downtown roadway network?

5 How much traffic travels on the viaduct and through the transportation study area each day?

6 Where are the people using the viaduct coming from and going to?

7 What are typical travel conditions on SR 99?

8 What are the existing conditions for specific types of users?

9 How many parking spaces exist in the project area?

10 How noisy is it in the project area?

Describe noise as required by FHWA criteria, Highway Construction Noise – Environmental Assessment and Abatement (U.S. Department of Transportation 1982) and City of Seattle noise regulations, SMC 25.08.410. Washington State Department of Transportation noise policy adopts the FHWA criteria.

11 How is the project area affected by vibration from traffic traveling on the viaduct?

12 What visual features are located in the project area?

Includes protection of public views as required by Seattle environmental code SMC 25.05.675.P.

13 What are some of the positive and negative visual conditions created by the viaduct?

14 What is the character of and land use in the project area?

15 What historic and archaeological resources are located in the project area?

Information is provided as required by the National Historic Preservation Act, 16 USC §470. Information for Section 106 is provided as required by 36 CFR 800.

16 What parks and recreational facilities are located in the project area?

17 Who lives in the neighborhoods located in the project area?

18 What community and social services serve these neighborhoods?

Information about Environmental Justice is provided as required by NEPA, Presidential Executive Order 12898 – Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations (59 Federal Register 7629), U.S. Department of Transportation Order 5610.2 – Order to Address Environmental Justice in Minority Populations and Low-Income Populations, and FHWA Order 6640.23 – Implementing Order for Environmental Justice.

19 What is the regional and local economy like now?

20 What utilities and public services are located in the project area?

21 Is air quality a concern in the project area?

Describe as required by NEPA, 40 CFR 1502.16 and 42 USC §85 (Clean Air Act); SEPA, WAC 197-11-444(1)(b)(i); and SMC 25.05.444(A)(2)(a).

22 Are greenhouse gas emissions a concern in the region?

23 How much energy does the region use?

24 What are water quality conditions in the Duwamish River, Elliott Bay, and Lake Union?

Describe as required by WAC 173-201A and 173-204; SMC 22.800–22.808; Washington State Department of Ecology's *Stormwater Management Manual for Western Washington*; WSDOT's 2010

Environmental Procedures Manual and *Highway Runoff Manual*; and King County's *Surface Water Design Manual.*

25 How is stormwater from the viaduct and Alaskan Way currently managed?

26 What fish and wildlife species are in the project area, and what is their habitat like?

Describe as required by the Endangered Species Act, 16 USC §1531.

27 What are the groundwater conditions in the project area?

28 Are there any potentially contaminated sites in the project area?

Describe as required by Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, 40 CFR 312), Resource Conservation and Recovery Act (RCRA), and Model Toxics Control Act Cleanup Regulation (MTCA, WAC 173-340).

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Chapter 5 BORED TUNNEL ALTERNATIVE

This chapter describes changes to the proposal that require a supplemental document and meets the requirements of NEPA, 40 CFR 1502.9(c); SEPA, WAC 197-11-600(4)(d); and SMC 25.05.600(D)(4).

1 How would the Bored Tunnel Alternative replace SR 99 and the viaduct?

2 How would the SR 99 lane configuration and access points change?

3 What conditions were modeled and what assumptions were made for the traffic analysis?

4 Would regional travel patterns change?

5 How would traffic conditions on SR 99 change?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(2)(c)(ii); and SMC 25.05.444(B)(3).

6 Where would SR 99 traffic go?

7 Would traffic conditions on I-5 change?

8 How would traffic volumes on area streets change?

9 How would conditions change for drivers, bicyclists, and pedestrians?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(2)(c)(v); and SMC 25.05.444(B)(3)(e).

10 What are the tradeoffs between the south portal options?

11 What are the tradeoffs between the north portal options?

12 How would noise levels change?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(2)(a)(i); and SMC 25.05.444(B)(1)(a).

13 How would views be affected?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(2)(b)(iii), WAC 197-11-444 (2)(b)(iv), and WAC 197-444-(1)(e)(v); and SMC 25.05.444(B)(2)(c), 25.05.444(B)(2)(d), and 25.05.444(A)(5)(e).

14 How would properties be affected?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(2)(b); and SMC 25.05.444(B)(2).

15 How would land use be affected?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(2)(b); and SMC 25.05.444(B)(2).

16 How would the local and regional economy be affected?

Required by NEPA, 40 CFR 1502.16 and SMC 25.05.440(E)(6)(a).

17 How would historic and archaeological resources be affected?

Required by NEPA, 40 CFR 1502.16 and 23 CFR 774; SEPA, WAC 197-11-444(2)(b)(vi); and SMC 25.05.444(B)(2)(f). Information for Section 106 is provided as required by 36 CFR 800.

18 How would neighborhoods be affected?

Required by NEPA, 40 CFR 1502.16 and NEPA Executive Order 12898 (59 Federal Register 7629), U.S. Department of Transportation Order 5610.2, and FHWA Order 6640.23; SEPA, WAC 197-11-444(2)(b); and SMC 25.05.444(B)(2).

19 How would community and social services be affected?

Required by NEPA, 40 CFR 1502.16 and NEPA Executive Order 12898 (59 Federal Register 7629), U.S. Department of Transportation Order 5610.2, and FHWA Order 6640.23; SEPA, WAC 197-11-444(2)(b); and SMC 25.05.444(B)(2).

20 How would low-income or minority populations be affected?

Information about Environmental Justice is provided as required by NEPA, Presidential Executive Order 12898 (59 Federal Register 7629), U.S. Department of Transportation Order 5610.2, and FHWA Order 6640.23.

21 How would parks, recreation, and open space be affected?

Required by NEPA, 40 CFR 1502.16 and 23 CFR 774 ; SEPA, WAC 197-11-444(2)(d)(iv); and SMC 25.05.444(B)(4)(d).

22 How would public services (such as police and fire) and utilities be affected?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(2)(d)(i) and WAC, 197-11-444 (2)(d)(ii); and SMC 25.05.444(B)(4).

23 How would air quality be affected?

Required by NEPA, 40 CFR 1502.16 and 42 USC §85 (Clean Air Act); SEPA, WAC 197-11-444(1)(b)(i); and SMC 25.05.444(A)(2)(a).

24 How would greenhouse gas emissions be affected?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(1)(b)(iii); and SMC 25.05.444(A)(2)(c).

The following laws, statutes, local ordinances, and guidelines address potential GHG effects:

- Washington State Department of Transportation (WSDOT) *Environmental Procedures Manual* (September, 2009), Part 4 Chapter 440
- WSDOT– *Guidance for Project-Level Greenhouse Gas and Climate Change Evaluations* (September 2009)
- City of Seattle *Ordinance 122574*, requiring City Departments to evaluate climate impacts when performing environmental review of actions pursuant to SEPA (December 2007)
- City of Seattle *Ordinance 122610*, which calls for the reduction of GHGs in Seattle by 30% from year 1990 levels by 2024, and by 80% from 1990 levels by 2050 (December 2007)

25 Would energy consumption be affected?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(1)(e); and SMC 25.05.444(A)(5).

26 How would water resources be affected?

Required by NEPA, 40 CFR 1502.16 and 33 USC §1251 (Clean Water Act); SEPA, WAC 173-201A, 173-204, and 197-11-444(1)(c); and SMC 25.05.444(A)(3).

27 How would fish, aquatic, and wildlife habitat be affected?

Required by NEPA, 40 CFR 1502.16 and 16 USC §1531 (Endangered Species Act); SEPA, WAC 197-11-444(1)(d); and SMC 25.05.444(A)(4).

28 How would soil conditions and groundwater be affected?

Required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(1)(a); and SMC 25.05.444(A)(1).

29 What are indirect effects and would the Bored Tunnel Alternative have any?

Required by NEPA, 40 CFR 1502.16(b); SEPA, WAC 197-11-060(4)(d); and SMC 25.05.060(D)(4 and 5).

30 What irreversible decisions or irretrievable resources would be committed to building the Bored Tunnel Alternative?

A discussion about irreversible decisions or irretrievable resources is required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-440(6)(d)(iii); and SMC 25.05.440(E)(4)(c).

In addition, the subject of energy is summarized here and discussed in detail in an attached appendix as required by NEPA, 40 CFR 1502.16(e); SEPA, WAC 197-11-440(6)(d)(ii); and SMC 25.05.440(E)(4)(b).

31 What are the tradeoffs between short-term uses of environmental resources and long-term gains (or productivity)?

A discussion about short-term uses and long-term gains is required by NEPA 40 CFR 1502.16.

32 How would we develop mitigation plans, and what types of mitigation measures could be utilized?

A description of mitigation is required by NEPA, 40 CFR 1502.14(f); SEPA, WAC 197-11-440(6)(c)(iii); and SMC 25.05.440(E)(3)(c).

33 What effects would not be mitigated?

Adverse impacts that cannot be avoided are required by SEPA, WAC 197-11-440(6)(c)(v) and SMC 25.05.440(E)(3)(e).

Chapter 6 BORED TUNNEL CONSTRUCTION

Construction Impacts and Mitigation for both direct and indirect effects are discussed in this chapter as required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-440(6); and SMC 25.05.440(E). Documentation for specific elements of the environment is required by SEPA, WAC 197-11-444 and SMC 25.05.444.

Construction Methods

1 When would construction begin and how might construction activities be sequenced?

2 How would construction of the S. Holgate Street to S. King Street Viaduct Replacement Project and construction of the Bored Tunnel Alternative overlap?

3 What must happen before construction can begin?

4 How would the Bored Tunnel Alternative be built at the south portal?

5 How would the bored tunnel section be built?

6 How would the Bored Tunnel Alternative be built at the north portal?

7 Where would tunnel operations buildings be built?

8 How would the viaduct be removed?

9 What would happen to the Battery Street Tunnel?

10 What construction shifts are proposed?

11 Where would construction staging sites be located?

Traffic Effects during Construction

12 How would SR 99 be restricted during construction?

13 How would SR 99 traffic be affected by lane restrictions?

14 How would local streets be restricted during construction?

15 How would traffic on local streets be affected?

16 How would specific SR 99 users be affected during construction?

Other Temporary Construction Effects

17 How would soil and contaminated materials be handled and removed during construction?

18 Would settlement during construction affect surrounding areas?

19 How would construction affect noise levels?

20 Would vibration during construction affect surrounding areas?

21 How would views be affected during construction?

22 Would temporary construction easements or relocations be needed during construction?

23 How would the local and regional economy be affected during construction?

24 How would historic resources be affected during construction?

25 Would construction affect archaeological resources?

26 How would neighborhoods be affected during construction?

27 How would community and social services be affected during construction?

28 How would low-income and minority populations be affected during construction?

29 How would parks, recreation, and open space be affected during construction?

30 How would public services and utilities be affected during construction?

31 How would air quality be affected during construction?

32 How would greenhouse gas emissions be affected during construction?

33 How much energy would be needed to construct the Bored Tunnel Alternative?

34 How would water resources be affected during construction?

35 How would fish, aquatic, and wildlife species and habitat be affected during construction?

36 Would construction have indirect effects?

Construction Mitigation

37 What construction mitigation plans and measures are proposed for this project?

38 How will the lead agencies involve people in mitigation planning and implementation?

39 What temporary construction effects will not be mitigated?

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Chapter 7 CUMULATIVE EFFECTS

1 What are cumulative effects, and why do we study them?

Required by NEPA, 40 CFR 1508.7 and 1502.16; SEPA, WAC 197-11-060(4)(e); and SMC 25.05.060(D)(5).

2 How were cumulative effects assessed?

3 How were study areas and timeframes determined for this cumulative effects analysis?

4 How was the baseline condition established for each resource?

5 What current and future actions were identified and considered?

6 How were cumulative effects of the Project, the Program, and other projects evaluated?

Cumulative Effects of the Project When Combined with the Program

Required by NEPA, 40 CFR 1508.7 and 1502.16; SEPA, WAC 197-11-060(4)(e); and SMC 25.05.060(D)(5).

7 What traffic analysis was completed to evaluate potential cumulative effects of the Project when combined with the Program?

8 How would regional traffic conditions change when the Project and the Program are combined?

9 How would traffic conditions on SR 99 change?

10 How would traffic conditions on I-5 change?

11 How would traffic conditions on area streets change?

12 How would intersection operations change?

13 How would conditions change for specific transportation modes?

14 What are the other long-term cumulative benefits of the Project when combined with the Program?

15 What are the temporary adverse effects of the Project when combined with the Program?

Cumulative Effects of the Project When Combined with the Program and Other Planned Projects

16 What are the cumulative effects by resource?

Mitigation

17 What mitigation is proposed?

Chapter 8 ALTERNATIVES COMPARISON

As required by NEPA, 40 CFR 1502.14, this chapter includes a comparison of alternatives.

1 What alternatives are included in this comparison?

2 What happens if the viaduct isn't replaced?

3 How do access points on SR 99 compare between the alternatives?

4 How would regional travel patterns compare?

5 How would traffic patterns and conditions on SR 99 change?

6 How would traffic conditions on I-5 compare?

7 How would traffic conditions on area streets compare?

8 How would access change for drivers, bicyclists, and pedestrians?

9 How would noise levels compare?

10 How would views change for the alternatives?

11 What differences would the alternatives have on properties?

12 How would land use effects compare?

13 How would local and regional economic effects compare?

14 How would effects to historic and archaeological resources compare?

15 How would effects to neighborhoods, social service providers, and low-income populations compare?

16 How would effects to parks, recreation, and open space compare?

17 How would effects to public services (such as police, fire, and delivery services) compare?

18 How would effects to air quality compare?

19 How would effects to water resources compare?

20 How would effects to fish and aquatic habitat compare?

21 How do construction effects compare?

22 How do other construction effects compare?

23 How do costs compare?

24 How do cumulative effects compare?

25 How do indirect effects compare?

26 Do the alternatives vary in the irreversible decisions or irretrievable resources that would be required?

27 How do tradeoffs between short-term uses of environmental resources and long-term gains (or productivity) compare?

28 How do these alternatives meet the revised purpose and need?

Chapter 9 TOLLING

1 Does the Bored Tunnel Alternative include tolls?

During the 2009 legislative session, Engrossed Substitute Senate Bill 5768 was passed directing WSDOT to study tolling on SR 99.

2 Is it possible that tolls will be implemented on the SR 99 replacement facility sometime in the future?

3 If tolling is a possible option for the SR 99 replacement facility, why doesn't this Supplemental Draft EIS evaluate a tolled Bored Tunnel Alternative?

4 Why is tolling evaluated in this Supplemental Draft EIS?

5 Have tolls been used on other highways in Washington?

6 What are some possible tolling options for the Bored Tunnel Alternative?

7 Before tolling would be implemented on the SR 99 replacement facility, what work would be done to optimize the selected toll scenario?

8 How would Toll Scenarios A, C, and E affect regional travel?

9 How would Toll Scenarios A, C, and E affect SR 99 traffic conditions?

10 How would Toll Scenarios A, C, and E affect adjacent roadways such as I-5 and city streets?

11 How would Toll Scenarios A, C, and E affect transit?

12 How would Toll Scenarios A, C, and E affect traffic conditions in 2030?

13 How would tolls work on the Cut-and-Cover Tunnel and Elevated Structure Alternatives?

14 What types of other environmental effects would Toll Scenarios A, C, and E have for the Bored Tunnel Alternative?

Environmental elements analyzed as required by NEPA, 40 CFR 1502.16; SEPA, WAC 197-11-444(1)(b)(i); and SMC 25.05.444(A)(2)(a). In addition, Environmental Justice is analyzed according to NEPA Executive Order 12898.

15 What types of other environmental effects would tolling have for the Cut-and-Cover Tunnel and Elevated Structure Alternatives?

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DRAFT SECTION 4(F) EVALUATION

Required by the United States Department of Transportation (USDOT) Act of 1966 (49 USC §303), NEPA regulations can be found in 23 CFR Part 774. These Section 4(f) regulations were comprehensively updated in March 2008 to reflect amendments to Section 4(f) that were made in August 2005 as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). FHWA has provided further guidance for implementing Section 4(f) in its "Section 4(f) Policy Paper," issued in March 2005.

Background

1 What is Section 4(f)?

2 What is a "Section 4(f) resource"?

3 What is a "use" of a Section 4(f) resource?

4 How can FHWA approve an alternative that uses a Section 4(f) resource?

5 What factors must FHWA consider when determining whether an avoidance alternative is "feasible and prudent"?

6 What factors must FHWA consider when determining which alternative causes "least overall harm"?

7 What does Section 106 consultation involve, and how does it relate to this Section 4(f) evaluation?

Draft Section 4(f) Evaluation

1 Agencies Involved in Developing This Section 4(f) Evaluation

2 Purpose and Need of the Proposed Action

3 Alternatives Considered

4 Section 4(f) Resources

5 The Bored Tunnel Alternative

6 The Cut-and-Cover Tunnel Alternative

7 The Elevated Structure Alternative

8 Other Alternatives Considered to Avoid and Minimize Harm

9 Overall Comparison of Alternatives

10 Conclusions

List of Appendices

Information as required by NEPA, 40 CFR 1502.18; SEPA, WAC 197-11-430(g); and SMC 25.05.430(B)(7).

The appendices include a discussion of methodology as required by NEPA, 40 CFR 1502.24.

Acronyms

References

References are required by NEPA, 40 CFR 1502.21; SEPA, WAC 197-11-425(6); and SMC 25.05.425(F).

Distribution List

List of copies sent to agencies as required by NEPA, 40 CFR 1502.10(i); SEPA, WAC 197-11-430(f); and SMC 25.05.430(B)(6).

List of Preparers

A List of Preparers is required by NEPA, 40 CFR 1502.17.

Index

An Index is required by NEPA, 40 CFR 1502.10(j).

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