
From: Cedar McKay [cedar@aliandcedar.com]
Sent: Tuesday, November 16, 2010 2:52 PM
To: AWW SDEIS Comments; peter.hahn@seattle.gov;
mike.mcgin@seattle.gov; richard.conlin@seattle.gov;
sally.bagshaw@seattle.gov; tim.burgess@seattle.gov;
sally.clark@seattle.gov; jean.godden@seattle.gov;
nick.licata@seattle.gov; bruce.harrell@seattle.gov;
mike.obrien@seattle.gov; tom.rasmussen@seattle.gov
Subject: Tunnel

I-106-001 | I live, vote, and pay taxes in Seattle.

Seattle must not be held responsible for tunnel cost overruns! This tunnel is essentially a Seattle bypass, and does little to help Seattle. Seattle shouldn't pay for something that benefits those who explicitly want to bypass our city! Not a single downtown exit, even!

Even better, scrap the whole tunnel idea, use some of the money we save to improve surface transit and public transportation, and save the rest! A tunnel is expensive, unnecessary, and fiscally risky. We can do better.

best,
John McKay
Seattle

I-106-001

The state legislature authorized funding to replace the Alaskan Way Viaduct in RCW 47.01.402. According to this law;

"The legislature finds that the replacement of the vulnerable state route number 99 Alaskan Way viaduct is a matter of urgency for the safety of Washington's traveling public and the needs of the transportation system in central Puget Sound."

This legislation also authorizes WSDOT to obligate two billion eight hundred million dollars. In order to fund this obligation the legislation further identifies sources of funding: \$2,400,000,000 of state funding; \$400,000,000 of toll funding.

In the absence of toll funding WSDOT would still have the authorization to issue contracts up to \$2,800,000,000 but the mix of funding sources would change. It is assumed that the toll funding would be replaced by new or reprioritized federal, state, or local funding sources.

The legislation authorizing WSDOT to proceed with the project also has a provision that those in Seattle who benefit from the project should be responsible for cost overruns. WSDOT interprets this as a statement of legislative intent that would need clarification to become operative.

The Bored Tunnel Alternative would not bypass Seattle. This alternative would have ramps in the Stadium area that would provide access to the downtown business core; traffic using the Stadium area ramps to access downtown would disperse over several city arterials, including the improved Alaskan Way, First, Second, and Fourth Avenues. Also with this alternative, Alaskan Way would be reconfigured as part of a separate project led by the City of Seattle. This project would result in different access opportunities to downtown.

The lead agencies analyzed the transportation effects of a surface and transit hybrid option to confirm the rationale for screening this option out for further analysis. The results of this analysis are summarized in Chapter 3 of the 2010 Supplemental Draft EIS. One finding indicates that travel times would increase for all but one trip modeled during the AM peak hour and for most trips during the PM peak hour. The evaluation of the Surface and Transit Scenario Year 2030 Analysis Results is included in Appendix W, Screening Reports, of the Final EIS.