

VERBAL COMMENT #5

GENEVIEVE VAYDA: My name is Genevieve Vayda, and my address is 3800 Lynden Avenue North, Apt. 3, 98103. Seattle.

I would like to register my extreme and grave disappointment in the process that WSDOT has conducted over the years regarding 520 and other major transportation projects around the area.

The citizen comes in their off-hours to attend what are called "open houses," where there's a divide-and-conquer system ongoing that prevents us fully learning about each of the projects and especially how they relate to one another, which is a key feature in making a decision as to which might be the preferred option.

We are not able to take in all of the information because it's being repeated 150 times here in a different way each time. It's not presented in a format where we can sit and listen to A, B, C, then D, E, and F, by the professionals who created this plan, and then have an opportunity to raise our hands and ask questions in a large audience, hearing one another's questions and hearing the answers of the professionals who put these plans together.

The taxpayer is paying for all of this time, and paying again in attending these open houses which,

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Since the SDEIS was published, FHWA and WSDOT have identified a Preferred Alternative with input from stakeholders throughout the region including members of the general public, jurisdictions, transit agencies, the Governor, Legislature, tribes and state and federal regulators. The decision-making process for this project has lasted over 10 years and has incorporated extensive participation from stakeholder groups, communities, and the public. See the Agency Coordination and Public Involvement Discipline Report and Addendum (Attachment 7 to the Final EIS) for further information.

In preparing the SDEIS, WSDOT followed NEPA and SEPA regulations and guidance, as well as WSDOT's Environmental Procedures Manual. The SMC sections cited contain the same language on identification of impacts and mitigation measures as the SEPA Rules (see WAC 197-11-440(6)(a) and WAC 197-11-660(1)(b)). While WSDOT believes that the information in the SDEIS was sufficiently clear, the Final EIS provides more clarity in two ways. First, it examines the likely effects, both adverse and beneficial, of the Preferred Alternative, which was announced after the SDEIS was published. Second, it provides more specificity for predictions of environmental effects, when warranted by design advances made since the SDEIS was published.

I will repeat, are simply a divide-and-conquer method. They're entirely manipulative. We're being sold a bill of goods, and we can't even learn from our fellow citizens.

So the press can take this away and say what they will, and we won't know what the outcome was of this public meeting even though we were here, because we couldn't hear one another.

I would suggest that the process of learning about 520 hasn't begun, because the citizens who come here haven't learned what these different options are and which options haven't even been thought of.

I'm infuriated by this process. My time is wasted, and I can't learn from my fellow citizens.

Thank you.

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