

Bored Tunnel Environmental Review

- Approach
 - Combined NEPA/SEPA¹ EIS²
 - Two alternatives³
 - Bored tunnel (preferred)
 - Independent elevated
 - I-5, surface street, and transit improvements are not included⁴
- Schedule⁵
 - Engineering design snapshot: June 2009 (6 months)
 - Draft EIS: December 2009 (6 months)
 - Final EIS⁶: September 2010 (9 months)
 - Record of Decision : December 2010 (3 months)

¹ Federal funding and/or seawall replacement will require a NEPA document. If only state and local funds are used and the seawall is not included a SEPA-only document could be prepared, saving 4 to 6 months.

² This approach builds on the NEPA record started in July 2008 as part of the Partnership Process. Re-starting NEPA would require establishing a new purpose and need and re-screening alternatives.

³ Surface and transit only alternatives could be dropped based on performance beyond 2015 (2030 and 2040). The cut and cover tunnel could be dropped based on construction impacts, and the integrated elevated could be dropped based on public safety and Section 4(f) issues. The record developed thus far does not support eliminating all alignments except a bored tunnel.

⁴ Lead agencies would be FWHA and WSDOT. Seattle and King County would revert to cooperating agencies because surface street and transit improvements are not integral parts of the project.

⁵ Assumes a Notice to Proceed on January 5, 2009.

⁶ Includes required 45-day public comment period.