

FINAL ENVIRONMENTAL IMPACT STATEMENT
AND FINAL SECTION 4(f) AND 6(f) EVALUATIONS
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

MAY 2011

SR 520, I-5 to Medina: Bridge Replacement and HOV Project

Agency Coordination and Public Involvement Discipline Report Addendum and Errata

SR 520, I-5 to Medina:
Bridge Replacement and HOV Project
Final Environmental Impact Statement
and Final Section 4(f) and 6(f) Evaluations

**Agency Coordination and
Public Involvement
Discipline Report
Addendum and Errata**



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Acronyms and Abbreviations

ABGC	Arboretum and Botanical Garden Committee
CCMP	community construction management plan
CFR	Code of Federal Regulations
DAHP	Washington State Department of Archaeology and Historic Preservation
DNR	Washington State Department of Natural Resources
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
ESA	Endangered Species Act
ESA SG	Endangered Species Act Steering Group
ESSB	Engrossed Substitute Senate Bill
FHWA	Federal Highway Administration
HOV	high-occupancy vehicle
I-5	Interstate 5
JARPA	Joint Aquatic Resources Permit Application
LWCF	Land and Water Conservation Fund
MITFD	Muckleshoot Indian Tribe Fisheries Division
MTC	Montlake Triangle Charrette
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration
NOAA Fisheries	National Oceanic and Atmospheric Administration National Marine Fisheries Service
PSRC	Puget Sound Regional Council
RACp	regulatory agency coordination process
RCO	Washington State Recreation and Conservation Office



ROD	Record of Decision
SDEIS	Supplemental Draft Environmental Impact Statement
SDOT	Seattle Department of Transportation
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Officer
SR	State Route
TCT	technical coordination team
THPO	Tribal Historic Preservation Officer
TWG	technical working group
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UW	University of Washington
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation



Introduction

What is the purpose of this addendum?

This addendum to the 2009 Agency Coordination and Public Involvement Discipline Report (Washington State Department of Transportation [WSDOT] 2009), which was prepared in support of the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement and Section 4(f)/6(f) Evaluation* (SDEIS; WSDOT 2010a), presents the activities undertaken to coordinate with agencies and engage the public since publication of the SDEIS in January 2010 through April 15, 2011. Earlier efforts to work with agencies and the public, as chronicled in the 2006 *Agency Coordination and Public Involvement Discipline Report* (WSDOT 2006a), prepared in support of the *Draft Environmental Impact Statement, SR 520 Bridge Replacement and HOV Project* (WSDOT 2006b), and the 2009 Agency Coordination and Public Involvement Discipline Report, helped build a common understanding of the project, and developed relationships and forums for participation that were used to obtain additional feedback described in this addendum.

The discussion below supplements the 2009 Agency Coordination and Public Involvement Discipline Report and provides updated text, exhibits, and attachments, where appropriate. Where an addendum exhibit updates or adds new data to an exhibit contained in the 2009 Discipline Report, the exhibit name is followed by “(Update to Exhibit # of the 2009 Discipline Report).”

Much of the coordination and communications described in this addendum pertain to WSDOT’s publication of the SDEIS in January 2010 and subsequent designation of a Preferred Alternative on April 29, 2010. In addition, the implementation of a new workgroup, under the requirements of Engrossed Substitute Senate Bill (ESSB) 6392, facilitated additional agency coordination and provided public involvement opportunities. New information about the potential effects of the Preferred Alternative that served as the basis for ongoing agency coordination and public involvement is included in the Description of Alternatives Discipline Report Addendum (WSDOT 2011a) and the Construction Techniques and Activities Discipline Report Addendum and Errata (WSDOT 2011b).

An errata sheet is attached to this addendum (Attachment 1) to show clarifications to the 2009 Discipline Report that do not constitute new findings or analysis.

What are the key points of this addendum?

This addendum focuses on agency, tribal, and public involvement activities since publication of the SDEIS in January 2010. It demonstrates that WSDOT has maintained a transparent and responsive project planning process for agencies and the public during development of the Final Environmental Impact Statement (EIS). WSDOT achieved this aim by:

- **Continuing to use agency and public engagement tools and forums that have worked well.** WSDOT continued to use tools and activities that have already supported successful agency



coordination and public involvement, like the regulatory agency coordination process (RACp), sharing information at fairs and festivals, and hosting an environmental hearing and open house during the SDEIS comment period with nearly 200 attendees.

- **Refining some tools and activities to improve their effectiveness.** WSDOT refined agency engagement and public involvement efforts based on project milestones or to better meet the needs of the project team, agency staff, or the public. For example, in 2010, WSDOT combined several technical working groups (TWGs) to streamline the agency coordination process. WSDOT also prioritized staffing fairs and festivals that had previously resulted in the highest number of public interactions.
- **Enhancing agency and public coordination through new efforts.** New activities that facilitated agency coordination and public involvement included developing and implementing a multi-faceted coordination process to respond to ESSB 6392 and ensuring public comment opportunities in advance of finalizing recommendations associated with ESSB 6392.

This addendum outlines the ongoing, refined, and new tools and activities WSDOT has used since publishing the SDEIS to engage agencies and the public in project planning.

What key issues were identified in public and agency comments on the SDEIS?

When commenting on the SDEIS, many agency representatives and members of the public thanked WSDOT for its efforts to engage them in project planning and for providing forums for coordination and input. Overall, commenters urged WSDOT to move the process forward, and to continue to keep the public, community organizations, and local jurisdictions involved. Technical topics most frequently noted in public and agency comments on the SDEIS are summarized below. The technical comments are addressed in the relevant sections of the Final EIS (WSDOT 2011c) and related discipline reports; this addendum describes how agencies and the public continued to be engaged after publication of the SDEIS. A brief summary of comments is provided below; for more information about public and agency comments received during the SDEIS comment period, including those received at the environmental hearing, please see the SDEIS Summary of Comments (WSDOT 2010b).

Public Comments on the SDEIS during the Comment Period

The State Route (SR) 520, Interstate 5 (I-5) to Medina project received 415 comment cards, letters, and e-mails during the SDEIS comment period (January 22, 2010, through April 15, 2010), of which 392 were from the public, including individuals, businesses, and community organizations. The categories that were most frequently mentioned by the public, along with examples of the topics addressed, included:

- **Transportation:** Transit and high-occupancy vehicle (HOV) use of SR 520; traffic and transportation modeling; bicycle and pedestrian mobility



- **Engineering design:** Bridge width; design components specific to a geographic area; Montlake Freeway Transit Station; accommodation of light rail in the SR 520 corridor; transit-only HOV lanes
- **Design Option A:** Opinions for and against the option; design components; requests for additional information
- **Funding and cost:** Funding method (tolling, taxes, private funding); project costs; project planning and analysis costs; use of public dollars; project budget
- **Recreation:** Washington Park Arboretum; other local parks; recreation areas and activities near the project area that may be affected during construction and/or operation

Agency Comments on the SDEIS during the Comment Period

Of the 415 comment cards, letters, and e-mails received during the SDEIS comment period, 23 were from government entities, including federal, state, and regional entities; local jurisdictions; and tribes. The categories that were most frequently mentioned by agencies, along with examples of the topics addressed, included:

- **Agency coordination:** Requests for continued coordination between WSDOT and regulatory agencies; requests to engage agencies about topics like mitigation, transit system compatibility, and permitting
- **Engineering design:** Bridge width and height; elements in specific geographic areas; design components like lids, transit stops, and bridge segments
- **Mitigation:** Mitigation sequencing; information about natural resources, social, economic, transit-related, and air quality effects; temporary versus permanent effects
- **Recreation:** Washington Park Arboretum; other local parks; recreation areas and activities near the project area that may be affected by the project; potential mitigation
- **Transportation:** Transit and HOV systems; bicycle and pedestrian access; regional mobility

How does the Preferred Alternative address community comments?

The project team heard from neighborhoods, representatives of the Arboretum, the City of Seattle, regulatory agencies, and corridor legislators regarding project design. Since the Preferred Alternative was announced in April 2010, it has continued to be refined. The intent of the design is to:

- Respect the concerns of the neighborhoods and the city
- Redirect traffic away from the Arboretum and neighborhoods
- Help integrate the neighborhoods divided when the highway was built



Some of the features of the Preferred Alternative that address public, tribal and agency comments include:

- Compatibility with potential future rail connections
- Lowered height of floating bridge compared to Draft EIS and SDEIS options
- Refined footprint within the Arboretum and reduced right-of-way acquisition needs compared to SDEIS options
- Raised west approach profile with a constant grade that allows for enhanced water quality treatment by working with gravity to move stormwater to the treatment facility
- Reduced width of Portage Bay Bridge compared to SDEIS Option A
- Innovative elements and design features to reduce noise and eliminate the needs for corridor-wide noise walls
- A Montlake interchange that includes a park-like setting with a longer lid and regional and local transit stops
- Removal of the existing Lake Washington Boulevard ramps

What is the SR 520, I-5 to Medina: Bridge Replacement and HOV Project?

The SR 520, I-5 to Medina: Bridge Replacement and HOV Project would widen the SR 520 corridor to six lanes from I-5 in Seattle to Evergreen Point Road in Medina, and would restripe and reconfigure the lanes in the corridor from Evergreen Point Road to 92nd Avenue NE in Yarrow Point. It would replace the vulnerable Evergreen Point Bridge (including the west and east approach structures) and Portage Bay Bridge, as well as the existing local street bridges across SR 520. The project would complete the regional HOV lane system across SR 520, as called for in regional and local transportation plans.

What is the Preferred Alternative?

The new SR 520 corridor would be six lanes wide (two 11-foot-wide outer general-purpose lanes and one 12-foot-wide inside HOV lane in each direction), with 4-foot-wide inside shoulders and 10-foot-wide outside shoulders across the floating bridge. The typical roadway cross-section across the floating bridge would be approximately 116 feet wide, compared to the existing width of 60 feet. In response to community interests expressed during public review of the January 2010 SDEIS, the SR 520 corridor between I-5 and the Montlake interchange would operate as a boulevard or parkway with a posted speed limit of 45 miles per hour and median plantings across the Portage Bay Bridge. To support the boulevard concept, the width of the inside shoulders in this section of SR 520 would



be narrowed from 4 feet to 2 feet, and the width of the outside shoulders would be reduced from 10 feet to 8 feet. Exhibit 1 highlights the major components of the Preferred Alternative.

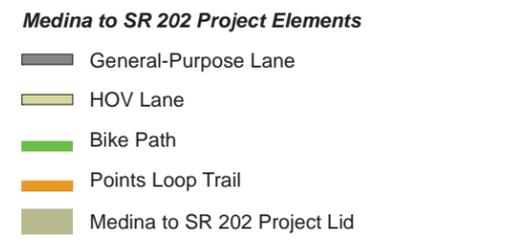
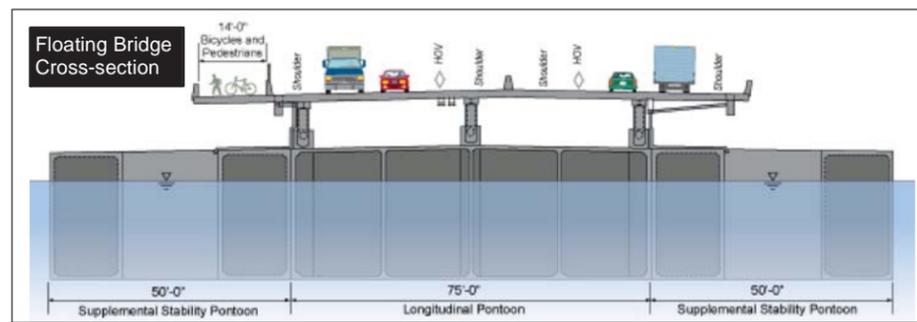
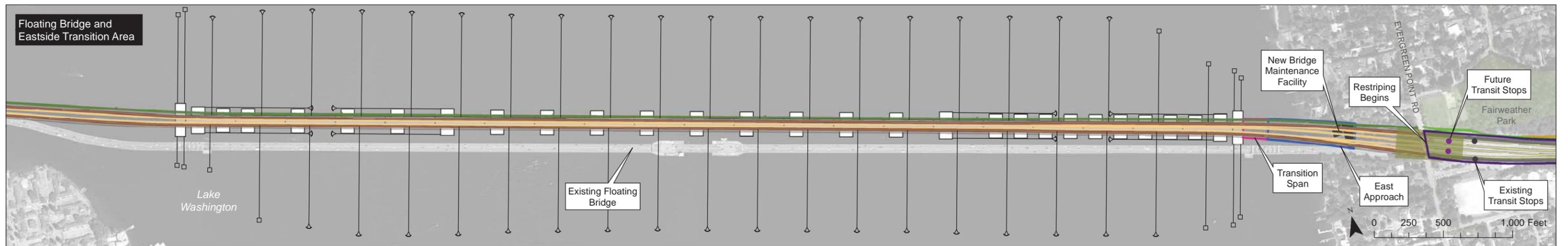
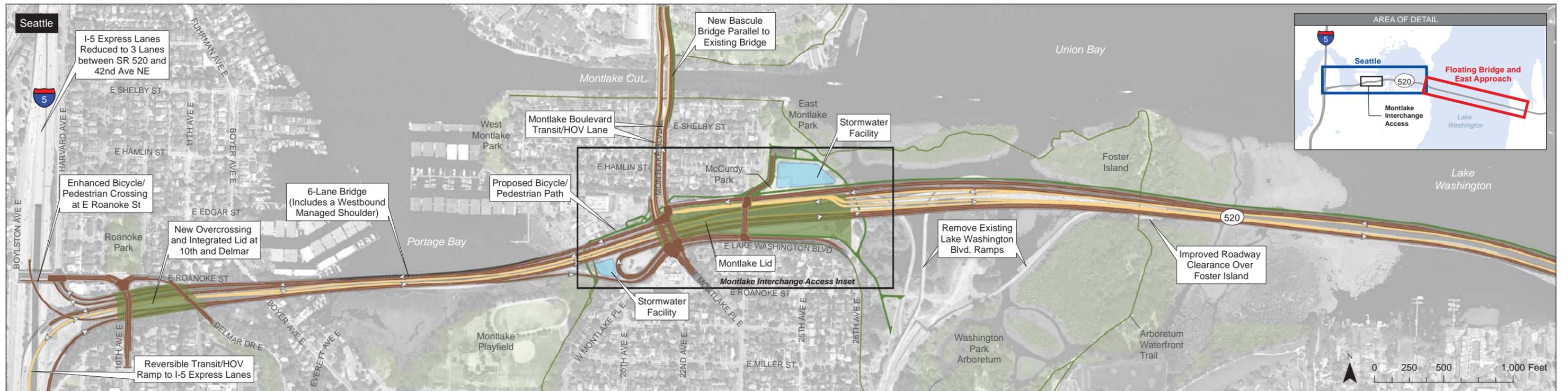
The Preferred Alternative would include the following elements:

- An enhanced bicycle/pedestrian crossing adjacent to the East Roanoke Street bridge over I-5
- Reversible transit/HOV ramp to the I-5 express lanes, southbound in the morning and northbound in the evening
- New overcrossings and an integrated lid at 10th Avenue East and Delmar Drive East
- A six-lane Portage Bay Bridge with a 14-foot-wide westbound managed shoulder that would be used as an auxiliary lane during peak commute hours
- An improved urban interchange at Montlake Boulevard integrated with a 1,400-foot-long lid configured for transit, pedestrian, and community connectivity
- A new bascule bridge across the Montlake Cut that provides additional capacity for transit/HOV, bicycles, and pedestrians
- Improved bridge clearance over Foster Island and the Arboretum Waterfront Trail
- A new west approach bridge configured to be compatible with future high-capacity transit (including light rail)
- A new floating bridge with two general-purpose lanes, and one HOV lane in each direction
- A new 14-foot-wide bicycle/pedestrian path with scenic pull-outs along the north side of the new Evergreen Point Bridge (west approach, floating span, and east approach), connecting regional trails on both sides of Lake Washington
- A new bridge maintenance facility and dock located underneath the east approach of the Evergreen Point Bridge
- Re-striped and reconfigured roadway between the east approach and 92nd Avenue NE, tying in to improvements made by the SR 520, Medina to SR 202: Eastside Transit and HOV Project
- Design features that would also provide noise reduction including reduced speed limit on Portage Bay Bridge, 4-foot concrete traffic barriers, and noise absorptive materials applied to the inside of the 4-foot traffic barriers and lid portals. Quieter concrete pavement would also be used for the new SR 520 main line, and noise walls where recommended by the noise analysis and approved by affected property owners would be included in the design
- Basic and enhanced stormwater treatment facilities



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Source: King County (2006) Aerial Photo, King County (2008) GIS Data (Stream), CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



Exhibit 1. Preferred Alternative Project Elements
I-5 to Medina: Bridge Replacement and HOV Project

Exhibit 2 summarizes the Preferred Alternative design compared to the existing corridor elements, and compares the Preferred Alternative to design options A, K, and L as described in the SDEIS. For a more detailed description of the Preferred Alternative, see the Description of Alternatives Discipline Report Addendum (WSDOT 2011a).

Exhibit 2. Preferred Alternative and Comparison to SDEIS Options

Geographic Area	Preferred Alternative	Comparison to SDEIS Options A, K, and L
I-5/Roanoke Area	The SR 520 and I-5 interchange ramps would be reconstructed with generally the same ramp configuration as the ramps for the existing interchange. A new reversible transit/HOV ramp would connect with the I-5 express lanes.	Similar to all options presented in the SDEIS. Instead of a lid over I-5 at Roanoke Street, the Preferred Alternative would include an enhanced bicycle/pedestrian path adjacent to the existing Roanoke Street Bridge.
Portage Bay Area	The Portage Bay Bridge would be replaced with a wider and, in some locations, higher structure with six travel lanes and a 14-foot-wide westbound managed shoulder.	Similar in width to Options K and L, similar in operation to Option A. Shoulders are narrower than described in SDEIS (2-foot-wide inside shoulders, 8-foot-wide outside shoulder on eastbound lanes), posted speed would be reduced to 45 mph, and median plantings would be provided to create a boulevard-like design.
Montlake Area	The Montlake interchange would remain in a similar location as today. A new bascule bridge would be constructed over the Montlake Cut. A 1,400-foot-long lid would be constructed between Montlake Boulevard and the Lake Washington shoreline, and would include direct-access ramps to and from the Eastside. Access would be provided to Lake Washington Boulevard via a new intersection at 24th Avenue East.	Interchange location similar to Option A. Lid would be approximately 75 feet longer than previously described for Option A, and would be a complete lid over top of the SR 520 main line, which would require ventilation and other fire, life, and safety systems. Transit connections would be provided on the lid to facilitate access between neighborhoods and the Eastside. Montlake Boulevard would be restriped for two general-purpose lanes and one HOV lane in each direction between SR 520 and the Montlake Cut.
West Approach Area	The west approach bridge would be replaced with wider and higher structures, maintaining a constant profile rising from the shoreline at Montlake out to the west transition span. Bridge structures would be compatible with potential future light rail through the corridor.	Bridge profile most similar to Option L, and slightly steeper; structure types similar to Options A and L. The gap between the eastbound and westbound structures would be wider than previously described to accommodate light rail in the future.
Floating Bridge Area	A new floating span would be located approximately 190 feet north of the existing bridge at the west end and 160 feet north of the existing bridge at the east end. The floating bridge would be approximately 20 feet above the water surface at the midspan (about 10 to 12 feet higher than the existing bridge deck).	Similar to design described in the SDEIS. The bridge would be approximately 10 feet lower than described in the SDEIS, and most of the roadway deck support would be constructed of steel trusses instead of concrete columns.
Eastside Transition Area	A new east approach to the floating bridge, and a new SR 520 roadway would be constructed between the floating bridge and Evergreen Point Road.	Same as described in the SDEIS.



When will the project be built?

Construction for the SR 520, I-5 to Medina project is planned to begin in 2012, after project permits and approvals are received. To maintain traffic flow in the corridor, the project would be built in stages. Major construction in the corridor is expected to be complete in 2018. The most vulnerable structures (the Evergreen Point Bridge including the west and east approaches, and Portage Bay Bridge) would be built in the first stages of construction, followed by the less vulnerable components (Montlake and I-5 interchanges). Exhibit 3 provides an overview of the anticipated construction stages and durations identified for the SR 520, I-5 to Medina project.

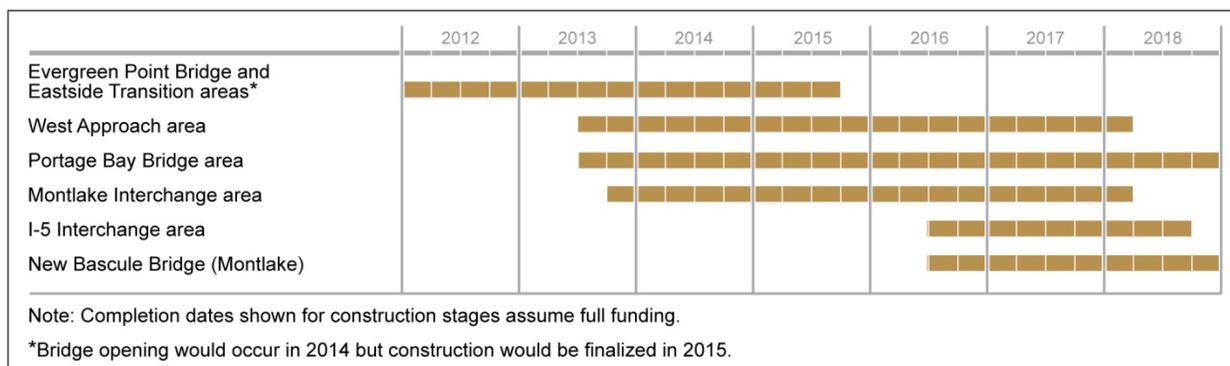


Exhibit 3. Preferred Alternative Construction Stages and Durations

A Phased Implementation scenario was discussed in the SDEIS as a possible delivery strategy to complete the SR 520, I-5 to Medina project in phases over an extended period. The Federal Highway Administration (FHWA) and WSDOT continue to evaluate the possibility of phased construction of the corridor should full project funding not be available by 2012. Current committed funding is sufficient to construct the floating portion of the Evergreen Point Bridge, as well as the new east approach and a connection to the existing west approach. The Final EIS discusses the potential for the floating bridge and these east and west “landings” to be built as the first phase of the SR 520, I-5 to Medina project. This differs from the SDEIS Phased Implementation scenario, which included the west approach and the Portage Bay Bridge in the first construction phase. Chapters 5.15 and 6.16 of the Final EIS summarize the effects for this construction phase. Therefore, this discipline report addendum addresses only the effects anticipated as a result of the updated construction schedule.

Are pontoons being constructed as part of this project?

WSDOT has completed planning and permitting for a new facility that will build and store the 33 pontoons needed to replace the existing capacity of the floating portion of the Evergreen Point Bridge in the event of a catastrophic failure. If the bridge does not fail before its planned replacement, WSDOT would use the 33 pontoons constructed and stored as part of the SR 520 Pontoon Construction Project in the SR 520, I-5 to Medina project. An additional 44 pontoons would



be needed to complete the new 6-lane floating bridge planned for the SR 520, I-5 to Medina project. The additional pontoons would be constructed at Concrete Technology Corporation in the Port of Tacoma, and if available, at the new pontoon construction facility located on the shores of Grays Harbor in Aberdeen, Washington. Final construction locations will be identified at the discretion of the contractor. For additional information about project construction schedules and pontoon construction, launch, and transport, please see the Construction Techniques and Activities Discipline Report Addendum and Errata (WSDOT 2011b).

Agency and Tribal Coordination

Which agencies and tribes are involved in the project, and how have they been engaged?

WSDOT and the FHWA, the co-lead agencies for the project and environmental process, continue to serve as project proponents. Other federal, state, and local agencies and tribes identified as cooperating agencies have continued to provide input since publication of the SDEIS through a variety of forums. Exhibit 4 (Update to Exhibit 2 of the 2009 Agency Coordination and Public Involvement Discipline Report [WSDOT 2009a]) provides a list of the agencies and tribes involved in the SR 520, I-5 to Medina project, along with the forums in which they participate.

Exhibit 4. Federal, State, and Local Agencies and Tribes involved in the SR 520, I-5 to Medina Project (Update to Exhibit 2 of the 2009 Discipline Report)

Agency or Tribe	Applicable Forums				Regulatory Authority/Approval
	CA ^a	RACp ^b / TWGs ^c	ESA SG ^d	Other ^e	
U.S. Environmental Protection Agency		X			Review of U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 Permit; review and rating of National Environmental Policy Act (NEPA) document(s)
FHWA		X	X		Co-lead agency; NEPA and U.S. Department of Transportation Act Section 4(f) approval
Federal Transit Authority	X				None; ensures compatibility with transit
National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries)	X	X	X		Endangered Species Act (ESA) Section 7 consultation
National Park Service	X	X			Land and Water Conservation Fund Act (LWCF) Section 6(f) approval
U.S. Coast Guard	X	X			Section 9 permit under U.S. Rivers and Harbors Act
USACE	X	X			Clean Water Act Section 404 Individual Permit
U.S. Fish and Wildlife Service (USFWS)	X	X	X		ESA Section 7 consultation



Exhibit 4. Federal, State, and Local Agencies and Tribes involved in the SR 520, I-5 to Medina Project (Update to Exhibit 2 of the 2009 Discipline Report)

Agency or Tribe	Applicable Forums				Regulatory Authority/Approval
	CA ^a	RACp ^b / TWGs ^c	ESA SG ^d	Other ^e	
Washington State Department of Archaeology and Historic Preservation (DAHP)		X			National Historic Preservation Act (NHPA) Section 106 Programmatic Agreement approval
Washington State Department of Ecology (Ecology)	X	X			Clean Water Act Section 401 Certification and Section 402 National Pollutant Discharge Elimination System Construction Stormwater General Permit; Coastal Zone Management Act Consistency Determination; Shoreline Management Act Review
Washington Department of Fish and Wildlife (WDFW)	X	X			Hydraulic project approval
Washington State Department of Natural Resources (DNR)	X	X			Aquatic lands use authorization
Washington State Recreation and Conservation Office (RCO)	X	X		X	Replacement recreation property approval under Section 6(f) of the LWCF Act
City of Medina	X	X		X	Shoreline Substantial Development Permit; local sensitive areas
City of Seattle	X	X			Master Use Permit; Shoreline Substantial Development Permit; local sensitive areas
King County Metro	X			X	None; coordinates on transit planning
Puget Sound Regional Council (PSRC)	X				None; reviews traffic model inputs and provides guidance on regional planning
Puget Sound Clean Air Agency	X				Clean Air Conformity Certification
Sound Transit	X			X	None; coordinates on High Capacity Transit planning
University of Washington (UW)		X		X	None; coordinating through U.S. Department of Transportation Act Section 4(f)/LWCF Act Section 6(f)
Muckleshoot Indian Tribe	X	X		X	Effects on "usual and accustomed" tribal fishing areas; participates in resolution of NHPA Section 106 effects and signatory to Programmatic Agreement
Nisqually Tribe				X	Participates in resolution of NHPA Section 106 effects; signatory to Programmatic Agreement
Puyallup Tribe				X	Participates in resolution of NHPA Section 106 effects; signatory to Programmatic Agreement
Snoqualmie Nation	X			X	Participates in resolution of NHPA Section 106 effects; signatory to Programmatic Agreement
Suquamish Tribe				X	Participates in resolution of NHPA Section 106 effects; signatory to Programmatic Agreement



Exhibit 4. Federal, State, and Local Agencies and Tribes involved in the SR 520, I-5 to Medina Project (Update to Exhibit 2 of the 2009 Discipline Report)

Agency or Tribe	Applicable Forums				Regulatory Authority/Approval
	CA ^a	RACp ^b / TWGs ^c	ESA SG ^d	Other ^e	
The Tulalip Tribes				X	Participates in resolution of NHPA Section 106 effects; signatory to Programmatic Agreement
Yakama Indian Nation				X	Participates in resolution of NHPA Section 106 effects; signatory to Programmatic Agreement
Duwamish Tribe				X	Participates in resolution of NHPA Section 106 effects

^a CA = Cooperating agency

^b RACp = Regulatory agency coordination process

^c TWGs = Technical working groups

^d ESA SG = Endangered Species Act Steering Group

^e Other = May include forums such as workshops with technical experts and agency staff, executive management agency coordination, and individual agency or tribal coordination on technical issues

Cooperating agencies have contributed to developing the Final EIS in the following ways:

- Participated in agency coordination meetings, joint field reviews, and public involvement events, as appropriate
- Identified issues of concern regarding the project’s environmental and socioeconomic effects and provided timely input on technical issues as they have arisen
- Provided comments on the Preferred Alternative, methodologies for analysis, technical studies, discipline reports, and the preliminary Final EIS

Since publication of the SDEIS, WSDOT has continued to coordinate with agencies, tribes, and jurisdictions through many forums, including:

- The RACp and associated TWGs
- The Endangered Species Act Steering Group (ESA SG)
- Workshops with technical experts and agency staff
- Executive management agency coordination
- Individual agency coordination on technical issues
- Tribal staff briefings and government-to-government coordination meetings



What forums have been used for agency and tribal coordination?

Regulatory Agency Coordination Process and Technical Working Groups

In July 2007, the RACp was created as an ongoing forum for improving inter-agency communication about the SR 520, I-5 to Medina project. Since publication of the SDEIS, the project team has conducted one RACp meeting and continues to coordinate through the RACp forum. The team anticipates convening another RACp meeting in May 2011. As the environmental review process concludes with the publication of the Final EIS and subsequent issuance of the Record of Decision (ROD), the RACp (and associated TWGs) has transitioned to a forum focused on permitting.

TWGs have also been convened, as needed, to provide forums for more detailed explorations of project issues than could be covered during RACp meetings. TWGs collaboratively address topics such as mitigation, fish passage, parks, stormwater, in-water construction, and bridge maintenance facility siting and design. In 2010, the related topics of mitigation, stormwater, and in-water construction were combined into larger and longer Natural Resources TWG meetings to help streamline the agency coordination process. Since publishing the SDEIS, the project team has conducted 32 TWG meetings.

Exhibit 5 lists RACp and TWG meeting dates and topics since January 2010 through April 15, 2011.

Exhibit 5. RACp and TWG Meetings since Publication of the SDEIS (Update to Exhibit 4 of the 2009 Discipline Report)

Date	Name of Meeting	Topic(s)
January 7, 2010	Parks TWG #6	Legislative workgroup update, Section 6(f) effects, potential mitigation properties, SDEIS update
January 7, 2010	Stormwater TWG #6	All known, available, and reasonable technology update, compensatory stormwater treatment
January 7, 2010	Mitigation TWG #8	Initial mitigation plans
January 20, 2010	Bridge Maintenance Facility TWG #5	Initial facility siting information
February 4, 2010	Parks TWG #7	Section 6(f) process timeline, preliminary evaluation of mitigation properties
February 4, 2010	Bridge Maintenance Facility TWG #6	Design update, facility siting rationale
March 4, 2010	Parks TWG #8	Schedule update, reconnaissance-level cost estimate, features and attributes, conceptual conversion plans
April 15, 2010	Parks TWG #9	Project updates, ESA compliance, Section 6(f) environmental evaluation
April 15, 2010	In-Water Construction TWG #12	Regulated construction activities, test pile program results, Ecosystems Diagnosis and Treatment update



Exhibit 5. RACp and TWG Meetings since Publication of the SDEIS (Update to Exhibit 4 of the 2009 Discipline Report)

Date	Name of Meeting	Topic(s)
April 15, 2010	Mitigation TWG #9	Schedule update, initial mitigation plans, aquatic mitigation site selection process
May 6, 2010	RACp Meeting #19	Preferred Alternative, agency and tribal staff coordination
May 13, 2010	Parks TWG #10	Preferred Alternative, Section 6(f) environmental evaluation, Section 4(f) issues
June 17, 2010	Natural Resources TWG #1	Goals, objectives, and process; regulatory roles; Preferred Alternative overview; Portage Bay area discussion (natural resources present, construction and operation elements, effects, and mitigation planning overview)
July 1, 2010	Natural Resources TWG #2	Portage Bay effects and mitigation planning (continued); west approach area discussion (natural resources present, construction and operation elements, effects and mitigation planning overview)
July 8, 2010	Natural Resources TWG #3	Mitigation review: overview of mitigation planning, wetlands discussion (effects and affected function, watershed context, mitigation sites), aquatic resources discussion (same topics as wetlands)
July 22, 2010	Parks TWG #11	Section 4(f) evaluation, Section 6(f) mitigation needs, mitigation sites, Section 6(f) environmental evaluation
July 29, 2010	Natural Resources TWG #4	New bascule bridge, floating bridge and east approach discussion (natural resources present, construction and operation elements, effects and mitigation planning overview)
August 19, 2010	Bridge Maintenance Facility TWG #7	Process update, facility siting study update, design update
August 19, 2010	Natural Resources TWG field visit	Field visit to observe shade effects on natural resources
August 25, 2010	Parks TWG #12	Section 6(f) process, Section 6(f) environmental evaluation public review process, East Montlake Park area
September 2, 2010	Natural Resources TWG #5	Construction sequencing, methodologies for calculating wetland and aquatic effects
September 9, 2010	Natural Resources TWG #6	Mitigation site selection process, agency priorities for mitigation
September 23, 2010	Parks TWG #13	Section 6(f) Memorandum of Understanding, Section 6(f) environmental evaluation
September 30, 2010	Natural Resources TWG #7	Wetland mitigation calculations and candidate mitigation sites
October 5, 2010	Natural Resources TWG #8	Aquatic resources mitigation calculations and candidate mitigation sites
October 12, 2010	Parks TWG #14	Conference call to review status of Section 6(f) appraisals, Section 6(f) Memorandum of Understanding, and Section 6(f) Environmental Evaluation
October 26, 2010	Parks TWG #15	Section 6(f) Memorandum of Understanding, Section 6(f) Environmental Evaluation, and Section 6(f) appraisals



Exhibit 5. RACp and TWG Meetings since Publication of the SDEIS (Update to Exhibit 4 of the 2009 Discipline Report)

Date	Name of Meeting	Topic(s)
November 17, 2010	Parks TWG #16	Conference call to discuss Section 6(f) Environmental Evaluation and Section 6(f) appraisals
December 9, 2010	Parks TWG #17	Section 6(f) appraisals, Section 6(f) schedule, Section 6(f) Environmental Evaluation, parks and natural resources mitigation update
January 18, 2011	Natural Resources field visit	Field visit to discuss aquatic resources mitigation sites
January 20, 2011	Parks TWG #18	Section 6(f) appraisals, Section 6(f) schedule, Section 6(f) Environmental Evaluation, Section 4(f) next steps
March 24, 2011	Parks TWG #19	Section 6(f) Memorandum of Agreement, Section 6(f) appraisals, Section 6(f) Environmental Evaluation, Section 6(f) timeline, Section 4(f) update
April 13, 2011	Natural Resources TWG #9	Permit application submittals, conceptual wetland and aquatic mitigation plans

Endangered Species Act Steering Group

Since May 2007, the ESA SG, consisting of WSDOT, National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries), and U.S. Fish and Wildlife Service (USFWS), has met biweekly to provide a forum for early ESA Section 7 consultation. The purpose of the ESA SG is to identify important issues or challenges and work together to establish the appropriate analytical framework for the consultation. Since publication of the SDEIS, the project team has met with NOAA Fisheries and USFWS through the ESA SG and other ESA-related meetings approximately 40 times, with a focus on:

- Mitigation
- Candidate species
- Conservation measures
- Conceptual models
- Stormwater
- Pile-driving
- Limnology (the study of inland waters, in this case the biological, chemical, physical, geological, and other attributes of Lake Washington)
- Dredged materials
- Pontoon outfitting, storage, and transfer



- Take analysis (identifying harm or harassment to species listed as endangered or threatened under the ESA, and analyzing the type, duration, and amount of effect on those populations and their habitat)
- Temporary over-water and in-water structures
- Biological Assessment development

In addition to its regular meetings, the group met in two special sessions, once to address stormwater and once with the NOAA Marine Mammals division. ESA SG members also periodically updated their respective agency managers, meetings that are captured in the Executive Management Agency Coordination section below.

Executive Management Agency Coordination

The project team has met with agencies at a policy level throughout the planning, early design, and environmental stages of the project. These briefings allow WSDOT to coordinate with managers of other agencies to provide project information and to identify agency concerns and resource needs. At these briefings, WSDOT has provided project updates and requested feedback on specific topics, such as National Environmental Policy Act (NEPA) policy, ESA consultation, mitigation, and legislative requests. Exhibit 6 lists the dates, locations, and briefing topics. Unless otherwise indicated, all meetings were in the Seattle area.

Exhibit 6. Executive Management and Policy-Level Briefings with Agencies since Publication of the SDEIS (Update to Exhibit 5 of the 2009 Discipline Report)

Date	Agency	Topic
May 19, 2010	Seattle, King County, Sound Transit, UW	Westside design updates
June 10, 2010	UW Regents	Project updates
June 16, 2010	Seattle, King County, Sound Transit, UW	Westside design updates
July 14, 2010	Seattle, King County, Sound Transit, UW	Westside design updates
July 28, 2010	Seattle, King County, Sound Transit, UW	Westside design updates
September 9, 2010	PSRC Policy Board	Floating bridge and landings
September 23, 2010	PSRC Executive Board	Floating bridge and landings
November 8, 2010	NOAA Fisheries	ESA SG update
November 17, 2010	USFWS	ESA SG update
February 17, 2011	UW Regents	Project updates
March 1, 2011	King County Metro	Transit
March 2, 2011	Ecology	Mitigation
March 2, 2011	WDFW	Mitigation
March 3, 2011	USACE	Mitigation



Exhibit 6. Executive Management and Policy-Level Briefings with Agencies since Publication of the SDEIS (Update to Exhibit 5 of the 2009 Discipline Report)

Date	Agency	Topic
March 24, 2011	USFWS	Mitigation
April 14, 2011	PSRC Policy Board	Floating bridge and landings

Agency Coordination on Technical Issues

In addition to the multi-agency processes described previously, the project team has met with agencies to address specific technical topics throughout the project planning and design stages. Exhibit 7 lists the dates and topics of individual meetings with agencies that were not part of a regularly occurring sequence. (Unless otherwise indicated, all meetings were in the Seattle area.) Meeting topics have included permitting; natural environment mitigation; parks and compliance with Sections 4(f) and 6(f); cultural resources; and transit coordination.

Exhibit 7. Environmental and Design Meetings with Agencies since Publication of the SDEIS (Update to Exhibit 6 of the 2009 Discipline Report)

Date	Agency	Topic
February 3, 2010	Seattle Department of Planning and Development	Shoreline Master Program update
February 9, 2010	City of Seattle	SDEIS
February 18, 2010	Seattle Department of Transportation (SDOT)	Agency coordination
March 9, 2010	Ecology	Permitting
March 16, 2010	NHPA Section 106 Consulting Parties	NHPA Section 106 training for consulting parties led by DAHP
April 12, 2010	Seattle Department of Planning Development	Shoreline Master Program update
January 11, 2010	Ecology	Innovative stormwater treatment pilot testing program development
March 10, 2010	Ecology, USFWS, NOAA Fisheries	Innovative stormwater treatment pilot testing program development
May 27, 2010	Sound Transit	Technical coordination meeting
June 3, 2010	NHPA Section 106 Consulting Parties	NHPA Section 106 consulting parties briefing
June 14, 2010	UW	Natural resource mitigation
June 30, 2010	Seattle Parks and Recreation	Mitigation
July 8, 2010	NHPA Section 106 Consulting Parties	NHPA Section 106 consulting parties briefing



Exhibit 7. Environmental and Design Meetings with Agencies since Publication of the SDEIS (Update to Exhibit 6 of the 2009 Discipline Report)

Date	Agency	Topic
July 30, 2010	UW	Union Bay Natural Area mitigation
August 4, 2010	DNR	Aquatic lands
August 4, 2010	UW	Section 6(f) parks mitigation
August 9, 2010	City of Medina	Permitting
August 18, 2010	Seattle Parks and Recreation	Section 6(f) parks mitigation
August 23, 2010	RCO	Section 6(f) parks mitigation
August 24, 2010	Seattle Department of Planning and Development	Street Use Permit
August 25, 2010	USACE, U.S. Coast Guard	Regulatory oversight
August 31, 2010	NOAA	NOAA Northwest Fisheries Science Center coordination approach
September 14, 2010	DNR	Natural resource mitigation
September 15, 2010	Seattle Parks and Recreation, UW	Section 6(f) parks mitigation
September 16, 2010	Medina	Floating bridge and landings
September 23, 2010	WDFW, NOAA Fisheries, Muckleshoot Indian Tribe Fisheries Division (MITFD), Seattle Public Utilities	Lake circulation and limnology effects due to floating bridge
October 4, 2010	MITFD, King County Department of Natural Resources and Parks, Seattle Public Utilities, UW	Lake circulation and limnology effects due to floating bridge
October 18, 2010	Seattle and Medina	Fire departments regarding fire and life safety on the floating bridge
November 22, 2010	Seattle Parks and Recreation, UW	Union Bay Natural Area
December 2, 2010	MITFD, WDFW, NOAA Fisheries, USFWS	Lake Washington Ship Canal aquatic mitigation opportunities
December 6, 2010	Seattle Parks and Recreation	Mitigation opportunities
December 6, 2010	NOAA	NOAA Northwest Fisheries Science Center coordination approach
December 9, 2010	NOAA	NOAA Northwest Fisheries Science Center tour
December 13, 2010	NOAA	NOAA Northwest Fisheries Science Center coordination objectives, topics of interest
January 10, 2011	NOAA	NOAA Northwest Fisheries Science Center
January 13, 2011	NOAA	NOAA Northwest Fisheries Science Center noise effects
January 19, 2011	NOAA	NOAA Northwest Fisheries Science Center property ownership and real estate issues



Exhibit 7. Environmental and Design Meetings with Agencies since Publication of the SDEIS (Update to Exhibit 6 of the 2009 Discipline Report)

Date	Agency	Topic
January 25, 2011	NHPA Section 106 Consulting Parties	NHPA Section 106 consulting parties briefing
January 31, 2011	Seattle Parks and Recreation, UW WSDOT Peninsula	mitigation opportunities
February 3, 2011	NOAA	NOAA Northwest Fisheries Science Center air quality
February 8, 2011	NOAA	NOAA Northwest Fisheries Science Center vibration effects, real estate, process
February 9, 2011	King County Metro and Sound Transit	Transit data review
February 10, 2011	NOAA Fisheries	Lake Washington Ship Canal aquatic mitigation opportunities
February 10, 2011	WDFW	Lake Washington Ship Canal aquatic mitigation opportunities
February 15, 2011	USFWS	Lake Washington Ship Canal aquatic mitigation opportunities
February 15, 2011	U.S. Coast Guard	Lake Washington Ship Canal aquatic mitigation opportunities
February 16, 2011	SDOT	Coordination approach, Section 106, ESSB 6392 follow up
February 23, 2011	NOAA	NOAA Northwest Fisheries Science Center vibration effects, cumulative effects
February 24, 2011	Ecology	Lake Washington Ship Canal aquatic mitigation opportunities
February 24, 2011	USACE	Lake Washington Ship Canal aquatic mitigation opportunities
March 4, 2011	USACE, Ecology, WDFW, USFWS, NOAA Fisheries, MITFD	Lake Washington Ship Canal mitigation opportunities workshop with experts
March 8, 2011	NOAA	NOAA Northwest Fisheries Science Center noise, air quality, cumulative effects
March 21, 2011	USACE, Ecology, WDFW, USFWS, NOAA Fisheries, MITFD,	Lake circulation and limnology effects due to floating bridge
March 22, 2011	NHPA Section 106 Consulting Parties	NHPA Section 106 consulting parties briefing
March 23, 2011	U.S. Coast Guard	Coordination on floating bridge and landings
March 23, 2011	NOAA	NOAA Northwest Fisheries Science Center tour
March 28, 2011	WDFW	Joint Aquatic Resources Permit Application (JARPA) review
March 28, 2011	USACE	JARPA review
March 29, 2011	NOAA	NOAA Northwest Fisheries Science Center tour
March 30, 2011	SDOT	Design and environmental updates, ESSB 6392 follow up
April 11, 2011	Ecology	JARPA review



The project team anticipates ongoing coordination with these agencies through and following publication of the Final EIS.

Regularly scheduled meetings to coordinate with other agencies about specific technical issues have included the following:

- **Transit coordination meetings.** The team continued to hold biweekly meetings with King County Metro and Sound Transit to coordinate reviews of NEPA-related studies and documents, as well as identify issues to be elevated to policy levels at each agency. Bimonthly policy-level meetings were held to elevate issues that could not be resolved at the staff level (included in Exhibit 6).
- **Westside design coordination.** WSDOT has met regularly with staff from Seattle, University of Washington (UW), and Sound Transit to coordinate design efforts related to the SR 520, I-5 to Medina project.
- **Bear Creek Rehabilitation Project coordination.** As part of mitigation planning, the project team has met quarterly with the City of Redmond to receive project updates and review design and technical plans related to the Bear Creek Rehabilitation Project.

Additional Coordination with Tribes

The SR 520, I-5 to Medina project site is located in an area of central Puget Sound historically occupied by Native Americans. The project has potential adverse effects on the adjudicated usual and accustomed treaty rights of the Muckleshoot Indian Tribe. The project team is coordinating with the Muckleshoot Indian Tribe on project effects to its treaty rights in Lake Washington and the Ship Canal. WSDOT and FHWA initiated government-to-government coordination with the Muckleshoot Indian Tribe to discuss the project and are working with the tribe on ways to avoid, minimize, and mitigate adverse effects to the tribe's treaty rights.

Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations require federal agencies to consult with tribes when proposed projects could affect properties with historic, religious, or cultural significance to those tribes. Tribes may have input on these cultural resources regardless of whether they have court-affirmed treaty rights or are federally recognized. The project team has actively coordinated with tribes whose cultural resources might be affected by the project, including the federally recognized Muckleshoot Indian Tribe, Snoqualmie Tribe, Suquamish Tribe, and Tulalip Tribes, as well as the non-federally-recognized Duwamish Tribe. Although the project team has corresponded with the Yakama Indian Nation, the Yakama Indian Nation defers to tribes more local to the project and has not met with WSDOT since publication of the Draft EIS (WSDOT 2006). As is described in more detail below, consultation was extended to include the Nisqually and Puyallup Tribes in summer 2010.

WSDOT has worked with tribes to address cultural resource concerns by involving tribal staff in fieldwork in culturally sensitive areas, as well as by developing agreements addressing traditional cultural properties and effects identified through the Section 106 consultation process. For example,



following identification of the project's Preferred Alternative, WSDOT conducted archaeological explorations at locations on Foster Island where new bridge columns were proposed. WSDOT involved tribal staff in the work plan development for this fieldwork, extended opportunities for tribal monitors to participate, notified tribes prior to beginning the work, and invited tribal staff and members to visit the field to observe WSDOT crews.

WSDOT and FHWA have developed a programmatic agreement under Section 106 with the Washington State Department of Archaeology and Historic Preservation (DAHP), the Advisory Council on Historic Preservation, U.S. Army Corps of Engineers (USACE), NOAA Fisheries, affected tribes, and additional consulting parties that identifies the avoidance, minimization, and mitigation activities WSDOT will undertake. Tribal issues related to Foster Island will primarily be addressed in a separate treatment plan that will be noted in the programmatic agreement. The programmatic agreement also addresses how WSDOT will identify and evaluate archaeological resources at other sites, including potential additional pontoon construction sites at the Port of Tacoma, as part of a phased identification process. The inclusion of these additional pontoon sites as part of the SR 520, I-5 to Medina project extended Section 106 consultation on the project to the affected tribes of those areas, including the Nisqually and Puyallup tribes, in summer 2010.

WSDOT also continued to invite tribal staff to participate in RACp and TWG meetings. Representatives from the Muckleshoot Indian Tribe have continued to attend these meetings since publication of the SDEIS, while members of the Snoqualmie Tribe have asked to remain on information distribution lists. All affected tribes have had an opportunity to review the cultural resource evaluation for the project. The Muckleshoot Indian Tribe and Snoqualmie Tribe, as cooperating agencies, have also had the opportunity to review discipline reports and other environmental documents prior to public release.

Exhibit 8 outlines individual meetings with tribes since publication of the SDEIS. Additional communications have occurred by mail, e-mail, and telephone, and more information has been shared through the RACp, TWG, and agency coordination forums, as described in the previous sections and tables. The Environmental Justice Discipline Report (WSDOT 2009b), Environmental Justice Discipline Report Addendum and Errata (WSDOT 2011d), Cultural Resources Discipline Report (WSDOT 2009c), and Final Cultural Resources Assessment and Discipline Report (WSDOT 2011e) further describe outreach activities with tribes.

Exhibit 8. Individual Meetings with Tribes since Publication of the SDEIS (Update to Exhibit 7 of the 2009 Discipline Report)

Date	Tribe	Topic(s)
February 9, 2010	Suquamish Tribe	Project updates, SDEIS key findings, ethnography technical memorandum
February 24, 2010	Muckleshoot Indian Tribe	Project updates, SDEIS key findings, ethnography technical memorandum
March 2, 2010	Snoqualmie Tribe	Project updates, SDEIS key findings, ethnography technical memorandum



Exhibit 8. Individual Meetings with Tribes since Publication of the SDEIS (Update to Exhibit 7 of the 2009 Discipline Report)

Date	Tribe	Topic(s)
March 19, 2010	Muckleshoot Indian Tribe	Project staffing update, ethnography technical memorandum, Foster Island designation as a Traditional Cultural Property
March 29, 2010	Duwamish Tribe	Ethnography technical memorandum, preferences for consultation and coordination
March 30, 2010	Tulalip Tribes	Project updates
April 7, 2010	Suquamish Tribe, Tulalip Tribes	Field visit to observe geomorphology work at Foster Island
April 9, 2010	Muckleshoot Indian Tribe	Field visit to observe geomorphology work at Foster Island
April 14, 2010	Snoqualmie Tribe	Field visit to observe geomorphology work at Foster Island
April 22, 2010	Muckleshoot Indian Tribe	Next steps after SDEIS publication and identification of Preferred Alternative
May 5, 2010	Muckleshoot Indian Tribe	Initiation of Government-to-Government coordination, Reservation tour and project introduction to tribal council
June 15, 2010	Muckleshoot Indian Tribe	Ethnography technical memorandum, future approach to documenting ethnography
June 28, 2010	Muckleshoot Indian Tribe, Suquamish Tribe	Workshop to develop an archaeological testing approach and work plan at Foster Island; Preferred Alternative at Foster Island
July 6, 2010	Snoqualmie Tribe	Preferred Alternative at Foster Island; determine approach for archaeological testing
July 19, 2010	Snoqualmie Tribe	Review of final archaeological work plan at Foster Island
August 2, 2010	Tulalip Tribes	Field visit to observe archaeological investigations at Foster Island
August 24, 2010	Snoqualmie Tribe	Monthly WSDOT meeting that included project updates
August 26, 2010	Muckleshoot Indian Tribe	Monthly WSDOT meeting that included project updates
September 13, 2010	Muckleshoot Indian Tribe	WSDOT leadership meeting with Muckleshoot Indian Tribe Policy Board to discuss project-related mitigation
September 23, 2010	Muckleshoot Indian Tribe	Section 106 Programmatic Agreement process, resource effects and potential mitigation
September 27, 2010	Puyallup Tribe	Section 106 Programmatic Agreement process, resource effects and potential mitigation
September 27, 2010	Suquamish Tribe	Section 106 Programmatic Agreement process, resource effects and potential mitigation
September 28, 2010	Snoqualmie Tribe	Section 106 Programmatic Agreement process, resource effects and potential mitigation
September 30, 2010	Tulalip Tribes	Section 106 Programmatic Agreement process, resource effects and potential mitigation
October 5, 2010	Nisqually Indian Tribe	Section 106 Programmatic Agreement process, resource effects and potential mitigation
October 7, 2010	Muckleshoot Indian Tribe	Project briefing with Muckleshoot Indian Tribe Fish Commission



Exhibit 8. Individual Meetings with Tribes since Publication of the SDEIS (Update to Exhibit 7 of the 2009 Discipline Report)

Date	Tribe	Topic(s)
December 1, 2010	Suquamish Tribe	Preferred Alternative, Section 106 process, Foster Island
December 8, 2010	Snoqualmie Tribe	Section 106 Memorandum of Understanding
January 5, 2011	Muckleshoot Indian Tribe	Section 106 process
January 11, 2011	Suquamish Tribe	Project updates, Section 106
February 1, 2011	Tulalip Tribe	Project updates
February 7, 2011	Muckleshoot Indian Tribe	Project briefing with Muckleshoot Indian Tribe Fish Commission
February 22, 2011	Snoqualmie Tribe	Project updates
February 24, 2011	Muckleshoot Indian Tribe	Preparation for project briefing with Muckleshoot Indian Tribe Fish Commission
March 1, 2011	Tulalip Tribe	Project updates
March 18, 2011	Muckleshoot Indian Tribe	Project briefing with Muckleshoot Indian Tribe Fish Commission
March 30, 2011	Muckleshoot Indian Tribe	Property tour with Muckleshoot Indian Tribe Fish Commission
March 30, 2011	Muckleshoot Indian Tribe	Vessel coordination meeting with Muckleshoot Indian Tribe Fish Commission
April 5, 2011	Muckleshoot Indian Tribe	JARPA review with Fisheries Division staff

Additional meetings with the Muckleshoot Indian Tribe Fish Commission and Preservation Committee have been scheduled for late April and coordination is expected to continue. The project team anticipates ongoing coordination with all the identified tribes through and following publication of the Final EIS.

Public Involvement

What is the purpose of public involvement?

Public involvement activities provide project information to affected community members and offer opportunities for the general public to provide input that influences project design and decisions. The public involvement activities undertaken since publication of the SDEIS in January 2010 through April 15, 2011 are documented below. These include public meetings, briefings, outreach events, comment periods, public participation in environmental processes, and mass communications. Previous public involvement activities are documented in the 2006 and 2009 Agency Coordination and Public Involvement Discipline Reports (WSDOT 2006a, WSDOT 2009a).



How has the public been engaged?

The project's public involvement efforts focus on three primary audiences: the general public; minority, low-income, and limited-English-proficient populations; and elected officials and jurisdictional staff. ESSB 6392, which was passed by the state legislature in 2010, also provided additional opportunities for agency and public involvement in the design of the Preferred Alternative.

General Public

WSDOT has continued to keep the general public informed and engaged in project development, while also targeting key audiences most affected by the project, including neighborhoods along the SR 520 corridor, commuters, and special interest groups. The approach WSDOT has employed to involve the public in the SR 520, I-5 to Medina project includes sharing project information using accessible and available methods and venues; hosting public meetings and providing briefings to existing community groups; and staffing information booths where potentially interested members of the public are gathering.

Public Meetings

WSDOT has hosted one environmental hearing (combined with an open house) since publishing the SDEIS. The meeting on February 23, 2010, took place during the SDEIS comment period (January 22 through April 15, 2010) so that attendees could discuss project information with WSDOT project team members and submit comments on the environmental document and associated technical appendices.

The environmental hearing included informational boards and handouts providing details on various topics, and project representatives and technical specialists explained project elements and answered questions. WSDOT posted all public meeting materials on the program Web site after the events. Exhibit 9 lists the public meeting date and location.

Exhibit 9. Public Meetings since Publication of the SDEIS (Update to Exhibit 8 of the 2009 Discipline Report)

Date	Event and Location	Approx. No. of Attendees
February 23, 2010	Environmental Hearing and Public Open House: Naval Reserve Building in Lake Union Park, Seattle	180

At the environmental hearing, participants were encouraged to provide feedback about the project by filling out comment cards onsite or by e-mail, mail, or phone after the meeting. Attendees at the SDEIS environmental hearing could also sign up to provide formal verbal testimony, which was transcribed by a court reporter. After the hearing, the project team developed a public input summary, which was shared with the project team and posted to the program Web site. Comments received during the official SDEIS comment period are addressed in the Final EIS.



Public Drop-In Sessions

During early 2010 and early 2011, the project team engaged communities in the project area by staffing two series of “drop-in” sessions with staffed informational kiosks in various locations. For the 2010 drop-in sessions, WSDOT’s goal was to provide easily accessible resources and information about the SR 520 Program and opportunities to comment on the SDEIS, including the upcoming environmental hearing. For the 2011 drop-in sessions, WSDOT also provided resources and program information, including highlights of the ESSB 6392 workgroup process, the project status and schedule, and next steps, such as the Final EIS publication. Drop-in session dates, locations, and attendance numbers are included in Exhibit 10.

Exhibit 10. Public Drop-In Sessions

Date	Location	Approx. No. of Attendees
Series 1		
February 10, 2010	UW Husky Union Building	42
February 11, 2010	Seattle Central Community College	52
February 12, 2010	Seattle Public Library Central Branch	10
February 16, 2010	Clyde Hill Tully’s Coffee	42
February 17, 2010	UW Health Sciences Building	75
February 18, 2010	Seattle Public Library Montlake Branch	25
Series 2		
February 8, 2011	Montlake Fuel Coffee	23
February 17, 2011	UW Health Science Building	26
February 23, 2011	UW Suzzallo Library	42
March 9, 2011	University District Tully’s Coffee	10
March 14, 2011	Seattle Central Community College	32
March 30, 2011	Eastlake Voxx Coffee	1

The project team plans to host a third series of information drop-in sessions prior to publication of the Final EIS in spring 2011.

Community Briefings

The project team initiated and responded to requests for community and jurisdictional briefings as a way to share information with interested parties at the times and locations where people were already convening. Since publication of the SDEIS, the project team has held 49 briefings with community groups (as listed in Exhibit 11). The team has met with many of these groups several times throughout project development as new information has become available. Briefings held after May 2010 primarily focused on the Preferred Alternative announcement in April 2010.



The team also met with individual members of the public upon request. At each briefing, WSDOT typically provided project updates and offered attendees the opportunity to comment and ask questions. The project team recorded and tracked community comments received during these briefings and any related action items for follow-up.

Exhibit 11. Community Briefings since Publication of the SDEIS (Update to Exhibit 9 of the 2009 Discipline Report)

Date	Event	Neighborhood/Audience
January 13, 2010	Montlake Community Club	Montlake
January 15, 2010	University Rotary Club	University District
January 21, 2010	Hop-In Market Briefing	Montlake
January 21, 2010	Seattle Chamber of Commerce	Greater Seattle Area
January 26, 2010	Belden Club	Greater Seattle Area
January 27, 2010	Queen Anne Community Club	Queen Anne
February 3, 2010	Eastlake Community Club	Eastlake
February 10, 2010	Arboretum and Botanical Garden Committee (ABGC)	Washington Park Arboretum
February 10, 2010	Seattle Bicycle Advisory Board	Greater Seattle Area
February 10, 2010	Greater Redmond Transportation Management Association	Redmond
March 3, 2010	Seattle Bicycle Advisory Board	Greater Seattle Area
March 16, 2010	League of Women Voters	Greater Seattle Area
March 25, 2010	Save Union Bay Association	Union Bay
April 15, 2010	Seattle Chamber of Commerce	Greater Seattle Area
May 5, 2010	Professional Business Retirees	Greater Seattle Area
May 12, 2010	ABGC	Washington Park Arboretum
May 12, 2010	Greenlake Community Council	Greenlake
May 20, 2010	Seattle Chamber of Commerce	Greater Seattle Area
June 3, 2010	University District Rotary Club	University District
June 9, 2010	Montlake Community Club	Montlake
June 15, 2010	View Ridge Community Club	View Ridge
June 26, 2010	Seattle Times Education Board	Greater Seattle Area
July 8, 2010	Cyclists of Greater Seattle	Greater Seattle Area
July 12, 2010	Laurelhurst Community Club	Laurelhurst
July 14, 2010	Seattle Pedestrian Advisory Board	Greater Seattle Area
July 20, 2010	Portage Bay/Roanoke Park Community Council	Portage Bay/Roanoke Park
July 23, 2010	Cascade Bicycle Club/Sierra Club/Transportation Choices Coalition	Greater Seattle Area
August 2, 2010	Portage Bay/Roanoke Park small group meeting	Portage Bay/Roanoke Park
August 2, 2010	Friends of Seattle's Olmsted Parks	Greater Seattle Area



Exhibit 11. Community Briefings since Publication of the SDEIS (Update to Exhibit 9 of the 2009 Discipline Report)

Date	Event	Neighborhood/Audience
August 4, 2010	Wallingford Community Council	Wallingford
August 17, 2010	St. Demetrios Greek Orthodox Church	Montlake
September 1, 2010	Seattle Bicycle Advisory Board	Greater Seattle Area
September 14, 2010	Construction Financial Management Association	Seattle Chapter
September 16, 2010	Seattle Chamber of Commerce	Greater Seattle Area
October 18, 2010	Queen City Yacht Club	Portage Bay
October 20, 2010	Montlake Landfill Oversight Committee	UW
October 28, 2010	Chicago Title Insurance Company Transportation Forum	Greater Seattle Area
December 6, 2010	Transportation Choices Coalition	Greater Seattle Area
January 6, 2011	Seattle Yacht Club	Greater Seattle Area
January 18, 2011	Portage Bay/Roanoke Park Community Council	Portage Bay/Roanoke
January 19, 2011	Montlake Landfill Oversight Committee	UW
January 20, 2011	Montlake Community Club	Montlake
January 20, 2011	Seattle Design Commission	Greater Seattle Area
January 26, 2011	Seattle Yacht Club	Greater Seattle Area
February 1, 2011	Madison Valley Merchants Association	Madison Valley
February 4, 2011	Transportation Choices	Greater Seattle Area
February 9, 2011	ABGC	Washington Park Arboretum
February 17, 2011	Seattle Chamber of Commerce	Greater Seattle Area
March 9, 2011	ABGC	Washington Park Arboretum

Note: Meetings with the ABGC that occurred as part of ESSB 6392 coordination are listed in Exhibit 15.

Community Events and Outreach

The project team attended community events to reach a broader segment of the public. At events such as summer fairs and festivals (which attract large crowds of people who may not attend a project open house), hundreds of people visited the project booth to pick up information, sign up for mailings, and talk to project team members. These events provided a convenient, informal opportunity for the community to learn about and provide comments on the project. Depending on the event, materials translated into Chinese, Vietnamese, and Spanish were also available.

Since the SDEIS was published through April 15, 2011, the project team attended 20 community events. Exhibit 12 lists the community events where the project team has staffed an informational booth.



Exhibit 12. Community Events since Publication of the SDEIS (Update to Exhibit 10 of the 2009 Discipline Report)

Date	Event	Neighborhood/Audience
March 23, 2010	Microsoft Transportation Fair	Redmond
May 1, 2010	University District Farmers Market	University District
May 15 – 16, 2010	University District Street Fair	University District
May 27, 2010	Bellevue Farmer's Market	Bellevue
June 6, 2010	Broadway/Capitol Hill Farmer's Market	Capitol Hill
June 12, 2010	Flying Wheels Festival	Redmond
June 19 – 20, 2010	Fremont Fair	Fremont
July 10 – 11, 2010	Chinatown/International District Street fair	Chinatown
August 3, 2010	Bellevue Live at Lunch	Bellevue
August 5, 2010	Bellevue Farmers Market	Bellevue
August 7, 2010	University District Farmers Market	University District
August 10, 2010	Medina Days	Medina
August 13, 2010	South Lake Union Block Party	South Lake Union
August 25, 2010	Kirkland Farmers Market	Kirkland
August 28, 2010	Clyde Hill Celebration	Clyde Hill
October 13, 2010	Starbucks Transportation Fair	South Seattle
October 30 – 31, 2010	Dia de los Muertos Festival	Seattle Center
December 6, 2010	Washington State Transportation Commission Public Toll Rates Session	Bellevue
January 5, 2011	Washington State Transportation Commission Final Public Hearing	Seattle
February 15, 2011	Tolling Customer Service Center Grand Opening	University District

Floating Bridge Tour

On August 21, 2010, the SR 520 program team offered an informational tour of the Evergreen Point Bridge to regional stakeholders during the annual weekend maintenance closure. The tour gave participants an opportunity to explore and take an up-close look at the bridge's vulnerabilities while learning the latest information about the SR 520 program directly from WSDOT staff. The event theme was "Countdown to Construction," an overview of the major changes and beginning of construction activities in the SR 520 corridor.

Washington Transportation Secretary Paula Hammond delivered the keynote address at this event. Secretary Hammond was followed by State Representatives Scott White from the 46th Legislative District in Seattle and Deb Eddy from the 48th Legislative District on the Eastside, who shared



legislative updates from both sides of Lake Washington. During the tour, participants explored five different information stations that covered different areas of the program. After visiting the stations, participants were able to tour the interior of a bridge pontoon.

Approximately 60 people attended the tour. WSDOT sent tour invitations to the federal legislative delegation; state legislators in the SR 520 corridor; King County elected officials and staff; City of Seattle, Eastside, and Grays Harbor County elected officials and staff; tribes; agency partners; community and neighborhood organizations; ESSB 6392 workgroup technical coordination team (TCT) members; and labor and business organizations. WSDOT also included an invitation to enter a raffle to attend the tour as part of the SR 520 program's 4,000+ member monthly e-mail update in July 2010. Twenty public names were drawn and 16 attended the tour.

Minority, Low-Income, and Limited-English-Proficient Populations

WSDOT has continued to implement public involvement activities to reach historically under-represented populations in compliance with environmental justice guidance, specifically President Clinton's 1994 Executive Order 12898. WSDOT conducted research, interviews, and outreach as part of the NEPA process to ensure that outreach methods, tools, and activities targeted minority, low-income, and limited-English-proficient populations. The project team remains committed to making outreach inclusive of all populations in the project vicinity and to exceeding the environmental justice and limited-English-proficiency guidance. The project team implemented the following public involvement activities to reach historically under-represented populations:

- Staffing information tables at fairs and festivals in neighborhoods known to include minority, low-income, and limited-English-proficient populations
- Providing translated materials at fairs, festivals, and open houses (translations available in Spanish, Chinese, and Vietnamese)
- Placing display advertisements announcing project events in newspapers and other media outlets that target minority and low-income populations
- Making translation services available upon request at public meetings and hearings
- Providing outreach to low-income users of SR 520 regarding tolling, transponder accounts, and alternative transportation choices

Additional information about the project's potential effects to environmental justice populations and WSDOT's coordination efforts with these populations is located in the Environmental Justice Discipline Report Addendum and Errata (WSDOT 2011d).

Elected Officials and Jurisdictional Staff

Since publication of the SDEIS, the project team has continued to engage with elected officials and jurisdictions in federal, state, and local governments. Outreach efforts connected the project team with elected representatives and their staffs, including the Governor, key Washington state



legislators, King County elected officials and staff, the Seattle mayor and City Council, and the Medina Mayor and City Council. The project team also provided elected officials and jurisdictional staff with project updates at key milestones to support the decision-making process. Exhibit 13 provides a list of the project team's meetings with elected officials and jurisdictions since publication of the SDEIS through April 15, 2011.

Exhibit 13. Jurisdictional and Elected Official Briefings since Publication of the SDEIS (Update to Attachment 1 of the 2009 Discipline Report)

Date	Briefing
January 12, 2010	U.S. Senate Transportation Appropriations Committee staff
January 20, 2010	Washington State House Transportation Committee
January 20, 2010	Washington State Transportation Commission
January 21, 2010	Washington State Senate Transportation Committee
January 22, 2010	King County Councilmember Larry Phillips
January 25, 2010	Seattle City Council Special Committee on the SR 520 Project
January 25, 2010	Seattle Mayor's Office Staff
February 4, 2010	Sound Transit Oversight Board
February 5, 2010	King County Department of Transportation Director Harold Taniguchi
February 8, 2010	Medina City Council
February 9, 2010	City of Seattle SDEIS Briefing
February 18, 2010	Seattle Mayor Mike McGinn, SDOT Director Peter Hahn
February 26, 2010	Seattle Mayor Mike McGinn, SDOT Director Peter Hahn
February 26, 2010	King County Executive Dow Constantine
March 2, 2010	King County Councilmember Peter von Reichbauer and Staff
March 17, 2010	Washington State Transportation Commission
March 19, 2010	Washington State Representative Marko Liias, 21st District
April 8, 2010	Seattle City Council
April 22, 2010	Washington State Transportation Commission
April 22, 2010	Washington State Representative Scott White, 46th District
April 26, 2010	Governor's Office
April 27, 2010	Seattle Council Member Richard Conlin
April 28, 2010	United States Senator Maria Cantwell's Staff
May 11, 2010	Washington State Legislature Joint Transportation Committee
May 17, 2010	Washington State Office of Financial Management / Legislative Staff
May 28, 2010	United States Congressman Norm Dicks



Exhibit 13. Jurisdictional and Elected Official Briefings since Publication of the SDEIS (Update to Attachment 1 of the 2009 Discipline Report)

Date	Briefing
June 22, 2010	Washington State Transportation Commission
July 15, 2010	Washington State Senator Mary Margaret Haugen and Washington State Representative Judy Clibborn
July 28, 2010	ESSB 6392 meeting with Washington State Senator Rodney Tom and Representatives Hunter and Springer
August 3, 2010	Seattle City Council Committee of the Whole
August 23, 2010	Washington State Senator Ed Murray, 43rd District
September 3, 2010	Washington State Representative Scott White, 46th District
September 7, 2010	King County Department of Transportation Director Harold Taniguchi
September 7, 2010	King County Executive Dow Constantine
September 8, 2010	Washington State Representative Judy Clibborn, 41st District
September 8, 2010	Washington State Senator Ed Murray, 43rd District
September 8, 2010	Washington State Representative Jamie Pedersen, 43rd District
September 8, 2010	Seattle Mayor Mike McGinn
September 9, 2010	Office of Financial Management / Legislative Staff
October 12, 2010	Washington State Joint Legislature Transportation Committee
November 5, 2010	SeaShore Transportation Forum
November 8, 2010	Washington State Transportation Commission
November 8, 2010	Medina City Council
December 3, 2010	Office of Financial Management / Legislative Staff
December 6, 2010	Washington State Senate Transportation Committee
December 7, 2010	Washington State Senator Mary Margaret Haugen, 10th District
December 8, 2010	Washington State Legislature Joint Transportation Committee
December 9, 2010	Washington State Representative Marko Liias, 21st District
December 9, 2010	Washington State Legislature House Transportation Committee
December 9, 2010	Washington State Representative Ross Hunter, 48th District
December 10, 2010	Washington State Representative Mike Armstrong, 12th District
December 10, 2010	Washington State Representative Judy Clibborn, 41st District
December 13, 2010	Seattle City Council
December 14, 2010	Washington State Senator Dan Swecker, 20th District
December 14, 2010	Washington State Senator Andy Hill, 25th District
December 15, 2010	Washington State Representative David Frockt, 46th District



Exhibit 13. Jurisdictional and Elected Official Briefings since Publication of the SDEIS (Update to Attachment 1 of the 2009 Discipline Report)

Date	Briefing
January 5, 2011	King County Councilmember Joe McDermott
January 18, 2011	Washington State Transportation Commission
January 24, 2011	Seattle City Councilmember Sally Bagshaw
February 3, 2011	Washington State Senator Steve Litzow, 41st District
February 3, 2011	Washington State Representative Mike Armstrong, 12th District
February 3, 2011	Washington State Representative Scott White, 46th District
February 23, 2011	Washington State Congressional staff
February 24, 2011	Seattle City Council staff
March 2, 2011	Washington State Legislative staff
March 22, 2011	Seattle City Council Transportation Committee

What was ESSB 6392, and how did WSDOT participate in related groups?

In March 2010, the Washington State legislature passed and Governor Gregoire signed ESSB 6392. The bill outlined the following design, schedule, and funding requirements for the SR 520 corridor (see Attachment 2 for full text of ESSB 6392):

- Six total lanes for the SR 520 corridor, with two transit/HOV lanes and four general-purpose lanes
- A 3+ occupancy requirement for SR 520 transit/HOV lanes
- WSDOT to report to the legislature when average transit speeds in HOV lanes fall below 45 miles per hour at least 10 percent of the time
- Toll collection on the existing SR 520 bridge to begin in spring 2011
- SR 520 toll revenue to be used on projects within the full SR 520 program
- \$200 million of bond proceeds provided to the SR 520, I-5 to Medina project
- A special account for civil penalties resulting from toll violations that may be used for the SR 520 program, including mitigation
- Preparation of a mitigation plan for the Washington Park Arboretum



ESSB 6392 Workgroup Objectives

In addition to the requirements listed above, ESSB 6392 also directed WSDOT to work with regional agencies to refine components of the Preferred Alternative, including design refinements and transit connections, and transit planning and financing. In response to this direction from the legislature, WSDOT led a workgroup process in collaboration with the City of Seattle, King County, the UW, and Sound Transit. Members of the workgroup included:

- Theresa Doherty, UW
- Michael Fong, Seattle City Council
- David Hull, King County Metro
- Julie Meredith, WSDOT
- Bob Powers, SDOT
- Greg Walker, Sound Transit

This group directed the efforts of a number of technical teams working on specific activities to comply with the legislation. Exhibit 14 shows the workgroup structure and participants, while Exhibit 15 lists the meetings held and topics covered during the workgroup process. The text below describes the workgroup teams and their activities, as well as the public involvement opportunities related to ESSB 6392 processes.

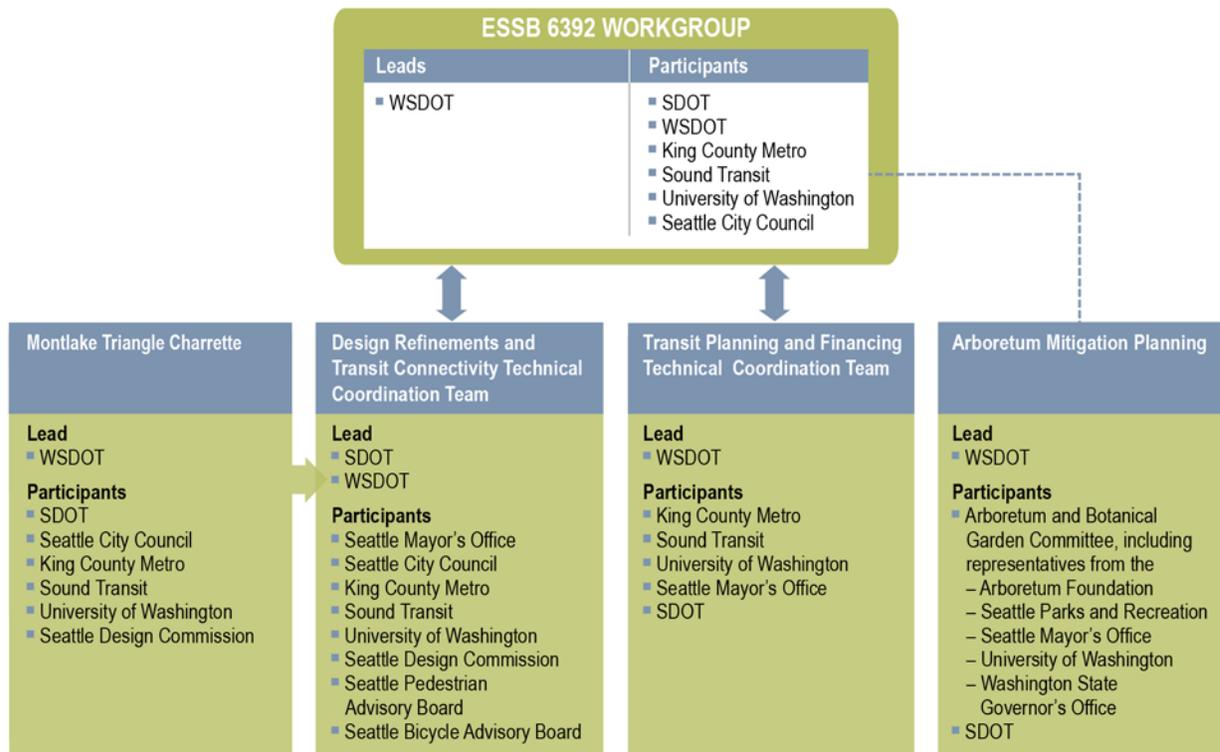


Exhibit 14. ESSB 6392 Workgroup Structure and Overview



Exhibit 15. ESSB 6392-Related Meetings and Topics

Date	Event	Topic(s)
May 12, 2010	ABGC Meeting #1	Preferred Alternative, SDEIS comments, Arboretum mitigation
June 2, 2010	Montlake Triangle Charrette (MTC) Meeting #1	MTC process, overview, and goals; projects in the Montlake Triangle; existing facilities; urban design visualizations
June 9, 2010	ABCG Meeting #2	ESSB 6392 and the Arboretum mitigation plan, regulatory coordination, mitigation requirements
June 9, 2010	MTC Meeting #2	Evaluation criteria refinement, design options review, work plan review
June 15, 2010	MTC Meeting #3	Conceptual design review, urban design workgroup report
June 17, 2010	Design Refinements and Transit Connections TCT Meeting #1	TCT overview, Preferred Alternative, roadway design: transit priority
June 22, 2010	MTC Meeting #4	Feedback and conceptual design options, preferred solution and urban design concepts, environmental process options
June 29, 2010	MTC Meeting #5	Design options review, recommended plan, environmental process recommendations
July 1, 2010	Design Refinements and Transit Connections TCT Meeting #2	Roadway design: transit, Arboretum traffic calming and traffic management plan
July 14, 2010	ABGC Meeting #3	Parks mitigation sites, traffic management, traffic calming
July 15, 2010	Design Refinements and Transit Connections TCT Meeting #3	Public comment on work plan, roadway design: transit, Arboretum traffic calming and traffic management plan, bicycle and pedestrian issues
July 22, 2010	Workgroup Meeting #1	ESSB 6392 overview, SR 520 I-5 to Medina Preferred Alternative, MTC, design refinements and transit connections TCT work plan and topics Public information session following meeting
July 26, 2010	ABGC Meeting #4	Feedback from traffic calming plan, project priorities, Arboretum visualizations
July 29, 2010	Design Refinements and Transit Connections TCT Meeting #4	Workgroup update, Arboretum traffic calming and traffic management plan, bicycle and pedestrian issues, bus stop locations: Montlake lid, turning and queuing/channelization
August 4, 2010	MTC Follow-Up Meeting	Ongoing technical coordination
August 9, 2010	Seattle City Council Special Committee briefing	Workgroup update
August 12, 2010	Design Refinements and Transit Connections TCT Meeting #5	Bicycle and pedestrian issues, turning and queuing/channelization, white paper review
August 17, 2010	Design Refinements and Transit Connections TCT Meeting #6	Bus stop locations/connectivity, Arboretum traffic calming and traffic management, white paper review and comment



Exhibit 15. ESSB 6392-Related Meetings and Topics

Date	Event	Topic(s)
August 18, 2010	ABGC Meeting #5	Arboretum master plan projects, visualizations
August 18, 2010	MTC Follow-Up Meeting	Ongoing technical coordination
August 19, 2010	Workgroup Meeting #2	Bicycle and pedestrian connections, bus stop locations and connectivity, arboretum traffic calming and management, legislative reports. Public information session following meeting
August 23, 2010	ABGC Meeting #6	Traffic calming improvements, no build and Preferred Alternative queue comparison, evaluation of traffic management options, tolling, restricting turns between Lake Washington Boulevard and Boyer Avenue
August 25, 2010	MTC Follow-Up Meeting	Ongoing technical coordination to refine concepts
August 26, 2010	Design Refinements and Transit Connections TCT Meeting #7	Bascule bridge phasing, neighborhood traffic management, roadway operations: Portage Bay managed shoulder, roadway operations: I-5 express lane operations, urban design/streetscape, corridor management plan, summary of TCT recommendations
September 2, 2010	Design Refinements and Transit Connections TCT Meeting #8	Bascule bridge phasing, workgroup recommendations
September 1, 2010	MTC Follow-Up Meeting	Ongoing technical coordination to refine concept
September 8, 2010	ABGC Meeting #7	Program updates, mitigation, traffic management, noise in the Arboretum
September 9, 2010	Workgroup Meeting #3	Roadway operations, bus stop locations and connectivity, bascule bridge phasing, neighborhood traffic management, corridor management plan, light rail accommodation, urban design and streetscape
September 13, 2010	Seattle City Council Special Committee briefing and work session	Process update, draft workgroup recommendations, draft design refinements and transit connections recommendations report
September 27, 2010	ABGC Meeting #8	Program updates, mitigation, traffic management, noise in the Arboretum
October 13, 2010	ABGC Meeting #9	Traffic management, mitigation
October 26, 2010	Transit Planning and Finance TCT Meeting #1	Process orientation, work plan
November 2, 2010	Transit Planning and Finance TCT Meeting #2	Draft recommendations
November 9, 2010	Transit Planning and Finance TCT Meeting #3	Draft recommendations
November 10, 2010	ABGC Meeting #10	Mitigation plan draft and development schedule, traffic calming, traffic management
November 16, 2010	Transit Planning and Finance TCT Meeting #4	Draft recommendations



Exhibit 15. ESSB 6392-Related Meetings and Topics

Date	Event	Topic(s)
November 23, 2010	Transit Planning and Finance TCT Meeting #5	Draft recommendations, planning for workgroup meeting
November 29, 2010	ABGC Meeting #11	Revised mitigation plan, agreements process
December 1, 2010	Workgroup Meeting #4	Transit planning and financing, Washington Park Arboretum mitigation plan, public comment
December 8, 2010	ABGC Meeting #12	Final mitigation plan, scoping mitigation projects

Note: Workgroup participants and the SR 520 project team provided ESSB 6392 updates to the Seattle City Council. Participation in Seattle City Council meetings is captured in Exhibit 13.

Technical Coordination Teams

The ESSB 6392 workgroup was informed by two TCTs established by WSDOT and the SDOT, one on design refinements and transit connections and the other on transit planning and finance. These teams reported technical findings to the ESSB 6392 workgroup.

Members of the team working on design refinements and transit connections included staff from the SDOT, Seattle City Council, WSDOT, King County Metro, Sound Transit, and UW. This TCT also included members from the Seattle Design Commission, Seattle Pedestrian Advisory Board, and Seattle Bicycle Advisory Board. Members of the transit planning and financing TCT included staff from WSDOT, King County Metro, and Sound Transit. Staff from the City of Seattle and UW also participated.

Montlake Triangle Charrette

The team working on design refinements and transit connections was informed by a separate process, which evaluated opportunities to enhance pedestrian and bicycle connectivity in the Montlake Triangle area while respecting the schedules for the Sound Transit University Link station and the UW Rainier Vista project. The charrette members identified conceptual design options that would provide safe, efficient transfers for bicyclists, pedestrians, and transit users to connect to the Link light rail station near Husky Stadium. Participants in the Montlake Triangle Charrette (MTC) included representatives from WSDOT, SDOT, the Seattle Design Commission, Seattle City Council, UW, King County Metro, and Sound Transit.

Arboretum Mitigation Planning

As part of ESSB 6392, a group was also convened to address potential effects and mitigation planning efforts related to the Washington Park Arboretum. Members of the project team worked with the Arboretum and Botanical Garden Committee (ABGC), which includes representatives of the City of Seattle (Seattle Parks and Recreation and mayoral appointees), UW, the Arboretum Foundation, and the Washington State Governor's Office, to develop a plan for Arboretum mitigation.



Public Involvement Opportunities for ESSB 6392

At key points throughout the ESSB 6392 workgroup process, the public was given opportunities to participate and provide input:

- From June 26 through July 8, 2010, the public was invited to review the technical team work plan.
- Public information sessions were held following ESSB 6392 workgroup meetings on July 22 and August 19, and all workgroup meetings included public comment opportunities.
- At Seattle City Council SR 520 Special Committee briefings on August 3 and September 13, technical teams provided updates and council members heard public comments.
- From September 13 to September 24, the public was invited to comment on the workgroup's draft recommendations for design refinements and transit connections in the Preferred Alternative.
- The workgroup and/or technical team members provided briefings to community councils and other community organizations, as appropriate.
- From December 1 to December 15, 2010, the public was invited to comment on high capacity transit planning, financing draft findings, and WSDOT's draft Arboretum Mitigation Plan.

ESSB 6392 Workgroup Results

Design Refinements and Transit Connections Technical Coordination Team

The design refinements and transit connections TCT met eight times over a four-month period, and made three presentations to the ESSB 6392 workgroup and one presentation to the Seattle City Council. The design refinements and transit connections TCT made recommendations about the following topics:

- Turning, queuing, and channelization
- Arboretum traffic calming and traffic management
- Neighborhood traffic management
- New bascule bridge phasing
- Corridor management planning
- Roadway operations
- Transit priority and HOV lanes
- Transit connections
- Light rail accommodation
- Noise reduction strategies
- Health impact assessment
- Urban design and streetscape
- Montlake Triangle area



The recommendations regarding each of these topics are described in more detail in the October 2010 ESSB 6392: Design Refinements and Transit Connections Workgroup report (WSDOT and Seattle Department of Transportation [SDOT] 2010), which is Appendix 16 in the Final EIS.

Transit Planning and Finance Technical Coordination Team

The transit planning and finance TCT met five times over a two-month period, and made one presentation to the ESSB 6392 workgroup and one presentation to the Seattle City Council. The transit planning and finance TCT made the following recommendations:

- New sustainable revenue sources are needed to support the high capacity transit capital and service improvements in the corridor.
- In the short-term, funding is needed for an enhanced planning effort to identify and refine the short- and mid-term transit needs identified in the high capacity transit plan.
- A study should be conducted that examines the long-term demand for and feasibility of light rail and other high capacity transit technologies along the SR 520 corridor. Funding for this effort is included in the voter-approved 2008 ST2 package.
- Transit service on SR 520 should be monitored, evaluated, and adjusted as transit ridership changes.

Any high capacity plans developed for the SR 520 corridor must complement the planned infrastructure improvements included in the SR 520 program. These recommendations are described in more detail in the December 2010 High Capacity Transit Planning and Financing Findings and Recommendations Report (WSDOT et al. 2010).

Montlake Triangle Charrette

After five work sessions, the MTC recommended an overcrossing structure that would connect the Rainier Vista pedestrian walkway to the University Link light rail station. This would provide safe, efficient transfers for bicyclists, pedestrians, and bus users to connect to the University Link light rail station near Husky Stadium. Although WSDOT would not be responsible for implementing improvements in this area, it is providing part of the funding for the improvements in recognition of the need to serve additional non-motorized traffic in this area.

In March 2011, WSDOT, UW, and Sound Transit signed a Memorandum of Agreement that outlined the design responsibilities of each party, as well as the cost-sharing arrangement for the project. WSDOT, UW, Sound Transit, SDOT, and King County Metro are continuing to coordinate on steps moving forward for design and future implementation of this project.



Arboretum Mitigation Planning

The Arboretum mitigation planning group met 12 times over an eight-month period. The Arboretum Mitigation Plan, submitted to the legislature on December 22, 2010, included recommendations that WSDOT and the ABGC continue to coordinate to implement the following projects:

- Foster Island improvements (pending tribal coordination; to be further defined through additional coordination and scoping)
- Art, aesthetic, and landscape enhancements at Foster Island crossing (pending tribal coordination)
- WSDOT Peninsula wetland restoration
- North Entry improvements (to be further defined through additional coordination and scoping)
- Arboretum Creek wetland improvements
- Azalea Way Pond
- Multi-use trail (to be further defined through additional coordination and scoping)
- Implementation of interpretive and wayfinding plan in areas being improved by WSDOT
- Noise reduction strategies (4-foot tall concrete traffic barriers with noise absorptive materials, quieter concrete pavement, and raised profile)
- Support for traffic calming implementation and management evaluation through continued coordination with SDOT

These recommended mitigation projects are described in more detail in the December 2010 Washington Park Arboretum Mitigation Plan (WSDOT 2010c), which is included in Appendix 9 of the Final EIS. This effort was also addressed in an April 2011 Memorandum of Understanding between WSDOT, ABGC, Arboretum Foundation, UW, Seattle Parks and Recreation, and SDOT, defining roles and responsibilities for implementation of identified projects.

What other regulatory processes have included public involvement opportunities?

Other regulatory processes that run concurrent to the NEPA process also provide opportunities for public involvement related to the SR 520, I-5 to Medina project. These include the Section 6(f) Environmental Evaluation public review period, and the Section 106 consulting parties process.

Section 6(f) Environmental Evaluation Public Review Period

To comply with Section 6(f)(3) of the Land and Water Conservation Fund (LWCF) Act, WSDOT must replace affected recreational lands purchased or improved with certain types of grant funding



(in this case, the Arboretum Waterfront Trail, the Ship Canal Waterside Trail, and portions of associated parks) with property of at least equal fair market value and of reasonably equivalent usefulness and location. The project team, in coordination with the Parks TWG, conducted a detailed environmental evaluation of potential Section 6(f) replacement sites and determined that the Bryant Building site on Portage Bay was the best replacement site. LWCF guidelines require a 30-day public review of the completed environmental evaluation to ensure the interested and affected public has an opportunity to review the proposed Section 6(f) conversion and replacement sites and provide written comments.

To comply with LWCF guidelines, the project team held a public comment period between November 1 and November 30, 2010, for review of the Section 6(f) Environmental Evaluation.

WSDOT provided notification of the comment period through the following avenues:

- Legal notice in the Seattle Times
- Targeted e-mails to key agency representatives
- Online notices on the Seattle Parks and Recreation, UW Botanical Gardens, and SR 520 project Web sites

During the 30-day comment period, WSDOT received 23 comments letters via mail, e-mail, and the online comment form provided on the project Web site. The project received 13 comments from the general public, three comments from agencies, and seven comments from community groups.

Commonly recurring Section 6(f)-related comments included the following:

- Request to provide the WSDOT Peninsula as additional replacement property for converted lands
- Concern that the Bryant Building site does not provide the same recreational and natural habitat viewing opportunities or serve the same community as the converted properties
- Concerns about potential environmental contamination or discovery of archaeological artifacts on the Bryant Building site
- Concern about potential additional effects of the Evergreen Point Bridge on the Arboretum (visual quality, noise, etc)

WSDOT, the city of Seattle, and UW created a set of frequently asked questions to respond to comments received and help clarify and correct common misunderstandings about the Section 6(f) process. The frequently asked questions were sent to those who commented on the Section 6(f) Environmental Evaluation and posted on all three agency Web sites.

For more information, please see the Recreation Discipline Report (WSDOT 2009d) and Recreation Discipline Report Addendum and Errata (WSDOT 2011f).



Section 106 Consulting Parties Process

Section 106 of the NHPA requires a project's lead federal agency (in this case FHWA) to involve consulting parties in a process "to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties (36 [Code of Federal Regulations] CFR 800.1(a))." The Section 106 regulations outline specific points at which consulting parties must be involved, while FHWA or its delegate (WSDOT) recommends all Section 106 determinations to the State Historic Preservation Officer (SHPO) (in this case, DAHP) for concurrence. Based on SHPO concurrence, FHWA determines the effect to historic properties according to Section 106. If the effects determination between the SHPO and FHWA differs and resolution is required, consultation with the Advisory Council on Historic Preservation ensues.

In addition to the SHPO and tribal historic preservation officers (THPO) for Native American tribes, consulting parties can include individuals and organizations with a demonstrated interest in the undertaking and a "concern with the undertaking's effects on historic properties" (see 36 CFR 800.2(c)(5)). These other entities may include local historic preservation officials, historic preservation groups, community organizations, individual property owners, and other stakeholders. Consulting parties for the SR 520, I-5 to Medina project include:

- City of Seattle Historic Preservation Division
- Concerned Citizens of Montlake - SR 520
- Eastlake Community Council
- Friends of Seattle's Olmsted Parks
- Historic Bridge Foundation
- Historic Seattle (Historic Seattle Preservation Foundation)
- King County Historic Preservation Office
- Madison Park Community Council
- Montlake Community Club
- NOAA
- North Capitol Hill Neighborhood Association
- Portage Bay/Roanoke Park Community Council
- Seattle Yacht Club
- Shelby/Hamlin Residents
- UW
- Washington Park Arboretum Foundation
- The Washington Trust for Historic Preservation

In early 2009, the project team sent letters to potential consulting parties inviting participation in the project's Section 106 process, and followed up with phone calls and/or e-mails to solicit active participation. Throughout the process, additional groups and individuals have also requested consulting party status, which has been granted in each case. In spring 2010, WSDOT also hired the



SRI Foundation to serve as a third-party liaison with consulting parties to support more frequent and improved communication.

Throughout the consultation process, WSDOT and SRI Foundation have met individually with consulting parties, as well as held multi-party meetings and training sessions at key milestones.

- **Individual meetings with consulting parties.** Through April 2011, WSDOT has convened at least 15 meetings to address Section 106 issues with individual consulting parties. The SRI Foundation held 13 separate meetings with individual consulting parties. WSDOT and DAHP met about monthly throughout the Section 106 consultation process, for over 20 total meetings.
- **Multi-party meetings.** Multi-party meetings are listed in Exhibit 7, Environmental and Design Meetings with Agencies since Publication of the SDEIS. Since the Section 106 consulting party process began through April 2011, WSDOT has held seven multi-party meetings and training sessions where all consulting parties were invited to participate.

The agreed-upon measures to address adverse effects identified under Section 106 were incorporated into a programmatic agreement that WSDOT developed in consultation with the SHPO/THPO and consulting parties. A separate treatment plan was developed related to the Foster Island traditional cultural property that was noted in the programmatic agreement. In addition, the programmatic agreement also stipulates that WSDOT develop a community construction management plan (CCMP) designed to avoid, minimize, and mitigate construction effects on neighborhoods and historic properties. WSDOT will engage consulting parties and the public in the process to develop the CCMP as project components receive permits and funding.

The Cultural Resources Discipline Report (WSDOT 2009c) and the Final Cultural Resources Assessment and Discipline Report (WSDOT 2011e) provide more information on this process and the resulting agreement.

What public communication tools and materials did the project team use?

The project team has used a variety of communication tools and materials to make information about the SR 520, I-5 to Medina project available as widely as possible. These include informational materials (such as fact sheets and videos), media coordination and press releases, and the Project Dialogue Center. These materials and tools provide updated information on the project's status and let community members know where and how to provide comments.

Informational Materials

The project team developed materials to keep the community informed about project decisions, public meetings, and key milestones. The team distributed publications at public meetings, community and jurisdictional briefings, and other community events. Electronic information in the form of e-mail announcements, the program and project Web sites, and video simulations were



additional tools used to share information with the public. All materials, including translated versions of some documents, are available on the program Web site.

Fact Sheets and Folios

The primary purpose of fact sheets and folios is to report the status of the SR 520, I-5 to Medina project and to explain the environmental analysis, documentation, and review process. These materials also helped publicize and promote the use of the project and program Web sites. All project fact sheets and folios are reviewed approximately every 6 weeks for accuracy and updated as needed. Since publication of the SDEIS through April 15, 2011, the following new fact sheets and folios were developed:

- Safer more reliable floating bridge and roadway – SR 520, I-5 to Medina project overview folio (February 2010)
- Building a new, safer floating bridge - Overview of floating bridge construction (December 2010)
- SR 520 haul route information for Seattle construction (January 2011)
- Project progress in 2010 - Overview of project progress in 2010 (February 2011)

Translated Materials

In 2010, the project team translated the program overview fact sheet entitled “Enhancing Safety and Reliability on SR 520” (June 2010) into Spanish, Chinese, and Vietnamese. Appropriate languages for translation were determined by evaluation of U.S. Census (2000) data. In addition, interested individuals could request language interpretation services at any time. The Environmental Justice Discipline Report (WSDOT 2009b) and Environmental Justice Discipline Report Addendum and Errata (WSDOT 2011d) contain more information on local demographics and the languages spoken in the study area.

E-mail Announcements

Community members and local organizations interested in receiving project updates can add their names to an e-mail distribution list when attending public outreach events or through the project and program Web sites. As of April 2011, the project e-mail list contained approximately 4,500 contacts. The project team sends regular announcements to the e-mail list to keep members updated about the project and public outreach activities. The e-mails have included public meeting announcements, project status updates, and links to new information on the program and project Web sites.

Program and Project Web Sites

The WSDOT Projects: SR 520, Bridge Replacement and HOV Program Web site has been an integral part of the public involvement program and helps the project team maintain public transparency. The program and project Web sites serve as a communications nexus, providing current information, a calendar of events, a photo library, and historical project documents for easy public access. In addition, links to and from other Web sites connect users to relevant project-related



information. The program and project Web sites also provide contact information, including an e-mail address (SR520Bridge@wsdot.wa.gov) to facilitate electronic comment submission. On April 29, 2010, a new page focusing on the Preferred Alternative was added. In January 2011, WSDOT released a new SR 520 Program Web site that included separate Web sites and updated information for each project (SR 520, I-5 to Medina project; SR 520, Medina to SR 202 project; and SR 520 Pontoon Construction project).

Preferred Alternative Video

In July 2010, WSDOT released a video simulation of the Preferred Alternative, a tool designed to help the public understand the look, feel, and operation of the proposed facility. The simulation updated similar videos released in 2009 of Options A, K, and L in support of the SDEIS. The Preferred Alternative video is available on the project Web site, and was also posted to YouTube, where it has been viewed 13,825 times between July 22, 2010 and April 4, 2011.

Media Coordination and Press Releases

The project team coordinated with local and regional media to introduce key milestones, notify the public about project decisions, and invite the public to attend project events. WSDOT implemented and coordinated media advisories, press releases, and interviews, as appropriate, and will continue to provide this coordination as needed.

All major local and regional newspapers, television stations, and radio stations received copies of press releases and media advisories. Exhibit 16 highlights press releases issued about the SR 520, I-5 to Medina project since publication of the SDEIS. SR 520-related press releases can be found with all WSDOT press releases on the WSDOT news Web page: www.wsdot.wa.gov/news.

Exhibit 16. Press Release Issue Dates and Topics since Publication of the SDEIS (Update to Exhibit 14 of the 2009 Discipline Report)

Date	Press Release Title
December 3, 2009	WSDOT report: SR 520 project leads to better travel times for buses and carpools
December 23, 2009	WSDOT announces best value proposal for SR 520 floating bridge pontoons
January 22, 2010	Environmental analysis brings WSDOT closer to final SR 520 design
April 20, 2010	WSDOT replaces worn anchor cables on I-90 and SR 520 floating bridges in Seattle
April 29, 2010	WSDOT announces Preferred Alternative for SR 520 floating bridge project
July 23, 2010	WSDOT begins fieldwork for new SR 520 bridge
August 3, 2010	WSDOT begins SR 520 fieldwork on Foster Island
August 17, 2010	SR 520 floating bridge closed this weekend for annual inspection and maintenance
August 18, 2010	WSDOT seeks design-builders for SR 520 floating bridge construction
August 18, 2010	WSDOT and Seattle meet on SR 520 design refinements
August 21, 2010	Countdown to construction: major changes for SR 520



Exhibit 16. Press Release Issue Dates and Topics since Publication of the SDEIS (Update to Exhibit 14 of the 2009 Discipline Report)

Date	Press Release Title
September 8, 2010	WSDOT and Seattle discuss SR 520 design refinements
October 2, 2010	SR 520 workgroup sends final report to Governor, legislators
November 5, 2010	Teams compete to build SR 520 floating bridge project
November 30, 2010	SR 520 workgroup to discuss transit planning and arboretum mitigation plan
December 6, 2010	WSDOT requests proposals for SR 520 floating bridge
December 22, 2010	SR 520 workgroup sends final reports to Governor, legislators

Project Dialogue Center

The Project Dialogue Center for the SR 520 Bridge Replacement and HOV Program is a way for the public to stay informed, provide comments, and ask questions about the SR 520, I-5 to Medina project. The public is able to contact the project team in three ways – by phone, e-mail, or mail. Generally within 10 business days, project team members respond to inquiries in the same format in which they were received. The phone line also provides project and public event information through interactive voice-recorded messages. Those with hearing impairments can connect to the Project Dialogue Center through the Washington State Telecommunications Relay Service by dialing 711.

The project team tracks and stores all communications with SR 520 program stakeholders in the Project Dialogue Center database. As of April 2011, the database contained almost 5,000 comments.

What feedback has the public provided on the project?

The following sections summarize public comments received since SDEIS publication. Key public and agency comments provided during the SDEIS comment period were presented at the beginning of this document (“What key issues were identified in public and agency comments on the SDEIS?”). Feedback received through other public forums is summarized below.



Public Comments Received since Publication of the SDEIS

The project team received many comments outside of community and jurisdictional meetings. Those forums include fairs, festivals, and through the Project Dialogue Center, which is a suite of three methods to communicate with the project - by letter, e-mail, or phone - that WSDOT works to respond to within 10 business days. Some of the more frequently addressed topics included:

- **Highway traffic.** Community members inquired about and commented on current traffic congestion in the SR 520 corridor, anticipated construction effects on highway traffic and traffic management and general concerns about congestion.
- **Construction.** Community members addressed numerous topics within the broader topic of construction, most frequently specific to potential effects to local streets and neighborhoods and the timeline for construction.
- **Westside design.** Community members asked questions regarding the Preferred Alternative and the floating bridge section. Most notably, they asked about Preferred Alternative look and feel, operations, traffic calming, identified mitigation measures, and width and height of the floating section.
- **Montlake intersection.** Community members frequently asked questions and commented on the intersection at Montlake Boulevard East. Most often comments and questions were about the removal of the Montlake Flyer stop, the new bascule bridge, and length and configuration of the intersection on top of the lid.

As described in the project dialogue center section of this report, the project team follows up with contacts who inquire about project elements and considers community feedback to be a valuable part of design development. The project team has continued to work with communities through various processes described in this report to refine the Preferred Alternative design based on community input. The team plans to continue to engage the public as specific components of project design and construction are developed.

What are the next steps?

SEPA and NEPA compliance

The project team will prepare a State Environmental Policy Act (SEPA) notice when the Final EIS is published, and seven days after issuance of the Final EIS, SEPA will be deemed complete.

After publication of the Final EIS, if FHWA determines the analysis to be adequate and to comply with necessary standards, the agency will prepare a ROD that identifies the selected alternative, states how it meets relevant regulations, and discloses the project effects and mitigation measures and commitments to be incorporated into project construction and operation. The ROD will also identify any outstanding issues yet to be resolved.



Agency and Tribal Coordination

Many of the ongoing agency and tribal coordination activities described in this report will continue after publication of the Final EIS. Over time, these activities have changed to support project delivery needs. For example, as design progresses and nears completion, the RACp and some TWGs have shifted their focuses to permitting. Other TWGs have completed their work and have opted to disband. WSDOT will continue to respond to agency coordination requests by convening meetings and developing tools to facilitate productive engagement.

The project team plans to continue working with the city of Seattle, including coordination with city departments regarding project permits and concurrence on design standards as applicable. The team will also continue to provide project updates to the Seattle City Council.

Public Involvement

WSDOT will continue to inform and engage the public through venues such as community council briefings, fairs and festivals, the project and program Web sites, press releases, e-mails, and the Project Dialogue Center. In advance of publication of the Final EIS, the project team plans to host a series of drop-in sessions to provide new information to the public.

As the NEPA process concludes, public outreach will shift to focus on permit acquisition (many permitting processes include public hearings and/or comment periods) and construction-related outreach. WSDOT has also committed to involving public stakeholders in processes to refine project design and aesthetics and construction methods and management, as appropriate. For example, WSDOT will develop a CCMP designed to avoid, minimize, and mitigate construction effects on neighborhoods and historic properties. WSDOT will engage the public in the process to develop this tool as project components receive permits and funding. The first CCMP will be developed to support construction of the Evergreen Point Bridge.

References

The following list of references is in addition to those listed in the 2009 Agency Coordination and Public Involvement Discipline Report.

Washington State Department of Transportation (WSDOT). 2006a. *Agency Coordination and Public Involvement Discipline Report, SR 520 Bridge Replacement and HOV Project*. Appendix B to the Draft Environmental Impact Statement. June 23, 2006.

WSDOT. 2006b. *Draft Environmental Impact Statement, SR 520 Bridge Replacement and HOV Program*. Prepared for Washington State Department of Transportation, Olympia, WA, and Federal Highway Administration, Washington, DC. August 18, 2006.



WSDOT. 2009a. *Agency Coordination and Public Involvement Discipline Report*. SR 520: I-5 to Medina Bridge Replacement and HOV Project. Supplemental Draft Environmental Impact Statement and Section 4(f)/6(f) Evaluation. SR 520 Bridge Replacement and HOV Program. WSDOT, Olympia, WA. December 2009.

WSDOT. 2009b. *Environmental Justice Discipline Report*. SR 520: I-5 to Medina Bridge Replacement and HOV Project. Supplemental Draft Environmental Impact Statement and Section 4(f)/6(f) Evaluation. SR 520 Bridge Replacement and HOV Program. WSDOT, Olympia, WA. December 2009.

WSDOT. 2009c. *Cultural Resources Discipline Report*. SR 520: I-5 to Medina Bridge Replacement and HOV Project. Supplemental Draft Environmental Impact Statement and Section 4(f)/6(f) Evaluation. SR 520 Bridge Replacement and HOV Program. WSDOT, Olympia, WA. December 2009.

WSDOT. 2009d. *Recreation Discipline Report*. SR 520: I-5 to Medina Bridge Replacement and HOV Project. Supplemental Draft Environmental Impact Statement and Section 4(f)/6(f) Evaluation. SR 520 Bridge Replacement and HOV Program. WSDOT, Olympia, WA. December 2009.

WSDOT. 2010a. *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement and Section 4(f)/6(f) Evaluation*. SR 520 Bridge Replacement and HOV Program. WSDOT, Olympia, WA. January 2010.

WSDOT. 2010b. *Supplemental Draft Environmental Impact Statement Summary of Comments – April 28, 2010*. SR 520, I-5 to Medina: Bridge Replacement and HOV Project. WSDOT, Olympia, WA. April 2010.

WSDOT. 2010c. *Washington Park Arboretum Mitigation Plan*. SR 520, I-5 to Medina: Bridge Replacement and HOV Project. WSDOT, Olympia, WA. December 22, 2010.

WSDOT. 2011a. *Description of Alternatives Discipline Report Addendum*. SR 520, I-5 to Medina: Bridge Replacement and HOV Project. WSDOT, Olympia, WA.

WSDOT. 2011b. *Construction Techniques and Activities Discipline Report Addendum and Errata*. SR 520, I-5 to Medina: Bridge Replacement and HOV Project. WSDOT, Olympia, WA.

WSDOT. 2011c. *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Final Environmental Impact Statement and Section 4(f) and 6(f) Evaluations*. SR 520 Bridge Replacement and HOV Program. WSDOT, Olympia, WA.

WSDOT. 2011d. *Environmental Justice Discipline Report Addendum and Errata*. SR 520, I-5 to Medina: Bridge Replacement and HOV Project. WSDOT, Olympia, WA.

WSDOT. 2011e. *Final Cultural Resources Assessment and Discipline Report*. SR 520, I-5 to Medina: Bridge Replacement and HOV Project. WSDOT, Olympia, WA.

WSDOT. 2011f. *Recreation Discipline Report Addendum and Errata*. SR 520, I-5 to Medina: Bridge Replacement and HOV Project. WSDOT, Olympia, WA.



WSDOT, King County Metro, and Sound Transit. 2010. *ESSB 6392: High Capacity Transit Planning and Financing Findings and Recommendations Report*. SR 520, I-5 to Medina: Bridge Replacement and HOV Project. http://www.wsdot.wa.gov/NR/rdonlyres/5AA1A4F8-43CF-4D17-96CA-FE879BC913C0/0/TransitPlanningFinancingRpt_FINAL_122210.pdf. December 22, 2010.

WSDOT and Seattle Department of Transportation (SDOT). 2010. *ESSB 6392: Design Refinements and Transit Connections Workgroup Recommendations Report*. SR 520, I-5 to Medina: Bridge Replacement and HOV Project. http://www.wsdot.wa.gov/NR/rdonlyres/71503308-669C-4FCC-BFA3-5F3CCAB11F80/0/2010_1001_WG_LegReport_Final.pdf. October 1, 2010.



Attachment 1

Errata

Attachment 1

Agency Coordination and Public Involvement Discipline Report Errata

The following table corrects errors and provides clarifications to the Agency Coordination and Public Involvement Discipline Report (WSDOT 2009a). Information contained in this table does not change the results or conclusions of any analyses in the 2009 Discipline Report.

Page	Text	Clarification
19	Exhibit 4 lists RACp and TWG meetings held between publication of the Draft EIS in August 2006 and December 2010.	One technical working group (TWG) meeting was omitted. A Parks TWG meeting was held on November 10, 2009, where topics covered included project updates, mitigation properties, and a parks mitigation technical memorandum.
55	Bullet reading "Project and Program Web Sites"	This line should have been a section header, followed by the next two sentences as a paragraph, followed by the bulleted list of Web pages.
Attachment 2	Listed as "Engrossed Substitute House Bill 2211 Recommendations Report"	This attachment is the original text of the legislation, not the recommendations report produced in response to the legislation.



Attachment 2

Engrossed Substitute Senate Bill 6392

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE SENATE BILL 6392

61st Legislature
2010 Regular Session

Passed by the Senate March 8, 2010
YEAS 37 NAYS 10

President of the Senate

Passed by the House March 2, 2010
YEAS 78 NAYS 19

Speaker of the House of Representatives

Approved

Governor of the State of Washington

CERTIFICATE

I, Thomas Hoemann, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE SENATE BILL 6392** as passed by the Senate and the House of Representatives on the dates hereon set forth.

Secretary

FILED

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE SENATE BILL 6392

AS AMENDED BY THE HOUSE

Passed Legislature - 2010 Regular Session

State of Washington 61st Legislature 2010 Regular Session

By Senate Transportation (originally sponsored by Senators Tom, Swecker, Oemig, Holmquist, Jacobsen, Haugen, and Marr)

READ FIRST TIME 02/15/10.

1 AN ACT Relating to the use of revenue generated from tolling the
2 state route number 520 corridor; amending RCW 47.56.870, 47.01.408, and
3 47.56.875; reenacting and amending RCW 43.84.092; adding a new section
4 to chapter 47.56 RCW; and creating a new section.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6 NEW SECTION. **Sec. 1.** The legislature recognizes that during the
7 2009 legislative session tolling was authorized on the state route
8 number 520 corridor. As such, it is the intent of the legislature that
9 tolling commences in the spring of 2011 on the existing state route
10 number 520 bridge.

11 The legislature further recognizes that tolling of the state route
12 number 520 corridor is integrally related to the issuance of a final
13 project design resulting from the supplemental draft environmental
14 impact statement for the state route number 520 bridge replacement and
15 HOV program released in January 2010. It is the intent of the
16 legislature that the department of transportation work with affected
17 neighborhoods and local governments, including the mayor of the city of
18 Seattle and the Seattle city council, to refine the preferred
19 alternative design in the supplemental draft environmental impact

1 statement so that the final design of the state route number 520 bridge
2 replacement and HOV program will, to the extent required by state and
3 federal law, include reasonable assurance that project impacts will be
4 mitigated as much as practicable to protect against further adverse
5 impacts on neighborhood environmental quality. Within the cost
6 constraints identified in section 1, chapter 472, Laws of 2009, and
7 consistent with an opening date to vehicular traffic of 2014, it is
8 further the intent of the legislature that any final design of the
9 state route number 520 bridge replacement and HOV program accommodate
10 effective connections for transit, including high capacity transit,
11 including, but not limited to, effective connections for transit to the
12 university link light rail line, consistent with the requirements of
13 RCW 47.01.408, and ensure the effective, efficient, and feasible
14 coordination of bus services and light rail services throughout the
15 state route number 520 corridor, consistent with the requirements of
16 RCW 47.01.410. The legislature further intends that any cost savings
17 applicable to the state route number 520 bridge replacement and HOV
18 program stay within the program.

19 **Sec. 2.** RCW 47.56.870 and 2009 c 472 s 2 are each amended to read
20 as follows:

21 (1) The initial imposition of tolls on the state route number 520
22 corridor is authorized, the state route number 520 corridor is
23 designated an eligible toll facility, and toll revenue generated in the
24 corridor must only be expended as allowed under RCW 47.56.820.

25 (2) The state route number 520 corridor consists of that portion of
26 state route number 520 between the junctions of Interstate 5 and state
27 route number 202. The toll imposed by this section shall be charged
28 only for travel on the floating bridge portion of the state route
29 number 520 corridor.

30 (3)(a) In setting the toll rates for the corridor pursuant to RCW
31 47.56.850, the tolling authority shall set a variable schedule of toll
32 rates to maintain travel time, speed, and reliability on the corridor
33 and generate the necessary revenue as required under (b) of this
34 subsection.

35 (b) The tolling authority shall initially set the variable schedule
36 of toll rates, which the tolling authority may adjust at least annually

1 to reflect inflation as measured by the consumer price index or as
2 necessary to meet the redemption of bonds and interest payments on the
3 bonds, to generate revenue sufficient to provide for:

4 (i) The issuance of general obligation bonds, authorized in RCW
5 47.10.879, first payable from toll revenue and then excise taxes on
6 motor vehicle and special fuels pledged for the payment of those bonds
7 in the amount necessary to fund the ((replacement state route number
8 520 floating bridge and necessary landings)) state route number 520
9 bridge replacement and HOV program, subject to subsection (4) of this
10 section; and

11 (ii) Costs associated with the project designated in subsection (4)
12 of this section that are eligible under RCW 47.56.820.

13 (4)(a) The proceeds of the bonds designated in subsection (3)(b)(i)
14 of this section((, which together with other appropriated and
15 identified state and federal funds is sufficient to pay for the
16 replacement of the floating bridge segment and necessary landings of
17 state route number 520,)) must be used only to fund the ((construction
18 of the replacement state route number 520 floating bridge and necessary
19 landings)) state route number 520 bridge replacement and HOV program;
20 however, two hundred million dollars of bond proceeds, in excess of the
21 proceeds necessary to complete the floating bridge segment and
22 necessary landings, must be used only to fund the state route number
23 520, Interstate 5 to Medina bridge replacement and HOV project segment
24 of the program, as identified in applicable environmental impact
25 statements, and may be used to fund effective connections for high
26 occupancy vehicles and transit for state route number 520, but only to
27 the extent those connections benefit or improve the operation of state
28 route number 520.

29 (b) The program must include the following elements within the cost
30 constraints identified in section 1, chapter 472, Laws of 2009,
31 consistent with the legislature's intent that cost savings applicable
32 to the program stay within the program and that the bridge open to
33 vehicular traffic in 2014:

34 (i) A project design, consistent with RCW 47.01.408, that includes
35 high occupancy vehicle lanes with a minimum carpool occupancy
36 requirement of three-plus persons on state route number 520;

37 (ii) High occupancy vehicle lane performance standards for the
38 state route number 520 corridor established by the department. The

1 department shall report to the transportation committees of the
2 legislature when average transit speeds in the two lanes that are for
3 high occupancy vehicle travel fall below forty-five miles per hour at
4 least ten percent of the time during peak hours;

5 (iii) A work group convened by the mayor and city council of the
6 city of Seattle to include sound transit, King county metro, the
7 Seattle department of transportation, the department, the University of
8 Washington, and other persons or organizations as designated by the
9 mayor or city council to study and make recommendations of alternative
10 connections for transit, including bus routes and high capacity
11 transit, to the university link light rail line. The work group must
12 consider such techniques as grade separation, additional stations, and
13 pedestrian lids to effect these connections. The recommendations must
14 be alternatives to the transit connections identified in the
15 supplemental draft environmental impact statement for the state route
16 number 520 bridge replacement and HOV program released in January 2010,
17 and must meet the requirements under RCW 47.01.408, including
18 accommodating effective connections for transit. The recommendations
19 must be within the scope of the supplemental draft environmental impact
20 statement. For the purposes of this section, "effective connections
21 for transit" means a connection that connects transit stops, including
22 high capacity transit stops, that serve the state route number
23 520/Montlake interchange vicinity to the university link light rail
24 line, with a connection distance of less than one thousand two hundred
25 feet between the stops and the light rail station. The city of Seattle
26 shall submit the recommendations by October 1, 2010, to the governor
27 and the transportation committees of the legislature. However, if the
28 city of Seattle does not convene the work group required under this
29 subsection before July 1, 2010, or does not submit recommendations to
30 the governor and the transportation committees of the legislature by
31 October 1, 2010, the department must convene the work group required
32 under this subsection and meet all the requirements of this subsection
33 that are described as requirements of the city of Seattle by November
34 30, 2010;

35 (iv) A work group convened by the department to include sound
36 transit and King county metro to study and make recommendations
37 regarding options for planning and financing high capacity transit

1 through the state route number 520 corridor. The department shall
2 submit the recommendations by January 1, 2011, to the governor and the
3 transportation committees of the legislature;

4 (v) A plan to address mitigation as a result of the state route
5 number 520 bridge replacement and HOV program at the Washington park
6 arboretum. As part of its process, the department shall consult with
7 the governing board of the Washington park arboretum, the Seattle city
8 council and mayor, and the University of Washington to identify all
9 mitigation required by state and federal law resulting from the state
10 route number 520 bridge replacement and HOV program's impact on the
11 arboretum, and to develop a project mitigation plan to address these
12 impacts. The department shall submit the mitigation plan by December
13 31, 2010, to the governor and the transportation committees of the
14 legislature. Wetland mitigation required by state and federal law as
15 a result of the state route number 520 bridge replacement and HOV
16 program's impacts on the arboretum must, to the greatest extent
17 practicable, include on-site wetland mitigation at the Washington park
18 arboretum, and must enhance the Washington park arboretum. This
19 subsection (4)(b)(v) does not preclude any other mitigation planned for
20 the Washington park arboretum as a result of the state route number 520
21 bridge replacement and HOV program;

22 (vi) A work group convened by the department to include the mayor
23 of the city of Seattle, the Seattle city council, the Seattle
24 department of transportation, and other persons or organizations as
25 designated by the Seattle city council and mayor to study and make
26 recommendations regarding design refinements to the preferred
27 alternative selected by the department in the supplemental draft
28 environmental impact statement process for the state route number 520
29 bridge replacement and HOV program. To accommodate a timely
30 progression of the state route number 520 bridge replacement and HOV
31 program, the design refinements recommended by the work group must be
32 consistent with the current environmental documents prepared by the
33 department for the supplemental draft environmental impact statement.
34 The department shall submit the recommendations to the legislature and
35 governor by December 31, 2010, and the recommendations must inform the
36 final environmental impact statement prepared by the department; and

37 (vii) An account, created in section 5 of this act, into which
38 civil penalties generated from the nonpayment of tolls on the state

1 route number 520 corridor are deposited to be used to fund any project
2 within the program, including mitigation. However, this subsection
3 (4)(b)(vii) is contingent on the enactment by June 30, 2010, of either
4 chapter . . . (Engrossed Substitute Senate Bill No. 6499), Laws of 2010
5 or chapter . . . (Substitute House Bill No. 2897), Laws of 2010, but if
6 the enacted bill does not designate the department as the toll penalty
7 adjudicating agency, this subsection (4)(b)(vii) is null and void.

8 (5) The department may carry out the ~~((construction—and))~~
9 improvements designated in subsection (4) of this section and
10 administer the tolling program on the state route number 520 corridor.

11 **Sec. 3.** RCW 47.01.408 and 2008 c 270 s 2 are each amended to read
12 as follows:

13 (1) The state route number 520 bridge replacement and HOV project
14 shall be designed to provide six total lanes, with two lanes that are
15 for transit and high-occupancy vehicle travel, and four general purpose
16 lanes.

17 (2) The state route number 520 bridge replacement and HOV project
18 shall be designed to accommodate effective connections for transit,
19 including high capacity transit, to the light rail station at the
20 University of Washington.

21 (3) The state route number 520 bridge replacement and HOV project
22 shall be designed to provide a total height from the water to the top
23 of the bridge rail on the floating bridge portion of the project of no
24 more than twenty feet if any portion of the project is funded by
25 revenue generated from tolling the state route number 520 corridor.

26 **Sec. 4.** RCW 47.56.875 and 2009 c 472 s 4 are each amended to read
27 as follows:

28 A special account to be known as the state route number 520
29 corridor account is created in the state treasury.

30 (1) Deposits to the account must include:

31 (a) All proceeds of bonds issued for ~~((construction—of—the~~
32 ~~replacement—state—route—number—520—floating—bridge—and—necessary~~
33 ~~landings))~~ the state route number 520 bridge replacement and HOV
34 program, including any capitalized interest;

35 (b) Except as provided in RCW 47.56.870(4)(b)(vii), all of the

1 tolls and other revenues received from the operation of the state route
2 number 520 corridor as a toll facility, to be deposited at least
3 monthly;

4 (c) Any interest that may be earned from the deposit or investment
5 of those revenues;

6 (d) Notwithstanding RCW 47.12.063, proceeds from the sale of any
7 surplus real property acquired for the (~~purpose of building the~~
8 ~~replacement state route number 520 floating bridge and necessary~~
9 ~~landings~~) state route number 520 bridge replacement and HOV program;
10 and

11 (e) All damages, liquidated or otherwise, collected under any
12 contract involving the (~~construction of the replacement state route~~
13 ~~number 520 floating bridge and necessary landings~~) state route number
14 520 bridge replacement and HOV program.

15 (2) Subject to the covenants made by the state in the bond
16 proceedings authorizing the issuance and sale of bonds for the
17 (~~replacement state route number 520 floating bridge and necessary~~
18 ~~landings~~) state route number 520 bridge replacement and HOV program,
19 toll charges, other revenues, and interest received from the operation
20 of the state route number 520 corridor as a toll facility may be used
21 to:

22 (a) Pay any required costs allowed under RCW 47.56.820; and

23 (b) Repay amounts to the motor vehicle fund as required.

24 (3) When repaying the motor vehicle fund, the state treasurer shall
25 transfer funds from the state route number 520 corridor account to the
26 motor vehicle fund on or before each debt service date for bonds issued
27 for the (~~replacement state route number 520 floating bridge project~~
28 ~~and necessary landings~~) state route number 520 bridge replacement and
29 HOV program in an amount sufficient to repay the motor vehicle fund for
30 amounts transferred from that fund to the highway bond retirement fund
31 to provide for any bond principal and interest due on that date. The
32 state treasurer may establish subaccounts for the purpose of
33 segregating toll charges, bond sale proceeds, and other revenues.

34 NEW SECTION. Sec. 5. A new section is added to chapter 47.56 RCW
35 to read as follows:

36 (1) A special account to be known as the state route number 520
37 civil penalties account is created in the state treasury. All state

1 route number 520 bridge replacement and HOV program civil penalties
2 generated from the nonpayment of tolls on the state route number 520
3 corridor must be deposited into the account, as provided under RCW
4 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
5 appropriation. Expenditures from the account may be used to fund any
6 project within the state route number 520 bridge replacement and HOV
7 program, including mitigation.

8 (2) This section is contingent on the enactment by June 30, 2010,
9 of either chapter . . . (Engrossed Substitute Senate Bill No. 6499),
10 Laws of 2010 or chapter . . . (Substitute House Bill No. 2897), Laws of
11 2010, but if the enacted bill does not designate the department as the
12 toll penalty adjudicating agency, this section is null and void.

13 **Sec. 6.** RCW 43.84.092 and 2009 c 479 s 31, 2009 c 472 s 5, and
14 2009 c 451 s 8 are each reenacted and amended to read as follows:

15 (1) All earnings of investments of surplus balances in the state
16 treasury shall be deposited to the treasury income account, which
17 account is hereby established in the state treasury.

18 (2) The treasury income account shall be utilized to pay or receive
19 funds associated with federal programs as required by the federal cash
20 management improvement act of 1990. The treasury income account is
21 subject in all respects to chapter 43.88 RCW, but no appropriation is
22 required for refunds or allocations of interest earnings required by
23 the cash management improvement act. Refunds of interest to the
24 federal treasury required under the cash management improvement act
25 fall under RCW 43.88.180 and shall not require appropriation. The
26 office of financial management shall determine the amounts due to or
27 from the federal government pursuant to the cash management improvement
28 act. The office of financial management may direct transfers of funds
29 between accounts as deemed necessary to implement the provisions of the
30 cash management improvement act, and this subsection. Refunds or
31 allocations shall occur prior to the distributions of earnings set
32 forth in subsection (4) of this section.

33 (3) Except for the provisions of RCW 43.84.160, the treasury income
34 account may be utilized for the payment of purchased banking services
35 on behalf of treasury funds including, but not limited to, depository,
36 safekeeping, and disbursement functions for the state treasury and
37 affected state agencies. The treasury income account is subject in all

1 respects to chapter 43.88 RCW, but no appropriation is required for
2 payments to financial institutions. Payments shall occur prior to
3 distribution of earnings set forth in subsection (4) of this section.

4 (4) Monthly, the state treasurer shall distribute the earnings
5 credited to the treasury income account. The state treasurer shall
6 credit the general fund with all the earnings credited to the treasury
7 income account except:

8 The following accounts and funds shall receive their proportionate
9 share of earnings based upon each account's and fund's average daily
10 balance for the period: The aeronautics account, the aircraft search
11 and rescue account, the budget stabilization account, the capitol
12 building construction account, the Cedar River channel construction and
13 operation account, the Central Washington University capital projects
14 account, the charitable, educational, penal and reformatory
15 institutions account, the cleanup settlement account, the Columbia
16 river basin water supply development account, the common school
17 construction fund, the county arterial preservation account, the county
18 criminal justice assistance account, the county sales and use tax
19 equalization account, the data processing building construction
20 account, the deferred compensation administrative account, the deferred
21 compensation principal account, the department of licensing services
22 account, the department of retirement systems expense account, the
23 developmental disabilities community trust account, the drinking water
24 assistance account, the drinking water assistance administrative
25 account, the drinking water assistance repayment account, the Eastern
26 Washington University capital projects account, the education
27 construction fund, the education legacy trust account, the election
28 account, the energy freedom account, the energy recovery act account,
29 the essential rail assistance account, The Evergreen State College
30 capital projects account, the federal forest revolving account, the
31 ferry bond retirement fund, the freight congestion relief account, the
32 freight mobility investment account, the freight mobility multimodal
33 account, the grade crossing protective fund, the public health services
34 account, the health system capacity account, the personal health
35 services account, the high capacity transportation account, the state
36 higher education construction account, the higher education
37 construction account, the highway bond retirement fund, the highway
38 infrastructure account, the highway safety account, the high occupancy

1 toll lanes operations account, the industrial insurance premium refund
2 account, the judges' retirement account, the judicial retirement
3 administrative account, the judicial retirement principal account, the
4 local leasehold excise tax account, the local real estate excise tax
5 account, the local sales and use tax account, the medical aid account,
6 the mobile home park relocation fund, the motor vehicle fund, the
7 motorcycle safety education account, the multimodal transportation
8 account, the municipal criminal justice assistance account, the
9 municipal sales and use tax equalization account, the natural resources
10 deposit account, the oyster reserve land account, the pension funding
11 stabilization account, the perpetual surveillance and maintenance
12 account, the public employees' retirement system plan 1 account, the
13 public employees' retirement system combined plan 2 and plan 3 account,
14 the public facilities construction loan revolving account beginning
15 July 1, 2004, the public health supplemental account, the public
16 transportation systems account, the public works assistance account,
17 the Puget Sound capital construction account, the Puget Sound ferry
18 operations account, the Puyallup tribal settlement account, the real
19 estate appraiser commission account, the recreational vehicle account,
20 the regional mobility grant program account, the resource management
21 cost account, the rural arterial trust account, the rural Washington
22 loan fund, the site closure account, the small city pavement and
23 sidewalk account, the special category C account, the special wildlife
24 account, the state employees' insurance account, the state employees'
25 insurance reserve account, the state investment board expense account,
26 the state investment board commingled trust fund accounts, the state
27 patrol highway account, the state route number 520 civil penalties
28 account, the state route number 520 corridor account, the supplemental
29 pension account, the Tacoma Narrows toll bridge account, the teachers'
30 retirement system plan 1 account, the teachers' retirement system
31 combined plan 2 and plan 3 account, the tobacco prevention and control
32 account, the tobacco settlement account, the transportation 2003
33 account (nickel account), the transportation equipment fund, the
34 transportation fund, the transportation improvement account, the
35 transportation improvement board bond retirement account, the
36 transportation infrastructure account, the transportation partnership
37 account, the traumatic brain injury account, the tuition recovery trust
38 fund, the University of Washington bond retirement fund, the University

1 of Washington building account, the urban arterial trust account, the
2 volunteer firefighters' and reserve officers' relief and pension
3 principal fund, the volunteer firefighters' and reserve officers'
4 administrative fund, the Washington fruit express account, the
5 Washington judicial retirement system account, the Washington law
6 enforcement officers' and firefighters' system plan 1 retirement
7 account, the Washington law enforcement officers' and firefighters'
8 system plan 2 retirement account, the Washington public safety
9 employees' plan 2 retirement account, the Washington school employees'
10 retirement system combined plan 2 and 3 account, the Washington state
11 health insurance pool account, the Washington state patrol retirement
12 account, the Washington State University building account, the
13 Washington State University bond retirement fund, the water pollution
14 control revolving fund, and the Western Washington University capital
15 projects account. Earnings derived from investing balances of the
16 agricultural permanent fund, the normal school permanent fund, the
17 permanent common school fund, the scientific permanent fund, and the
18 state university permanent fund shall be allocated to their respective
19 beneficiary accounts. All earnings to be distributed under this
20 subsection (4) shall first be reduced by the allocation to the state
21 treasurer's service fund pursuant to RCW 43.08.190.

22 (5) In conformance with Article II, section 37 of the state
23 Constitution, no treasury accounts or funds shall be allocated earnings
24 without the specific affirmative directive of this section.

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