

**SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT
and SECTION 4(F) EVALUATION
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM**

DECEMBER 2009

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

Agency Coordination and Public Involvement Discipline Report

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Acronyms and Abbreviations

AKART	all known available and reasonable methods of prevention, control, and treatment
CA	cooperating agency
CFR	Code of Federal Regulations
DAHHP	Washington State Department of Archaeology and Historic Preservation
DNR	Washington State Department of Natural Resources
Draft EIS	<i>SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement</i>
Eastside	communities located on the eastside of Lake Washington
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
ESA SG	Endangered Species Act Steering Group
ESHB	Engrossed Substitute House Bill
ESSB	Engrossed Substitute Senate Bill
Evergreen Point Bridge	SR 520 Bridge
FHWA	Federal Highway Administration
FR	Federal Register
FTA	Federal Transit Administration
HOV	high-occupancy vehicle
I-5	Interstate 5
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act



NOAA Fisheries	National Oceanic and Atmospheric Administration's National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
PSCAA	Puget Sound Clean Air Agency
PSRC	Puget Sound Regional Council
RACp	Regulatory Agency Coordination process
RCO	Washington State Recreation and Conservation Office
SAC	Signatory Agency Committee
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SR	State Route
TWG	technical working group
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
workgroup	SR 520 Legislative Workgroup
WSDOT	Washington State Department of Transportation



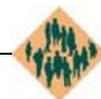
Introduction

The Washington State Department of Transportation (WSDOT) strives to deliver effective transportation solutions while minimizing effects on the natural areas and communities that surround agency facilities and projects. To maintain its commitment to the environment, WSDOT supports and abides by national and state environmental regulations before, during, and after project construction. As WSDOT prepares to build a new State Route (SR) 520 in Seattle, including the floating bridge, west approach, Portage Bay Bridge, and Interstate 5 (I-5) interchange, it is committed to closely investigating possible environmental effects of construction and operation.

In 1997, the Washington State Transportation Commission and Washington State Legislature authorized and funded the Trans-Lake Washington Study to identify a set of “reasonable and feasible solutions” to improve mobility across and around Lake Washington. In 1999, the Trans-Lake Washington Study Committee identified a set of findings and recommendations that suggested improvements to SR 520, as well as other transportation corridors serving cross-lake traffic (WSDOT 1999).

In 2000, WSDOT, Sound Transit, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) carried forward the study committee’s SR 520 recommendations by initiating a National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) process to evaluate improvements in the SR 520 corridor, including replacement options for the Portage Bay and Evergreen Point bridges. In accordance with NEPA and SEPA, once it was determined that the project would have substantial adverse environmental effects, WSDOT began work on an environmental impact statement (EIS). The *SR 520 Bridge Replacement and HOV Project Draft EIS* (WSDOT 2006a) and associated discipline reports were released for public and agency comment in August 2006.

As a result of the public and agency comments received on the Draft EIS (WSDOT 2006a), the project scope has changed in several ways. The scope now includes advance planning for potential catastrophic failure of the bridge, increased demand for transit service to connect to communities on the Eastside of Lake Washington (Eastside), and evaluation of a new set of community-based designs for the Montlake area in Seattle. In 2007, WSDOT determined that it was necessary to



supplement the information released in the Draft EIS and began developing a Supplemental Draft EIS (SDEIS). Over the next two years, in addition to the SDEIS for the I-5 to Medina: Bridge Replacement and High-Occupancy Vehicle (HOV) Project, WSDOT initiated environmental processes for two additional projects—the Pontoon Construction Project and the Medina to SR 202: Eastside Transit and HOV Project. All three projects, as well as the Lake Washington Congestion Management Project, are under the overarching SR 520 Bridge Replacement and HOV Program (see *What Is the SR 520 Program?* text box below).

The SDEIS evaluates improvements to the western portion of the SR 520 corridor (known as the I-5 to Medina: Bridge Replacement and HOV Project), and this discipline report is a part of that SDEIS. Project limits for this project extend from I-5 in Seattle to 92nd Avenue NE in Yarrow Point, where it transitions into the Medina to SR 202: Eastside Transit and HOV Project. Exhibit 1 shows the project vicinity.



Exhibit 1. Project Vicinity Map

This discipline report describes agency and tribal coordination and public involvement related to the I-5 to Medina: Bridge Replacement and HOV Project since the release of the Draft EIS in August 2006. The Pontoon Construction Project, Agency Coordination and Public

What Is the SR 520 Program?

The **SR 520 Bridge Replacement and HOV Program** will enhance safety by replacing the aging floating bridge and keep the region moving with vital transit and roadway improvements throughout the corridor. The 12.8-mile program area begins at I-5 in Seattle and extends to SR 202 in Redmond.

In 2006, WSDOT prepared a Draft EIS—published formally as the **SR 520 Bridge Replacement and HOV Project**—that addressed corridor construction from the I-5 interchange in Seattle to just west of I-405 in Bellevue. Growing transit demand on the Eastside and structure vulnerability in Seattle and Lake Washington, however, led WSDOT to identify new projects, each with a separate purpose and need, that would provide benefit even if the others were not built. These four independent projects were identified after the Draft EIS was published in 2006, and these now fall under the umbrella of the entire **SR 520 Bridge Replacement and HOV Program**:

- **I-5 to Medina: Bridge Replacement and HOV Project** replaces the SR 520 roadway, floating bridge approaches, and floating bridge between I-5 and the eastern shore of Lake Washington. This project spans 5.2 miles of the SR 520 corridor.
- **Medina to SR 202: Eastside Transit and HOV Project** completes and improves the transit and HOV system from Evergreen Point Road to the SR 202 interchange in Redmond. This project spans 8.6 miles of the SR 520 corridor.
- **Pontoon Construction Project** involves constructing the pontoons needed to restore the Evergreen Point Bridge in the event of a catastrophic failure and storing those pontoons until needed.
- **Lake Washington Congestion Management Project**, through a grant from the U.S. Department of Transportation, improves traffic using tolling, technology and traffic management, transit, and telecommuting.

Involvement Discipline Report (WSDOT 2009a) provides information about agency and tribal coordination and public involvement related to pontoon construction, storage, and transport. The Medina to SR 202: Eastside Transit and HOV Project Agency Coordination and Public



Involvement Discipline Report (WSDOT 2009b) provides information about agency and tribal coordination and public involvement related to Eastside construction and improvements.

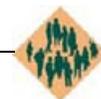
Why are agency coordination and public involvement important when developing an EIS?

Agency coordination and public involvement are essential elements in the development of an EIS, contributing to alternatives development, environmental analysis, documentation, and review. During EIS preparation, NEPA requires that the lead agency consult with and obtain the comments of any federal agency that has jurisdiction by law or has special expertise with respect to any environmental impact involved. In addition, copies of the EIS documents and comments of federal, state, and local regulatory agencies must be made available to the public (42 United States Code 4332(2)(C)). Collaborating early and often with agencies that will ultimately permit or approve some aspect of the project ensures that design and delivery can be both efficient and environmentally sensitive.

Similarly, the lead agency must make diligent efforts to involve the public in preparing an EIS. This includes providing public notice of NEPA-related hearings, public meetings, and the availability of environmental documents (40 CFR 1506.6(a),(b)). WSDOT engages in early and continuing public involvement in order to understand community values and concerns so that the project's negative effects can be avoided, minimized, and mitigated. Through NEPA, interested persons have the opportunity to comment on the project, thereby participating in an interactive decision-making process that involves both government officials and the public.

Why is WSDOT preparing a Supplemental Draft EIS?

The Draft EIS evaluated a No Build Alternative, a 4-Lane Alternative, and a 6-Lane Alternative, and eliminated an 8-Lane Alternative from further consideration. Options evaluated as part of the 6-Lane Alternative included the Pacific Street Interchange, the Second Montlake Bridge, and the No Montlake Freeway Transit Stop.



Interested parties commented on the Draft EIS online, by mail, by e-mail, and at two public hearings held in the study area. In all, WSDOT received more than 1,700 comments from organizations, the public, and government entities (including resource agencies, local jurisdictions, and tribal governments).

Resource agencies identified strong concerns about the alternatives' anticipated effects on fisheries, wetlands, aquatic habitat, and parks. Many agencies also commented that the Draft EIS did not sufficiently document construction effects and that mitigation activities needed to be described and analyzed more fully. The *SR 520 Bridge Replacement and HOV Project Draft Environment Impact Statement Public Comment Report* (WSDOT 2006b) provides additional detail on the number and nature of comments received.

In December 2006, Governor Christine Gregoire identified the 6-Lane Alternative as the state's preference for the SR 520 corridor and recommended further evaluation of the highway design through Seattle (Gregoire 2006). The Governor did not identify a preference among the options evaluated in the Draft EIS. Instead, she recommended that the City of Seattle and other affected communities and stakeholders do more work to reach consensus on the SR 520 alignment through Seattle.

With this recommendation, the Washington State Legislature passed Engrossed Substitute Senate Bill (ESSB) 6099 in 2007. The bill directed the Office of Financial Management to hire a mediator and appropriate planning staff to develop a 6-lane corridor interchange design for the Montlake area. Ultimately, the mediation group developed three design options (Options A, K, and L) to be analyzed in the SDEIS. These design options are substantially different from those studied in the Draft EIS. Under NEPA, these substantial project changes initiated the need for this supplemental analysis (see Appendix A, Description of Alternatives Discipline Report [WSDOT 2009c]).

WSDOT's decision to prepare an SDEIS for the I-5 to Medina: Bridge Replacement and HOV Project allows the mediation designs to be evaluated fully before a decision is made on a preferred alternative. It also allows agencies, tribes, and the public to review and comment on the new designs. Publication of the SDEIS, anticipated in early 2010, will initiate a comment period and public hearing to gather feedback on the results of the evaluation and proposed mitigation measures. During the comment period, agencies, tribes, and the public will have an opportunity to provide input about the document and analysis.



WSDOT will make recommendations to FHWA regarding how to consider and respond to this input during the preparation of a Final EIS (see “*What are the next steps?*”).

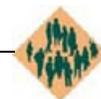
What are the key points of this report?

This discipline report focuses on agency, tribal, and public involvement activities since publication of the Draft EIS in August 2006. Since then, the project team has developed new and streamlined forums to support agency involvement and coordination. Public involvement efforts continue to include – and expand upon – existing outreach tools and activities. The addition of an extensive Westside mediation process for public and agency stakeholders also enhanced the degree to which community representatives could inform project decisions and design. In addition, an SR 520 Legislative Workgroup convened in 2009 to advance the work of the Westside mediation group has recommended a 6-Lane Alternative design option for the Montlake area. The Washington State Legislature will consider and potentially act on this recommendation as part of their 2010 session.

Agency, tribal, and public input has played an important role in the decision-making and environmental review process for this project. Feedback has influenced the project’s scope, the design choices, and the range of alternatives advanced for further study. In addition, agencies and tribes have assisted in the preparation of the SDEIS by reviewing draft documents and providing comments to WSDOT and FHWA.

Agency and Tribal Coordination and Input

Creation of the Regulatory Agency Coordination process (RACp) and associated technical working groups (TWGs) strengthened and focused agency and tribal coordination after publication of the Draft EIS. This process, which provided a regular opportunity to share project information with agencies in real time, has engaged agencies and tribes in collaborative efforts to address topics of mutual interest. By setting a regular monthly meeting schedule, agencies have been able to anticipate and engage frequently and effectively in project meetings. Moreover, with the dissolution of the Signatory Agency Committee (SAC) in April 2009, WSDOT modified the RACp (a more inclusive agency coordination forum than the SAC) to better engage participants at key project milestones. (See the “*Regulatory Agency Coordination Process and Technical Working Groups*” section.) Additional efforts and



activities have bolstered agency coordination (for example, individual briefings and meetings with agency executives).

Government agencies, jurisdictions, and tribes submitted 36 comment letters during the Draft EIS comment period (between August 18 and October 31, 2006). More than half of the agency comments acknowledged the need to replace the SR 520 facility because of either deterioration or potential failure of the facility. Comments from agencies and tribes primarily discussed the Draft EIS as well as the effects and mitigation measures necessary for all proposed alternatives.

The following sections summarize the key issues identified in agency and tribal comments on the Draft EIS.

- **Environmental effects.** Agencies and tribes discussed a variety of environmental effects, frequently addressing the need to avoid or minimize the adverse effects of all proposed alternatives on parks, wetlands, fish and wildlife, ecosystems, air quality, and water resources. For example, one regulatory agency expressed concern about potential effects to Lake Washington wetlands – which are viewed as aquatic resources of great importance – and recommended additional effort to avoid or minimize effects on these areas. To address water quality, another agency supported the proposed use of high-efficiency sweeping as a stormwater management tool. One comment stated that the Draft EIS and associated appendices did not adequately identify potential adverse impacts to streams and wetlands, buffers, and aquatic resources. Another comment suggested the Draft EIS did not sufficiently describe potential impacts to aquatic resources. Some agencies also were concerned about noise related to the effects of pile-driving on aquatic resources and the effects that changes in highway traffic noise levels could have on the community.
- **Mitigation.** Several agencies requested more specific information about how temporary and permanent effects on transit users, cultural and historical resources, and the environment could be mitigated. Some agencies provided suggestions about how to address these issues and encouraged WSDOT to coordinate with other agencies to develop mitigation strategies. For example, King County Metro suggested that WSDOT consider a full range of transit, demand management, and passenger ferry options to mitigate transit effects during construction. A regulatory agency

What Is High-Efficiency Sweeping?

High-efficiency sweeping combines a conventional mechanical broom and a vacuum-assisted wet sweeper to remove pollutants from the road.

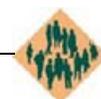


suggested that WSDOT continue to collaborate with agencies to identify all potential aquatic effects and develop a comprehensive mitigation plan.

- **Transportation systems and improved multi-modal connectivity.** Some agencies addressed transportation concerns that would affect citizens and noted the need for HOV lanes, effective transfer systems, and coordination among various transportation modes, including bicycle and pedestrian access. One agency commented that the EIS should show how project elements connect to other existing or planned transit and transportation improvements in the corridor. Another agency suggested WSDOT prioritize modes of transit other than single-occupancy vehicles, including options for pedestrian and bicycle transportation.
- **Construction effects.** Agencies and tribes discussed and requested more information about the effects that construction and the temporary detour bridge would have on traffic, air quality, noise, wetlands, and ecosystems. Some transit agencies also expressed concern that closing the westbound HOV lane on the Eastside during construction would present a problem for transit reliability. Other agencies recommended that WSDOT work to reduce the length of construction in order to minimize adverse construction-related effects. In general, agency comments suggested that WSDOT provide additional information regarding the duration of specific construction elements, potential adverse effects, and avoidance, minimization, and mitigation measures.

Through engagement efforts since publication of the Draft EIS, agencies and tribes have also offered the following key input:

- **Consider environmental and permitting concerns when selecting a preferred design option.** WSDOT attempted to create links between permitting agencies and both the Westside mediation process and the SR 520 Legislative Workgroup process by providing updates and comment opportunities at RACp meetings. Permitting agencies emphasized that environmental concerns and regulations must be balanced against community preferences when analyzing Options A, K, and L or any other emerging design options and selecting a preferred alternative.
- **Continue to substantively collaborate with agencies and tribes.** Agencies and tribes have appreciated the opportunity to help



WSDOT frame analytical approaches and mitigation planning through the RACp and TWG forums, and encouraged ongoing collaboration. As described in more detail in “*Agency and Tribal Coordination*,” agencies have helped WSDOT identify mutually agreeable approaches to analyzing several project elements. For example, TWGs have been working to develop analytical frameworks to assess in-water construction effects, mitigation planning, parks mitigation, and other elements of project design.

Public Involvement and Resulting Feedback

The WSDOT project team has continued to update and implement a comprehensive public involvement program that identifies specific outreach goals and activities. Using best practices identified during earlier phases of the project, WSDOT has continued to engage with the broader public, as well as targeted specific SR 520 corridor users. The project received many comments from the public through a range of outreach activities and tools that encouraged participation. Activities in the last two years have included community and jurisdictional briefings, public open houses, and information booths at public events such as fairs and festivals. The project team also continued to use a variety of outreach tools to communicate with diverse audiences, including informational videos, regularly updated project and program Web sites, monthly e-mail updates, media outreach, and information kiosks placed at strategic public locations like libraries.

As directed by the Legislature, WSDOT also supported and participated in a mediation process that considered additional community input and was intended to identify a 6-lane corridor interchange design for the Montlake area. The subsequent SR 520 Legislative Workgroup also allowed members of the public to engage with elected officials to help shape project decisions.

The project team continues to hear ideas, questions, and concerns from the public similar to those heard before and during the comment period for the Draft EIS. Through ongoing outreach activities, the project team has heard the following common themes:

- **Protect and enhance neighborhoods and community connectivity.** Residents have expressed concerns about the effects of an expanded SR 520 corridor on their neighborhoods. Specific concerns include traffic congestion on local streets and increased noise and air pollution. Residents have encouraged WSDOT to maintain



neighborhood connectivity by including features such as landscaped lids over SR 520.

- **Maintain local parks and trails and add a new bicycle path.** The public supports plans to minimize effects on local parks, including the Washington Park Arboretum. Residents ask that the project minimize effects to local trails, such as the Burke Gilman Trail. They regularly express support for adding a bicycle lane on the bridge to connect to other local trail systems.
- **Include noise reduction measures throughout the SR 520 corridor.** Residents along the corridor have noted that current noise levels are often high. They are concerned that those levels might increase with a new facility and have encouraged WSDOT to incorporate noise reduction methods into project designs.
- **Minimize air pollution.** The public has also expressed concern that air pollution levels would increase as SR 520 is expanded.
- **Toll the SR 520 Bridge (Evergreen Point Bridge).** In general, commenters have supported tolling the SR 520 corridor. However, they have asked WSDOT to consider toll prices carefully.
- **Improve and expand the HOV and bus system.** Residents believe that an improved and expanded HOV and bus system would help ease traffic congestion. They support bus rapid transit systems that would provide more frequent and reliable trips across Lake Washington.



Project team member speaking with community member at Fremont Fair



Agency and Tribal Coordination

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

WSDOT and FHWA, the co-lead agencies for the project and environmental process, continue to serve as project proponents. (As of May 2009, Sound Transit no longer serves as a co-lead agency. Sound Transit remains a cooperating agency on the project.) Many other federal, state, and local agencies and tribes have provided input during the environmental process through a variety of forums. In 2004, agencies and tribes with special expertise or permitting authority with respect to any environmental effects associated with the project or alternatives were invited to serve as cooperating agencies (40 CFR 1508.5). These cooperating agencies have contributed 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 range of alternatives, methodologies for analysis, technical studies, discipline reports, and the preliminary SDEIS

Since publication of the Draft EIS, WSDOT has continued to coordinate with agencies, tribes, and jurisdictions through many forums. These forums include the following:

- The SAC process
- The RACp and associated TWGs
- The Endangered Species Act (ESA) Steering Group
- Workshops with technical experts and agency staff
- Executive management agency coordination
- Individual agency coordination on technical issues



- Tribal staff briefings and government-to-government consultation meetings

Exhibit 2 lists the agencies involved and forums available for coordination related to the I-5 to Medina: Bridge Replacement and HOV Project; subsequent sections describe this information in detail.

What forums have been used for agency and tribal coordination?

Signatory Agency Committee

The SAC agreement was formed in 2002 to integrate aquatic resource permit requirements into the NEPA and SEPA processes in Washington state. The SAC agreement applied to all transportation projects in Washington requiring (1) an individual U.S. Army Corps of Engineers (USACE) Section 10 permit under the Rivers and Harbors Act or a Section 404 permit under the Clean Water Act and (2) FHWA action on an EIS under NEPA and WSDOT action under SEPA. Including WSDOT, eight agencies participated in the SAC process. Exhibit 2 provides the list of SAC members.

The SAC agreement established three concurrence points. Each concurrence point allowed members to concur, concur with comment, or abstain. The proposed project includes the following concurrence points:

1. Project Purpose and Need
2. Range of Alternatives
3. Preferred Alternative

The proposed project had moved through Concurrence Points 1 and 2 before publication of the Draft EIS. The project team was preparing to reinstate Concurrence Point 2 in spring 2009 to address the new design Options A, K, and L, which emerged from the Westside mediation process. (See *“What was Westside mediation and how did WSDOT participate?”*) However, in April 2009, WSDOT decided to dissolve the SAC because other project-specific forums existed to support agency coordination. (WSDOT retained a Statewide Advisory Group for Environmental Stewardship to address agency-wide coordination issues.)

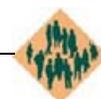


Exhibit 2. Federal, State, and Local Agencies and Tribes involved in the I-5 to Medina: Bridge Replacement and HOV Project

Agency or Tribe	Applicable Forums					Regulatory Authority
	CA ^a	SAC ^b	RACp ^c / TWGs ^d	ESA SG ^e	Other ^f	
EPA	X	X	X			Review of USACE Clean Water Act Section 404 Permit; review and rating of NEPA document(s)
FHWA		X	X	X		Co-lead agency; NEPA and U.S. Department of Transportation Act Section 4(f) approval
FTA	X					None; provides special expertise on transit
National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries)	X	X	X	X		ESA Section 7 consultation
National Park Service (NPS)			X			Land and Water Conservation Fund Act Section 6(f) approval
U.S. Coast Guard	X		X			Section 9 permit under U.S. Rivers and Harbors Act
USACE	X	X	X			Clean Water Act Section 404 Individual Permit
U.S. Fish and Wildlife Service (USFWS)	X	X	X	X		ESA Section 7 consultation
Washington State Department of Archaeology and Historic Preservation (DAHP)		X	X			National Historic Preservation Act (NHPA) Section 106 Memorandum of 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	X			Hydraulic project approval
Washington State Department of Natural Resources	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 Land and Water Conservation Fund Act
City of Bellevue			X		X	None
City of Clyde Hill	X		X		X	None
City of Kirkland			X		X	None
City of Medina	X		X		X	Shoreline Substantial Development Permit
City of Mercer Island			X			None



Exhibit 2. Federal, State, and Local Agencies and Tribes involved in the I-5 to Medina: Bridge Replacement and HOV Project

Agency or Tribe	Applicable Forums					Regulatory Authority
	CA ^a	SAC ^b	RACp ^c / TWGs ^d	ESA SG ^e	Other ^f	
City of Seattle	X		X			Master Use Permit; Shoreline Substantial Development Permit
City of Redmond					X	None; participates in mitigation planning and coordination
King County Metro	X		X		X	None
Puget Sound Regional Council (PSRC)	X					None
Puget Sound Clean Air Agency	X					Clean Air Conformity Certification
Sound Transit	X		X		X	None
Town of Hunts Point	X		X		X	None
Town of Yarrow Point	X		X		X	None
University of Washington			X		X	None; coordinating through U.S. Department of Transportation Act Section 4(f)/Land and Water Conservation Fund 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 impacts
Snoqualmie Tribe	X		X		X	Participates in resolution of NHPA Section 106 effects; concurrency signatory to memorandum of agreement
Suquamish Tribe	X				X	Participates in resolution of NHPA Section 106 effects; concurrency signatory to memorandum of agreement
The Tulalip Tribes	X				X	Participates in resolution of NHPA Section 106 effects; concurrency signatory to memorandum of agreement
Yakama Indian Nation	X				X	Participates in resolution of NHPA Section 106 effects; concurrency signatory to memorandum of agreement
Duwamish Tribe	X				X	Participates in resolution of NHPA Section 106 effects

^a CA = cooperating agency

^b SAC = Signatory Agency Committee

^c RACp = Regulatory Agency Coordination process

^d TWGs = Technical working groups

^e ESA SG = Endangered Species Act Steering Group

^f 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



In response to the dissolution of the SAC, the project team modified the RACp (a more inclusive agency coordination forum) to better engage participants at key project milestones. For example, specific concurrence points that had been defined through the SAC process were included in the RACp work plan and formalized as a comment period for RACp agencies.

Regulatory Agency Coordination Process and Technical Working Groups

In July 2007, the RACp was created as an ongoing, transparent forum for improving inter-agency communication and building consensus on the I-5 to Medina: Bridge Replacement and HOV Project. RACp was a successor to the Technical Committee, discussed in Appendix B of the Draft EIS. RACp meetings serve as multi-agency forums for exchanging information and developing strategies to advance technical and permitting work on various project topics. The project team conducted 18 RACp meetings between July 2007 and December 2009 and continues to coordinate through the RACp forum.

What do the RACp and TWG forums do?

The RACp and TWG forums help the project team find solutions that are feasible from a design perspective and that agencies are likely to permit.

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 design. The project team conducted 32 TWG meetings between July 2007 and December 2009.

TWG participants generally include technical experts or staff from agencies with jurisdiction related to a specific topic. Often, RACp participants also participate in TWG meetings, though staff from external institutions and groups may also be invited at the discretion of the group. For example, the University of Washington has participated in the Parks TWG because of its management and ownership of the Washington Park Arboretum.

TWGs define the range of permissible options within which the design team can navigate on specific technical issues. As shown in Exhibit 3, some permissible actions may not be feasible from a design perspective, while some design options may not be permissible. TWGs help define the constraints and opportunities that have informed – and will continue to influence – the work of the project team.

What are permissible actions?

During and after the environmental process, the project team applies for multiple permits with regulatory agencies as described in Exhibit 2. The term “permissible” refers to actions that would probably be approved, or permitted, after agencies have reviewed the project permit applications.



Many tools support agency participation in the RACp and TWGs and maintain effective communication, including the following:

- **Process plans and tools.** Work plans for the RACp and individual TWGs help participants understand each group's objectives and clarify roles and responsibilities. The groups use an issue resolution process for conflicts that cannot be resolved at the staff level.
- **Meeting facilitation.** A neutral facilitator manages each meeting to ensure group members meet objectives and participate productively.
- **Regular e-mail updates.** The project team sends regular e-mail updates highlighting relevant project developments and upcoming meeting topics.
- **Predictable monthly schedule.** After a few months of meetings, WSDOT established a regular schedule, holding all RACp and TWG meetings on the first Thursday of the month. This allowed agencies to anticipate meeting dates and minimize travel time to the project office.
- **Process Web site.** To facilitate the sharing of information between participants, the project team maintains a Microsoft SharePoint Web site with a calendar, announcements, and folders containing all RACp and TWG meeting materials and summaries.

Exhibit 4 lists RACp and TWG dates and topics.

Endangered Species Act Steering Group

Since May 2007, the ESA Steering Group (consisting of WSDOT, NOAA Fisheries, and USFWS) has met biweekly to provide a forum for early ESA Section 7 consultation. The purpose of the ESA Steering Group is to identify important issues or challenges and work together to establish the appropriate analytical framework for the consultation.

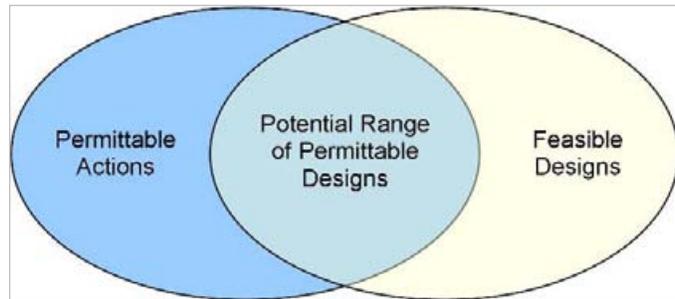


Exhibit 3. Relationship of Permittable Actions, Potential Range of Permittable Designs, and Feasible Designs



Exhibit 4. RACp and TWG Meetings since Publication of the Draft EIS in August 2006

Date	Name of Meeting	Topic
July 12, 2007	RACp Kick-off Meeting	Project updates, process overview, schedule, TWG introduction
August 2, 2007	RACp Meeting #2	Project updates, NEPA process and schedule, TWG updates
September 12, 2007	Stormwater TWG #1	RACp overview, TWG structure, stormwater issues list
September 18, 2007	Bridge Maintenance Facility TWG #1	Overview of planning status, discussion of issues list
October 2, 2007	Stormwater TWG #2	Review of stormwater plan guidelines; flow control; all known available and reasonable methods of prevention, control, and treatment (AKART); and bridge design
October 4, 2007	RACp Meeting #3	Project updates, TWG updates, pontoon construction update, fish tracking update
November 8, 2007	Bridge Maintenance Facility TWG #2	Review of two slip design concepts and one dock concept
December 6, 2007	RACp Meeting #4	Project updates, schedule review, Pontoon Construction Project introduction, TWG updates
December 17, 2007	Bridge Maintenance Facility TWG #3	Review of design modifications, operational conditions, and onsite mitigation opportunities
January 9, 2008	Mediation/RACp Meeting #5	Project updates, Westside mediation update, Westside design options work session
February 7, 2008	RACp Meeting #6	Project updates, TWG updates, Westside design options work session II
March 6, 2008	RACp Meeting #7	Project updates, TWG updates, Westside design options work session II
April 3, 2008	RACp Meeting #8	Project updates, TWG updates, Westside mediation update, agency roundtable
April 3, 2008	In-Water Construction TWG #1	Overview of design status and construction, development of issues list
May 1, 2008	RACp Meeting #9	Project updates, TWG updates, Westside mediation update, stormwater update
May 1, 2008	In-Water Construction TWG #2	Overview of construction windows (when construction would be allowed based on fish presence or absence), determining locations of in-water structures
May 1, 2008	Mitigation TWG #1	Framework for mitigation, identifying issues and information needs
June 5, 2008	RACp Meeting #10	Project updates, TWG updates, Westside mediation update, tunnel expert review panel briefing
June 10, 2008	Eastside Fish Passage TWG #1 ^a	Characterization of existing fish passage, field visit to stream crossings
July 10, 2008	RACp Meeting #11	Project updates, discussion with Governor's Office, Medina to SR 202: Eastside Transit and HOV Project introduction



Exhibit 4. RACp and TWG Meetings since Publication of the Draft EIS in August 2006

Date	Name of Meeting	Topic
July 10, 2008	In-Water Construction TWG #3	Project zones and their relationship to fish use and construction activities
August 7, 2008	Eastside Fish Passage TWG #2 ^a	Yarrow Creek design goals, discussion of design alternatives
August 7, 2008	In-Water Construction TWG #4	Fish use results update, construction activities discussion
September 4, 2008	RACp Meeting #12	Project updates, TWG updates, Medina to SR 202: Eastside Transit and HOV Project update, Foster Island ground-penetrating radar update, fish tracking study update, mitigation approach
September 4, 2008	In-Water Construction TWG #5	Construction-timing matrix update, construction activities discussion
October 2, 2008	Stormwater TWG #3	AKART update, overview of direct discharge and Seattle discharge issues
October 2, 2008	In-Water Construction TWG #6	Update on project zones, discussion of construction activities and best management practices
November 6, 2008	RACp Meeting #13	Westside mediation update, review of project schedule and process
November 6, 2008	Parks TWG #1	Project design overview, review of preliminary effects and resource characteristics, stormwater discussion
November 6, 2008	Stormwater TWG #4	Project updates, TWG updates, Westside mediation update, schedule and process review, agency roundtable
December 4, 2008	In-Water Construction TWG #7	Updates on the construction-timing matrix, underwater noise attenuation analysis, pile installation test program, and best management practices
January 8, 2009	Mitigation TWG #2	Approach to mitigation planning and technical studies integration
February 5, 2009	Mitigation TWG #3	Discussion on approach for evaluating project effects
February 5, 2009	Parks TWG #2	Overview of trail facility effects and the jurisdictional process for approving mitigation
March 5, 2009	Mitigation #4 and In-Water Construction #8 Combined TWG	Discussion of potential tools to pair benefits and effects, overview of mitigation sequencing
May 7, 2009	RACp Meeting #14	Project, process, schedule, and alternatives updates, TWG updates, discipline report review
May 7, 2009	In-Water Construction TWG #9	Updates on the pile installation test program and in-water use matrices, discussion of permanent effects
June 4, 2009	RACp Meeting #15	Project updates, TWG updates, NEPA overview, description of alternatives



Exhibit 4. RACp and TWG Meetings since Publication of the Draft EIS in August 2006

Date	Name of Meeting	Topic
June 4, 2009	Mitigation TWG #5	Update on mitigation planning and key aspects of technical studies, discussion of potential project effects
July 9, 2009	Stormwater TWG #5	Alternative designs, AKART update, innovative stormwater treatment process update
July 9, 2009	In-Water Construction TWG #10	Test pile program update, in-water use matrices, project effects discussion
July 9, 2009	Parks TWG #3	Proposed mitigation sites, parks mitigation property guidelines, construction details
August 6, 2009	RACp Meeting #16	Description of alternatives, SR 520 Legislative Workgroup update, Construction Techniques Discipline Report; Ecosystems Discipline Report preview
August 6, 2009	Mitigation TWG #6	Technical study updates, ledger of effects review, discussion of temporary impacts
September 10, 2009	Bridge Maintenance Facility TWG #4	Review progress to date, operational needs, site selection study, and current design
September 10, 2009	Parks TWG #4	Project updates, Section 6(f) boundary map, mitigation property real estate search
September 10, 2009	Mitigation #7 and In-Water Construction #11 Combined TWG	Refining ledger of effects, project updates, technical study updates, discussing temporary, permanent, and residual impacts
October 1, 2009	RACp Meeting #17	SR 520 Legislative Workgroup update, SDEIS preview, TWG updates
December 3, 2009	RACp Meeting #18	SR 520 Legislative Workgroup update, SDEIS update, test pile program results, TWG updates

^a Meeting occurred before separation of Medina to SR 202: Eastside Transit and HOV Project.

Since its inception, the ESA Steering Group has met approximately 55 times to discuss a variety of topics related to the I-5 to Medina: Bridge Replacement and HOV Project, including the following:

- Stormwater modeling, water quality, and potential contaminants
- Stream channel effects
- Habitat effects and fish passage improvements

Workshops with Technical Experts and Agency Staff

At times, the project team and regulatory agencies have convened in-depth workshops with agency staff and other technical experts to explore a particular regulatory or technical topic. These workshops have included the following:



- **Innovative stormwater treatment.** Starting in November 2008, the project team convened an all-day design workshop followed by two half-day workshops to explore innovative best management practices to treat stormwater generated on over-water bridge structures. Representatives from several WSDOT departments and technical experts from appropriate regulatory agencies brainstormed and prioritized potential solutions and recommended a path forward. WSDOT is beginning additional agency coordination as it moves forward with planning for a pilot program in Phase 2 of this process.
- **Test pile noise attenuation workshop.** Installing piles in Lake Washington would create underwater noise or vibration that could harm fish. Several tools and techniques could minimize this noise. The In-Water Construction TWG determined that the project team would benefit by better understanding the effectiveness of underwater noise attenuation methods. The project team convened an expert review panel to help craft a pilot program that would test the effectiveness of promising methods. In-Water Construction TWG participants were invited to attend the workshop and were updated regularly about how WSDOT implemented the resulting test pile program in fall 2009.

Two other expert review panels resulted from the Westside mediation process; *“Expert Review Panel: Tubes and Tunnels”* and the *“Expert Review Panel: Acoustics”* contains information on these panels. A third independent cost expert review panel was also convened as part of the SR 520 Legislative Workgroup and is discussed under *“Expert Review Panel: Cost.”*

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 other agency managers to confirm project delivery expectations and identify agency concerns and resource needs. At these briefings, WSDOT has provided program-wide and project-specific updates, and requested feedback on specific topics (for example, NEPA policy, ESA consultation, mitigation, and legislative requests). Exhibit 5 lists the dates, locations, and briefing topics. Unless otherwise indicated, all meetings were in the Seattle area.

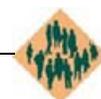


Exhibit 5. Executive Management and Policy-level Briefings with Agencies since Publication of the Draft EIS in August 2006

Date	Agency	Topic
June 19, 2007	FTA	Briefing with regional administrator and deputy regional administrator
June 20, 2007	FHWA (Washington, D.C.)	Program update and environmental approach concurrence
July 31, 2007	USFWS, NOAA Fisheries (Olympia)	Project updates, NEPA status, mediation, RACp, schedule
March 5, 2008	USFWS, NOAA Fisheries (Olympia)	Project updates, NEPA status, mediation, RACp, schedule
March 26-27, 2008	FHWA	Lead agency legal briefings
May 12, 2008	FHWA (Olympia)	SR 520 Bridge Replacement and HOV Program update
June 9, 2008	Governor's Office, WSDOT, WDFW, DAHP, Ecology, RCO, NOAA Fisheries, USFWS, USACE, FHWA, EPA (Olympia)	State agency directors meeting
June 3, 2008	FHWA (Washington, D.C.)	Program update and environmental approach concurrence
September 29, 2008	Governor's Office, WSDOT, WDFW, DAHP, Ecology, RCO, NOAA Fisheries, USFWS, USACE, FHWA, EPA (Olympia)	State agency directors meeting
October 28, 2008	NOAA Fisheries	Project updates, mitigation, staffing
October 29, 2008	EPA	Project updates, mitigation, staffing
October 31, 2008	WDFW (Olympia)	Project updates, mitigation, staffing
October 31, 2008	RCO (Olympia)	Project updates, mitigation, staffing
November 3, 2008	Ecology (Bellevue)	Project updates, mitigation, staffing
November 6, 2008	USACE	Project updates, mitigation, staffing
January 14, 2009	FHWA	Purpose and need, range of alternatives
March 26, 2009	FHWA	Project updates
April 14, 2009	PSRC	Local agency coordination
April 30, 2009	Governor's Office, WSDOT, WDFW, DAHP, Ecology, RCO, NOAA Fisheries, USFWS, USACE, FHWA, EPA (Olympia)	State agency directors meeting
May 18, 2009	USFWS, NOAA Fisheries (Olympia)	Project updates, ESA consultation status
August 26, 2009	EPA	SR 520 Legislative Workgroup preparation
August 26, 2009	USACE	SR 520 Legislative Workgroup preparation
August 27, 2009	DAHP (Olympia)	SR 520 Legislative Workgroup preparation



Exhibit 5. Executive Management and Policy-level Briefings with Agencies since Publication of the Draft EIS in August 2006

Date	Agency	Topic
August 28, 2009	FHWA (Olympia)	SR 520 Legislative Workgroup preparation
August 28, 2009	NPS, RCO (Olympia)	SR 520 Legislative Workgroup preparation
September 3, 2009	NMFS, USFWS (Olympia)	SR 520 Legislative Workgroup preparation
September 8, 2009	WDFW, Ecology (Olympia)	SR 520 Legislative Workgroup preparation
September 8, 2009	NPS	SR 520 Legislative Workgroup preparation

Individual Agency Coordination on Technical Issues

In addition to the multi-agency processes described previously, the project team has met with agencies on an individual basis throughout the project planning and design stages. Exhibit 6 lists the dates, locations, and topics of individual meetings with each agency. (Unless otherwise indicated, all meetings were in the Seattle area.) Meeting topics have included the following:

- Permitting.** The project team began meeting with staff from local jurisdictions in early 2009 to discuss permitting requirements and a timeline for submitting permit applications. These meetings will continue as project design advances.
- Natural environment mitigation.** The project team met separately with staff from the City of Seattle and the University of Washington to discuss potential project effects on the natural environment and potential mitigation.
- Parks.** The project team met with representatives from the City of Seattle, the University of Washington, RCO, and NPS to discuss potential effects on parks and appropriate mitigation to comply with U.S. Department of Transportation Act Section 4(f) and Land and Water Conservation Fund Act Section 6(f) requirements.



Exhibit 6. Environmental and Design Technical Meetings with Agencies since Publication of the Draft EIS in August 2006

Date	Agency	Topic
January 3, 2007	Ecology	Project status update
April 23, 2007	City of Seattle	Catastrophic failure plan
August 15, 2007	King County Wastewater Division	Health impacts assessment
November 30, 2007	Sound Transit	Strategic alignment for University Link
December 15, 2007	King County Public Health	Health impacts assessment
January 24, 2008	City of Seattle	Local streets transportation workshop
February 7, 2008	City of Seattle	Local streets transportation workshop
July 23, 2008	City of Seattle—Department of Transportation	Local transportation issues
November 21, 2008	Ecology, Seattle, NOAA Fisheries, FHWA, USFWS	Innovative stormwater treatment workshop
January 27, 2009	City of Seattle—Fire Department	Emergency service provision
February 4, 2009	FHWA	Parks (U.S. Department of Transportation Act Section 4[f]/ Land and Water Conservation Fund Act Section 6[f])
February 9, 2009	EPA	Early agency coordination
February 12, 2009	City of Seattle—Department of Transportation	Overview of Options A, K, and L
February 20, 2009	Ecology, NOAA Fisheries	Innovative stormwater treatment workshop
February 25, 2009	WDFW, City of Seattle, Ecology, NOAA Fisheries, USFWS	Pile-driving noise attenuation methods and best management practices
April 22, 2009	Ecology, NOAA Fisheries, FHWA, USFWS	Innovative stormwater treatment workshop
April 22, 2009	University of Washington	Mitigation (wetlands, parks, open space)
May 13, 2009	City of Seattle	Mitigation (parks)
May 19, 2009	City of Seattle	Mitigation (wetlands, aquatic resources)
May 27, 2009	NHPA Section 106 Consulting Parties	NHPA Section 106 consulting parties briefing
May 28, 2009	University of Washington	Mitigation (wetlands, parks, open space)
June 2, 2009	NHPA Section 106 Consulting Parties	NHPA Section 106 consulting parties briefing
June 22, 2009	Ecology	Permitting
June 30, 2009	USACE	Permitting
August 5, 2009	City of Seattle	Shoreline master program
August 12, 2009	USACE	Permitting
August 26, 2009	City of Seattle – Seattle Public Utilities	Project briefing

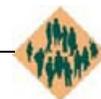


Exhibit 6. Environmental and Design Technical Meetings with Agencies since Publication of the Draft EIS in August 2006

Date	Agency	Topic
October 12, 2009	University of Washington	Mitigation (wetlands, parks, open space)
October 20, 2009	NHPA Section 106 Consulting Parties	NHPA Section 106 consulting parties briefing
October 21, 2009	NHPA Section 106 Consulting Parties	NHPA Section 106 consulting parties briefing

- Cultural resources.** The project team has met regularly with DAHP to discuss overall regulatory compliance related to cultural and historic resources. The project team also met individually with tribes to discuss tribal treaty fishing access (as appropriate) and potential effects on Foster Island, a culturally significant site located in the project vicinity. In April 2009, the project team also launched a process to engage NHPA Section 106 consulting parties related to their interest in protecting historic and cultural resources. A second round of consulting party briefings was held in October 2009, supported by individual meetings with consulting parties upon request.
- Transit Coordination:** The project team met with King County Metro and Sound Transit ten times between August and December 2009 to discuss the project footprint, transit stop designs, and potential construction impacts. The team will continue to coordinate with transit agencies throughout the life of the project.

Additional Coordination with Tribes

The I-5 to Medina: Bridge Replacement and HOV Project site is located in an area of central Puget Sound that several tribes have occupied. The project is likely to affect the adjudicated “usual and accustomed” treaty fishing and hunting areas of the Muckleshoot Indian Tribe and the nontreaty-based interests of other tribes. NHPA Section 106 and its implementing regulations require federal agencies to consult with tribes when proposed projects could affect properties with historic, religious, or cultural tribal significance. Tribes may have input on these cultural resources regardless of whether they have court-affirmed treaty rights or they are federally recognized tribes.

What are usual and accustomed fishing areas?

As affirmed by the Boldt Decision and the Treaty of Point Elliott, Native American tribes have a right to harvest fish free of state interference, subject to conservation principles; co-manage the fishery resource with the state; and harvest up to 50 percent of the harvestable fish. The Muckleshoot Indian Tribe's usual and accustomed fishing area includes Lake Washington.

Federally recognized tribes possess sovereignty over their members and their territory, meaning that tribes have the power to make and enforce



laws and to establish courts and other forums for resolution of disputes. Recognizing this sovereignty, WSDOT maintains government-to-government relations with federally recognized tribal governments in the state. Successful delivery of the project will entail a substantial government-to-government consultation between WSDOT and tribal governments, in close association with FHWA and DAHP. The project team has engaged tribes whose treaty fishing rights or cultural resources might be affected, including the Muckleshoot Indian Tribe, Snoqualmie Tribe, Suquamish Tribe, and Tulalip Tribes, as well as the Duwamish Tribe (not federally recognized). Although the project team has corresponded with the Yakama Indian Nation, they have not met with this tribe since publication of the Draft EIS.

The project team invited all of these tribes to the RACp and TWG meetings. Representatives from the Muckleshoot Indian Tribe have regularly attended, and representatives from the Snoqualmie Tribe have occasionally attended.

In addition, WSDOT has provided individual briefings at appropriate technical milestones and alerted tribes about fieldwork relevant to their interests. During a series of staff meetings in March 2008, the project team sought specific feedback about the design options emerging from the Westside mediation process.

As shown in Exhibit 7, in March 2008 project staff met with tribes to provide project updates, discuss the Westside mediation process, and solicit feedback about plans to conduct a ground-penetrating radar study at Foster Island in the Washington Park Arboretum. Tribes generally expressed support for the study, which would attempt to delineate the historic boundaries of this culturally significant location. After conducting the fieldwork in September 2008, WSDOT provided updates to tribes about the ground-penetrating radar study results and anticipated next steps.

Exhibit 7 outlines individual meetings with tribes since publication of the Draft EIS. Additional communications occurred by mail, e-mail, and phone, and more information was shared through the RACp and TWG forums. The Environmental Justice Discipline Report (WSDOT 2009d) and Cultural Resources Discipline Report (WSDOT 2009e) further describe outreach activities with tribes.

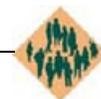


Exhibit 7. Individual Meetings with Tribes Regarding the I-5 to Medina: Bridge Replacement and HOV Project since Publication of the Draft EIS in August 2006

Date	Tribe	Location	Topic
March 14, 2008	The Tulalip Tribes	The Tulalip Tribes Office	Project updates, Westside mediation process, schedule, September 2008 ground-penetrating radar studies at Foster Island
March 19, 2008	Suquamish Tribe	SR 520 Project Office	Project updates, Westside mediation process, schedule, September 2008 ground-penetrating radar studies at Foster Island
March 24, 2008	Snoqualmie Tribe	Snoqualmie Tribe Office	Project updates, Westside mediation process, schedule, September 2008 ground-penetrating radar studies at Foster Island
November 3, 2008	Muckleshoot Indian Tribe	Muckleshoot Indian Tribe Office	Ground-penetrating radar work, SDEIS update, stormwater
November 3, 2008	The Tulalip Tribes	The Tulalip Tribes Office	Ground-penetrating radar work, SDEIS update, stormwater
November 17, 2008	Suquamish Tribe	SR 520 Office	Ground-penetrating radar work, SDEIS update, stormwater
November 24, 2008	Snoqualmie Tribe	Snoqualmie Tribe Office	Ground-penetrating radar work, SDEIS update, stormwater
December 10, 2008	Duwamish Tribe	SR 520 Office	Ground-penetrating radar work, SDEIS update, stormwater
July 8, 2009	Duwamish Tribe	SR 520 Office	Project updates and opportunity for feedback
July 27, 2009	Muckleshoot Indian Tribe	Muckleshoot Indian Tribe Office	Project presentation to the Muckleshoot Indian Tribe Preservation Committee and cultural resources staff
September 10, 2009	Snoqualmie Tribe	Snoqualmie Tribe Office	General project update, cultural resources information
September 15, 2009	The Tulalip Tribes	The Tulalip Tribes Office	General project update, cultural resources information
September 16, 2009	Suquamish Tribe	SR 520 Office	General project update, cultural resources information
September 29, 2009	Muckleshoot Indian Tribe	Muckleshoot Indian Tribe Office	NEPA documentation, meeting schedules, and scheduling, mitigation, ongoing tribal coordination
December 8, 2009	Muckleshoot Indian Tribe	Muckleshoot Indian Tribe Office	Muckleshoot Indian Tribe Fisheries Division comments on the preliminary Supplemental Draft EIS



Public Involvement

What is the purpose of the public involvement plan?

Public involvement activities provide project information to affected community members and offer opportunities for the public to provide input that influences project design and decisions. The project's public involvement plan articulates the strategy for facilitating and documenting this interaction with the public.

The public involvement plan includes the following goals and principles:

- **Education.** Raise public awareness and understanding of the project to enable informed involvement in the environmental review process.
- **Transparency.** Provide information to the public in a clear and timely manner and provide opportunities for comments related to the selection of alternatives.
- **Meaningful involvement.** Provide opportunities for the public to engage in meaningful dialogue that ensures consideration of their interests.
- **Inclusion.** Engage diverse people from affected communities and key interest groups, including opponents and proponents of the alternatives.
- **Accountability.** Document and incorporate public input. Evaluate public involvement effectiveness, both as the project progresses and at the conclusion of the public involvement process.
- **Responsiveness.** Respond to all public comments within 10 business days. The project team has established protocols to ensure that responses are timely and accurate.

The project team updates the public involvement plan regularly to reflect changes in project direction, milestones achieved, and current opportunities and challenges related to community engagement.

How has the public been engaged?

Three principal constituencies have been an integral part of the public involvement effort: the public; minority, low-income, and limited-English proficient populations; and elected officials and jurisdictions. As noted



earlier, the Washington State Legislature also directed the Office of Financial Management to convene a mediation process related to design of the Montlake interchange area. WSDOT participated in mediation and provided technical support for many of the stakeholder meetings. Subsequently, the SR 520 Legislative Workgroup was convened that also provided opportunities for public engagement in project decision-making.

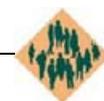
General Public

WSDOT strives to keep the broader public informed and engaged, while continuing to target several key audiences for public outreach, including local neighborhoods, commuters, and special interest groups. Neighborhoods that could be affected by construction and operation of the new SR 520 facility are Madison Park, North Capitol Hill, Eastlake, Portage Bay/Roanoke Park, Montlake, University District, Ravenna Bryant, and Laurelhurst. WSDOT has also targeted commuters who use the SR 520 corridor to travel by bus or car between Seattle and the Eastside; businesses and consumers who rely on the SR 520 corridor to move goods and provide services; and advocacy groups (such as bicycle, environmental, and neighborhood organizations).

WSDOT has continued to employ a three-pronged approach for involving the general public in the I-5 to Medina: Bridge Replacement and HOV Project:

- Sharing updated project information using accessible and available methods and venues, including project and program Web pages, e-mail updates, media press releases, and informational displays placed in strategic locations
- Hosting public meetings and providing briefings to existing community groups
- Staffing information booths where potentially interested members of the public are gathering (for example, public fairs, festivals, and events) to broaden involvement beyond those who attend public meetings

Public outreach activities, which often are tied to the release of technical project information, have been essential for making the project transparent and accessible. To maintain consistent contact with targeted audiences, the project team has also performed ongoing outreach, as appropriate.



Public Meetings

The project team has hosted six public meetings since publication of the Draft EIS, including two public hearings and four additional open houses. The two public hearings were scheduled during the Draft EIS comment period (August 18 to October 31, 2006) so the public could discuss project information with WSDOT project team members and submit comments on the environmental documents. The open houses (not linked to major project milestones) provided an informal way for the public to obtain information, make comments, and speak directly with project team members.

Informational boards and handouts at all public meetings provided details on various topics, and project representatives and technical specialists explained project elements and answered questions. The project team posted all public meeting materials on the program Web site after the events. Exhibit 8 lists the public meeting dates and locations.

Exhibit 8. Public Meetings since Publication of the Draft EIS in August 2006

Date	Location	Approx. No. of Attendees
September 18, 2006	Public Hearing: Museum of History & Industry, Seattle	190
September 21, 2006	Public Hearing: St. Luke's Lutheran Church, Bellevue	180
June 26, 2007	Open House: Bellevue High School, Bellevue	80
June 28, 2007	Open House: Stevens Elementary School, Seattle	80
June 24, 2008	Open House: South Lake Union Park, Seattle	200
June 25, 2008	Open House: City Hall, Bellevue	150

At all public meetings, participants were encouraged to provide feedback about the project by filling out comment cards or by e-mail, mail, or phone after the meetings. After each round of meetings, the project team developed public input summaries and posted them to the program Web site. Comments received during the official Draft EIS comment period will be addressed in the Final EIS.

Community Briefings

The project team initiated and responded to requests for community and jurisdictional briefings as a proactive way to extend the reach of the traditional speaker's bureau. The project team approached professional organizations, neighborhood and business associations, minority



associations, and faith-based organizations and asked them to hold a meeting or host a speaker from the project at a regularly scheduled meeting. These meetings were held in easily accessible community venues. By reaching out to community organizations, the project team met with community members who might not have attended project events.

Since publication of the Draft EIS, the project team has held 38 briefings with community groups (as listed in Exhibit 9). They have met with many of these groups several times as new information has become available. They have also met with individual members of the public upon request. At each briefing, WSDOT typically provides project updates and offers 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 followup.

Community Events and Outreach

The project team attended community events to reach a broader group 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 participants 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.



Project team member speaking with community member at Broadway Farmers Market

As described in the *SR 520 Corridor Program: 2008 Fairs and Festivals Year-end Report* (WSDOT 2009f), since 2005, WSDOT project team members have participated in more than 140 events, reaching more than 24,500 citizens through 2008. In 2009, the team attended an additional 19 events and reached an additional 6,870 people (a summary report for 2009 fair and festival outreach activities will be complete in early 2010). The number of citizens reached through public events each year are as follows:

- **2005:** 2,350 citizens reached
- **2005:** 2,350 citizens reached
- **2006:** 4,000 citizens reached
- **2007:** 6,180 citizens reached
- **2008:** 12,200 citizens reached
- **2009:** 6,870 citizens reached



Exhibit 9. Community Briefings since Publication of the Draft EIS in August 2006

Date	Event	Neighborhood
March 14, 2007	Montlake Community Council Briefing	Montlake
April 5, 2007	Queen City Yacht Club Briefing	Portage Bay/Roanoke Park
April 16, 2007	Madison Park Community Council Briefing	Madison Park
April 23, 2007	Catastrophic Failure Plan Technical Briefing for City of Seattle	Seattle
May 10, 2007	Seattle Rainier Lions Club Briefing	Seattle
June 13, 2007	Montlake Community Council Briefing	Montlake
June 20, 2007	Cascade Bicycle Club and Bicycle Alliance	Seattle
July 16, 2007	Bicycle Group Meeting (representatives from several bicycle advocacy groups)	Seattle
September 20, 2007	SeaShore Briefing	Lake Forest Park
October 10, 2007	Northeast Seattle Employers Commute Trip Reduction Group	Seattle
November 30, 2007	Sound Transit and WSDOT Strategic Alignment for University Link Meeting	Seattle
December 3, 2007	University District Employer Network Group and NOAA Sandpoint	Seattle
May 28, 2008	Montlake Community Council	Montlake
July 7, 2008	Madison Park Community Council	Madison Park
July 21, 2008	University of Washington Networking Group	University District
July 24, 2008	Seattle Yacht Club	Seattle
August 14, 2008	SR 520 Community Briefing: Lake Washington Boulevard Residents	Montlake
August 20, 2008	Portage Bay/Roanoke Park Community Council	Portage Bay/Roanoke Park
September 10, 2008	Montlake Community Council	Montlake
October 13, 2008	Laurelhurst Community Council	Laurelhurst
October 21, 2008	View Ridge Community Council	University District
December 10, 2008	Montlake Community Council	Montlake
December 10, 2008	Arboretum Botanical Garden Committee	Washington Park Arboretum
January 13, 2009	SR 520 Community Briefing: Lake Washington Boulevard Residents	Montlake
January 27, 2009	Seattle Yacht Club	Seattle
January 27, 2009	Seattle Fire Marshal's Office	Seattle
February 11, 2009	Montlake Community Council	Montlake
April 2, 2009	Boyer Avenue—Friends of Portage Bay	Portage Bay/Roanoke Park
April 23, 2009	Seattle Yacht Club	Seattle
July 16, 2009	Seattle Chamber Transportation Committee	Seattle
September 15, 2009	SR 520 Community Briefing: Montlake Neighborhood	Montlake
October 5, 2009	Friends of Seattle's Olmsted Parks	Seattle



Exhibit 9. Community Briefings since Publication of the Draft EIS in August 2006

Date	Event	Neighborhood
October 12, 2009	Laurelhurst Community Council	Laurelhurst
October 13, 2009	Arboretum Foundation SR 520 Committee	Washington Park Arboretum
October 13, 2009	Montlake Historic District	Montlake
October 15, 2009	Capitol Hill Community Council	Capitol Hill
October 20, 2009	Cyclists of Greater Seattle	Seattle
November 4, 2009	Arboretum and Botanical Garden Committee	Washington Park Arboretum
November 10, 2009	City, University, Community Advisory Committee	University District
November 18, 2009	Arboretum Foundation Board	Washington Park Arboretum

Exhibit 10 lists the Seattle-area community events where the project team has staffed a booth. Briefings on the Eastside are discussed in the environmental documentation for the Medina to SR 202: Eastside Transit and HOV Project (WSDOT 2009b).

Exhibit 10. Community Events since Publication of the Draft EIS in August 2006

Date	Event	Neighborhood
May 19, 2007	University District Street Fair	University District
June 1, 2007	Madison Valley Farmers Market	Madison Valley
June 3, 2007	Broadway Farmers Market	Capitol Hill
June 10, 2007	Broadway Farmers Market	Capitol Hill
June 16, 2007	Fremont Fair	Fremont
July 8, 2007	Broadway Farmers Market	Capitol Hill
July 14, 2007	Seattle to Portland Finish Line Festival	Portland, Oregon
July 21, 2007	University District Farmers Market	University District
August 3, 2007	Madison Valley Farmers Market	Madison Valley
August 3, 2007	Boeing Safety Fair	Tukwila, Washington
August 4, 2007	University District Farmers Market	University District
August 11, 2007	LakeFest Music and Arts Festival	South Lake Union
September 7, 2007	Madison Valley Farmers Market	Madison Valley
October 27, 2007	Starbucks Transportation Fair	South Seattle
April 26, 2008	University District Farmers Market	University District



Exhibit 10. Community Events since Publication of the Draft EIS in August 2006

Date	Event	Neighborhood
April 30, 2008	Columbia City Farmers Market	Columbia City
May 17, 2008	University District Street Fair	University District
May 28, 2008	Wallingford Farmers Market	Wallingford
June 1, 2008	Broadway Farmers Market	Capitol Hill
June 4, 2008	Columbia City Farmers Market	Columbia City
June 12, 2008	Lake City Farmers Market	Lake City
June 21, 2008	Fremont Fair	Fremont
July 12, 2008	Seattle to Portland Finish Line Festival	Portland, Oregon
July 25, 2008	Phinney Farmers Market	Phinney Ridge
July 27, 2008	Broadway Farmers Market	Capitol Hill
August 2, 2008	University District Farmers Market	University District
August 8, 2008	Madison Valley Farmers Market	Madison Valley
August 10, 2008	West Seattle Farmers Market	West Seattle
August 13, 2008	Wallingford Farmers Market	Wallingford
August 18, 2008	Pro-Bike Pro-Walk Conference	Seattle
August 22, 2008	Phinney Farmers Market	Phinney Ridge
August 24, 2008	Lake Forest Park Farmers Market	Lake Forest Park
August 28, 2008	Lake City Farmers Market	Lake City
September 6, 2008	Magnolia Farmers Market	Magnolia
September 28, 2008	Lake Forest Park Farmers Market	Lake Forest Park
October 15, 2008	Starbucks Transportation Fair	South Seattle
October 29, 2008	Fred Hutchinson Cancer Research Center and Seattle Cancer Care Alliance	Lake Union
December 10, 2008	Pemco Insurance Employee Transportation Fair	Seattle
January 13, 2009	Seattle Bicycle Club Briefing	Seattle
February 24-25, 2009	Design and Construction Conference	Shoreline
April 23, 2009	University of Washington Medical / South Lake Union Fair	South Lake Union
May 10, 2009	Broadway Farmers Market	Capitol Hill
May 16-17, 2009	University District Street Fair	University District
June 3, 2009	Columbia City Farmers Market	Columbia City
June 20-21, 2009	Fremont Fair	Fremont
June 24, 2009	Lake City Farmers Market	Albert Davis Park, Seattle
July 8, 2009	Fisher Plaza Transportation Event	Downtown



Exhibit 10. Community Events since Publication of the Draft EIS in August 2006

Date	Event	Neighborhood
July 11, 2009	Seafair Milk Carton Derby Days	Green Lake
July 11- 12, 2009	Chinatown International District Festival	International District
July 15, 2009	Lake Union Center Transportation Fair	Lake Union
August 1, 2009	Magnolia Farmers Market	Magnolia
August 9, 2009	Mercer Island Farmers Market	Mercer Island
August 14, 2009	Phinney Farmers Market	Phinney Ridge
September 13, 2009	Mercer Island Farmers Market	Mercer Island
October 31 – November 1, 2009	Dia de los Meurtos, a Mexican Remembrance	Seattle
November 18, 2009	Fred Hutchinson Cancer Research Center and Seattle Cancer Care Alliance Transportation Fair	Seattle
December 15, 2009	Pemco Mutual Insurance Employee Transportation Event	Seattle

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

Project outreach includes methods to engage members of communities that historically have been under-represented in public involvement processes. This section describes strategies the project team has implemented to engage these communities, in conjunction with tools and activities to reach the public at large.

According to President Clinton’s 1994 Executive Order 12898, projects that receive federal funding should “ensure the full and fair participation by all potentially affected communities in the decision-making process; to avoid/mitigate disproportionately high human health or environmental effects, including social and economic effects, on minority and low-income populations; to prevent the denial of, reduction in, or significant delay in the receipt of benefit by minority populations and low-income populations.” Environmental justice communities, as identified by Executive Order 12898, include African American, Asian American, Native American, Hispanic/Latino (regardless of race), and low-income populations. In 2000, President Clinton issued additional federal guidance about providing translated materials to people with limited-English proficiency (Executive Order 13166).

The project team remains committed to making outreach inclusive of all populations in the project vicinity and remains committed to meeting or



exceeding the environmental justice and limited-English proficiency guidance discussed previously.

To ensure that the process was inclusive and complied with federal environmental justice guidance, the project team conducted specific outreach to minority, low-income, and limited-English proficient populations. The project team analyzed U.S. Census (2000) and demographic data to determine which under-represented communities are in or near the study area. The project team supplemented these data by interviewing community leaders to refine the outreach strategies for engaging minority, low-income, and limited-English proficient populations.

With the anecdotal findings received from interviews and other information garnered through the outreach process, the project team expanded the public involvement plan to ensure broad-reaching participation throughout the project vicinity. They implemented the following public involvement activities to reach historically under-represented populations:

- Staffing informational tables at fairs and festivals in neighborhoods known to house minority, low-income, and limited-English proficient populations
- Providing appropriate materials to agencies that serve environmental justice populations
- Offering translated materials at fairs, festivals, and open houses
- Hiring a translator for the Chinatown International District Festival
- Placing informational kiosks in libraries in traditionally underserved and low-income neighborhoods
- Placing display advertisements announcing project events in newspapers and other media outlets that target minority and low-income populations

WSDOT used all of these tools to advertise public meetings associated with the Draft EIS, has continued to use them over the last two years to publicize public involvement events, and will use many of them again to announce public input opportunities for the SDEIS.

More recently, WSDOT has engaged environmental justice communities as part of a new tolling project in the SR 520 corridor. In March 2009, WSDOT published the *SR 520 Variable Tolling Project Environmental Assessment (2009g)*. This document raised important questions about effects on environmental justice populations. WSDOT conducted outreach to environmental justice populations by completing additional demographic analyses, surveying



Evergreen Point Bridge users, conducting focus groups and Spanish-language telephone interviews with Evergreen Point Bridge users, and implementing other public involvement activities. Additional information about these outreach efforts is provided in Appendix D: Environmental Justice Report of the *SR 520 Variable Tolling Project Environmental Assessment* (WSDOT 2009g).

Public involvement and outreach to minority, low-income, and limited-English proficient populations will continue throughout the project.

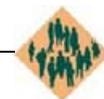
Elected Officials and Jurisdictions

Since publication of the Draft EIS, 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, the Seattle mayor, and the Seattle City Council. The project team also provided elected officials and jurisdictional staff with project updates near key milestones to support the decision-making process. Attachment 1 provides a list of the project team's meetings with elected officials and jurisdictions.

What was Westside mediation and how did WSDOT participate?

In 2007, the Washington State Legislature passed ESSB 6099. The bill directed the Office of Financial Management to hire a mediator and appropriate planning staff to develop a 6-lane corridor interchange design for the Montlake area. The mediation group created a project impact plan to address effects of the project on Seattle neighborhoods and parks. As requested by the Legislature, the WSDOT project team served on the mediation group between September 2007 and December 2008, participating as one of many stakeholders and providing technical support as requested.

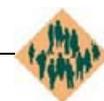
The Westside mediation process focused on the Seattle neighborhoods, organizations, and jurisdictions directly affected by SR 520 construction and operation. The regulatory permitting agencies received updates about the mediation process through the RACp (see "*Regulatory Agency Coordination Process and Technical Working Groups*"). The Governor's staff discussed state agency concerns with agency directors at mediation in June and September 2008. WSDOT helped convey agency concerns to mediation participants and the mediation Executive Oversight Committee (see "*Executive Oversight*



Committee”) through comment summaries, fact sheets, and other methods. A few agencies also participated in or presented at mediation sessions that focused on environmental topics. The group focused on design options for the Westside interchange and their effects on neighborhoods, quality of life, traffic, and the environment. Participants also considered potential effects on the Washington Park Arboretum and the University of Washington.

The mediation facilitators identified participants through interviews with a broad range of stakeholder organizations, including those identified in the legislation and others who had been actively involved with the project team. The mediation included the following organizations:

- WSDOT
- Sound Transit
- Office of the Governor
- University of Washington
- King County Metro Transit
- Seattle Mayor’s Office
- Seattle City Council
- Seattle Design Commission
- Arboretum Foundation/ Arboretum and Botanical Garden Committee
- Cascade Bicycle Club
- Friends of Seattle’s Olmsted Parks
- Transportation Choice Coalition
- Boating community
- Seattle Chamber of Commerce
- Bellevue Chamber of Commerce
- Freight Advisory Committee
- Westside neighborhoods: Madison Park, North Capitol Hill, Eastlake, Portage Bay/Roanoke Park, Montlake, University District, Ravenna Bryant, and Laurelhurst
- Eastside jurisdictions: Yarrow Point, Medina, Clyde Hill, Hunts Point, Bellevue, and Kirkland



- FHWA
- NOAA Fisheries
- U.S. Coast Guard
- Washington State Legislature (one seat available to any legislator who wished to attend a mediation session)

Mediation Results

Over the course of the Westside mediation process, the project team participated in 17 large group mediation and technical work sessions and 16 additional mediation proponent group meetings in 2008. (Additional proponent group meetings were held during the SR 520 Legislative Workgroup process, and are discussed in that section.) The mediation participants developed and reviewed more than a dozen design options (A through L) for the configuration of SR 520 through Seattle.

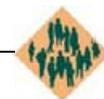
In March 2008, the mediation group narrowed the design options down to three—Options A, K, and L—with additional design variations for each. In April, the Executive Oversight Committee confirmed that the mediation group should continue refining only Options A, K, and L. Mediation participants presented their final versions of the design options at the June 17, 2008, session. To support better public understanding of the mediation process, proponents of each design option joined the project team at the two public open houses held in June 2008 to answer questions about the Westside mediation process and the design elements they supported.

The mediation process continued until December 2008. During this time, WSDOT continued to support the mediation group upon request, participating in mediation proponent group meetings, project impact plan work sessions, lid programming group meetings, expert review panels, and the Executive Oversight Committee. The project team used the input received at these meetings to develop the SDEIS alternatives. The following subsections describe each activity in more detail.

Other Mediation-Related Efforts

Executive Oversight Committee

As part of the Westside mediation process, an Executive Oversight Committee met twice between June 2007 and April 2008. This committee included Governor Gregoire, state and local lawmakers, University of Washington President Mark Emmert, Sound Transit Executive Director Joni Earl, and Transportation Secretary Paula Hammond. The Executive



Oversight Committee's role was to support consensus-building efforts, understand and measure the progress of the mediation group, and assess emerging issues and concerns. These meetings allowed leaders of the groups charged with implementing the Westside mediation process to review progress, provide advice, and give feedback to mediation participants.

Mediation Proponent Group Meetings

With the decision to refine Options A, K, and L, the mediation group began convening smaller technical meetings with proponents of specific design options. The state was invited to participate in 16 mediation proponent group meetings in 2008 to help further develop and evaluate Options A and K. WSDOT supported these groups by providing technical information and responding to individual data requests. The project team provided informational briefings and listened to the group's concerns about topics such as project boundaries, transportation and traffic effects, costs, and design. Additional proponent group meetings were held during the SR 520 Legislative Workgroup process, which are discussed in that section.

Project Impact Plan Work Sessions

ESSB 6099 directed the mediation group to develop a project impact plan to address the potential effects of the project on Seattle neighborhoods and parks. The bill also directed that the project impact plan provide a comprehensive approach to mitigating the effects of the project, including incorporating construction mitigation plans. WSDOT participated in and supported seven project impact plan work sessions during the Westside mediation process. The project team participated in and developed materials and technical information for these meetings.

Lid Programming Group Meetings

WSDOT participated in 10 community lid programming group meetings as part of developing each design option. Members of the mediation group led the meetings, which included additional community members. Lid programming groups identified and prioritized community goals for lid designs and outlined design parameters for preliminary lid concepts. Community lid groups hosted meetings about the proposed lid locations at I-5, 10th Avenue and Delmar Drive, the Montlake vicinity, the Montlake Boulevard and Pacific Street intersection, a traffic turnaround at Lake Washington Boulevard East, and Foster Island. The project team both listened to and briefed these groups about topics such as preferred roadway configuration, lid engineering, lid construction approaches, lid alignment, and footprint.

What is a lid?

The term "lid" is short for "lidded highway." Lids are long bridges that cover a length of highway. Lid surface areas can carry paths and trails to connect communities across the highway, landscaping to create open space, and items such as pergolas, seating, and transit waiting areas.



Health Impact Assessment

ESSB 6099 also asked Public Health – Seattle & King County and the Puget Sound Clean Air Agency to conduct a health impact assessment of the SR 520 Bridge Replacement and HOV Project. WSDOT supported both of these agencies in developing the health impact assessment (King County 2008), which was a tool designed to help the mediation group consider the health consequences of their choices in order to design a bridge that provides a healthier living environment. The final recommendations – which considered air quality, water quality, green space, physical activity, noise, mental well being, safety, social connections, and emergency medical services – were incorporated into the mediation group’s Project Impact Plan.

Expert Review Panel: Tubes and Tunnels

An independent engineering firm, COWI, evaluated the tunnel options proposed by the mediation group. As a result of this analysis, the mediation group and WSDOT agreed to evaluate other tunneling methods to better understand various techniques and to develop a recommendation that considered environmental effects, navigation, design, constructability, and cost.

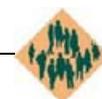
On May 19, 2008, WSDOT convened a three-day expert review panel to discuss and evaluate the feasibility of a tunnel under the Montlake Cut. The expert review panel compared a range of tunneling techniques and tunnel alignments and considered environmental and community effects, tunneling methods, geotechnical conditions, and alignment feasibility.

To begin the panel discussion, WSDOT invited neighborhood mediation representatives to discuss their community interests and concerns. On the second day of the workshop, the project team also provided an update about the panel’s progress at a concurrent mediation session. In addition, all mediation participants were invited to attend a presentation at the end of the panel to hear preliminary findings and ask questions.

The expert review panel recommended tunneling methods that would best achieve the project’s objectives. Panel members also recommended that additional geotechnical investigations be completed to confirm that the proposed approach is achievable and to adjust the roadway design accordingly. In July 2008, WSDOT published the *SR 520 Project Montlake Cut Tunnel Expert Review Panel Report* (WSDOT 2008a).

Expert Review Panel: Acoustics

On September 15, 2008, WSDOT convened a 3-day acoustics expert review panel to identify noise reduction strategies for the SR 520 corridor. The



panel's goals were to identify potential approaches to noise reduction while considering the input from mediation participants.

To begin the panel discussion, WSDOT invited neighborhood mediation representatives to provide reports on their community interests. On the second day of the workshop, acoustics expert review panel members provided an update at a mediation meeting. In addition, all mediation participants were invited to a presentation at the end of the session to hear preliminary recommendations. The panel recommended a wide range of noise attenuation strategies, including quieter pavements, absorptive barrier materials, roadway design modifications, lids, and noise barriers. In November 2008, WSDOT published the *Noise Reduction Strategies Expert Review Panel, Final Report* (WSDOT 2008b).

Exhibit 11 lists Westside mediation stakeholder group meeting dates and the topics addressed.

Exhibit 11. Westside Mediation Stakeholder Group Meetings and Topics

Date	Event	Topic(s)
June 26, 2007	Executive Oversight Committee	Introduction to mediation team and next steps for the process
September 11, 2007	Mediation #1	Stakeholder interests; roles and responsibilities; project update
October 16, 2007	Mediation #2	Project definition; design options parameters; previous neighborhood efforts; high capacity transit planning; COWI evaluation; health impact assessment
November 20, 2007	Mediation #3	Project history; stakeholder interests; COWI findings; design options development
December 18, 2007	Mediation #4	Design options A through L development and evaluation; transit planning
January 15, 2008	Mediation #5	Design options A through L development and evaluation; high-capacity transit plan; financing plan; transportation planning
February 18, 2008	Mediation #6	Design options A through L development, evaluation, and narrowing; stakeholder report out
March 18, 2008	Mediation #7	Design option development, evaluation, and narrowing
March 20, 2008	Mediation #8	Design option development and evaluation; narrowing to Options A, K, and L with design variations
April 2, 2008	Mediation Proponent Group #1	Option A
April 21, 2008	Mediation Proponent Group #2	Option K
April 21, 2008	Executive Oversight Committee	Progress review; advice; feedback
April 28, 2008	Mediation Proponent Group #3	Option A
May 8, 2008	Mediation Proponent Group #4	Option K
May 13, 2008	Mediation Proponent Group #5	Option A



Exhibit 11. Westside Mediation Stakeholder Group Meetings and Topics

Date	Event	Topic(s)
May 19, 2008	Expert Review Panel	Tubes and tunnels
May 20, 2008	Mediation Proponent Group #6	Option K
May 20, 2008	Expert Review Panel	Tubes and tunnels
May 21, 2008	Expert Review Panel	Tubes and tunnels
May 28, 2008	Mediation Proponent Group #7	Option A
June 5, 2008	Mediation Proponent Group #8	Option K
June 10, 2008	Mediation Proponent Group #9	Option K
June 13, 2008	Mediation Proponent Group #10	Option A
June 16, 2008	Mediation Proponent Group #11	Option K
June 17, 2008	Mediation #9	Options A, K, and L development, evaluation, and narrowing; stakeholder presentations on Options A, K, and L
July 15, 2008	Mediation Technical Work Session #10	Open house report out; environmental requirements; technical studies update; Portage Bay construction approaches
July 29, 2008	Mediation Proponent Group #12	Option K
August 14, 2008	Mediation Proponent Group #13	Option A
August 19, 2008	Mediation Technical Work Session #11	Construction techniques; high-capacity transit planning update; health impact assessment; lid programming
August 22, 2008	Lid Programming Group	Foster Island land bridge
September 3, 2008	Mediation Proponent Group #14	Option K
September 10, 2008	Lid Programming Group	I-5/East Roanoke Street
September 11, 2008	Lid Programming Group	10th Avenue East and Delmar Drive East
September 15, 2008	Expert Review Panel	Acoustics; noise attenuation
September 16, 2008	Mediation Technical Work Session #12	Cost estimation validation process; ESA; stormwater planning; acoustics expert review panel report out; project impact plan
September 16, 2008	Expert Review Panel	Acoustics; noise attenuation
September 17, 2008	Expert Review Panel	Acoustics; noise attenuation
September 24, 2008	Lid Programming Group	Montlake Boulevard and Pacific Street lid
September 25, 2008	Lid Programming Group	Montlake lid
October 7, 2008	Mediation Proponent Group #15	Option K
October 8, 2008	Project Impact Plan Work Session	Project impact plan development of Option A
October 15, 2008	Project Impact Plan Work Session	Project impact plan development of Option K
October 16, 2008	Project Impact Plan Work Session	Project impact plan development of Option L
October 17, 2008	Lid Programming Group	Montlake Boulevard and Pacific Street lid



Exhibit 11. Westside Mediation Stakeholder Group Meetings and Topics

Date	Event	Topic(s)
October 21, 2008	Mediation Technical Review and Project Impact Plan Work Session #13	Acoustic expert review panel recommendations; transportation demand management; lid group report out; project impact plan development
October 22, 2008	Lid Programming Group	I-5/East Roanoke Street
October 28, 2008	Lid Programming Group	10th Avenue and Delmar Drive lid
October 30, 2008	Lid Programming Group	Traffic turnaround at Lake Washington Boulevard East
November 18, 2008	Mediation Technical Review and Project Impact Plan Work Session #14	High-capacity transit plan; preliminary transportation analysis; project impact plan
November 20, 2008	Mediation Technical Review and Project Impact Plan Work Session #15	Project costs; construction approaches; project impact plan
November 24, 2008	Lid Programming Group	Traffic turnaround at Lake Washington Boulevard East
December 2, 2008	Mediation Proponent Group #16	Option K
December 16, 2008	Mediation Technical Review and Project Impact Plan Work Session #16	Project impact plan development
January 15, 2009	Cost Workshop	Project costs

What was the SR 520 Legislative Workgroup and how did WSDOT participate?

In May 2009, Governor Gregoire signed ESHB 2211, which authorized tolling on the Evergreen Point Bridge beginning in 2010 and set the budget for the SR 520 program at \$4.65 billion (see Attachment 2). The bill also established a Legislative Workgroup to address SR 520, which was charged with the following responsibilities:

- Recommending design options that provide for a full SR 520 corridor project that meets the needs of the region's transportation system while providing appropriate mitigation for neighborhoods and communities in the area directly affected by the project
- Review and recommend a financing strategy, in conjunction with WSDOT, to fund the projects in the SR 520 corridor that reflects the recommended design options
- Present a final report with recommendations on financing and design options to the Legislature and the Governor by January 1, 2010



- Form a subgroup to conduct a detailed review of design options between I-5 and the west end of the floating bridge, consult with affected neighborhood and community groups, and make recommendations

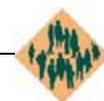
SR 520 Legislative Workgroup Members

The following people were members of the workgroup:

- Senator Mary Margaret Haugen, 10th District
- Senator Dan Swecker, 20th District
- Representative Dan Roach, 31st District
- Representative Judy Clibborn, 41st District
- Senator Ed Murray, 43rd District
- Representative Jamie Pedersen, 43rd District
- Representative Frank Chopp, 43rd District
- Senator Eric Oemig, 45th District
- Representative Larry Springer, 45th District
- Senator Ken Jacobsen, 46th District
- Representative Scott White, 46th District (workgroup co-chair)
- Senator Rodney Tom, 48th District (workgroup co-chair)
- Representative Ross Hunter, 48th District
- Representative Deborah Eddy, 48th District
- Richard Ford, Transportation Commission, King County
- Paula Hammond, Washington State Secretary of Transportation

SR 520 Legislative Workgroup Results

The workgroup received extensive input from mediation participants about ideas for modifying the design options. These ideas were intended to reduce costs and /or better achieve project objectives. WSDOT assisted with layout of the new concepts and provided information to support the work of an expert review panel, which validated WSDOT's budget and schedule estimates. The workgroup also solicited advice from resource agencies, local jurisdictions, the Seattle Parks Department, the Coast Guard, and other



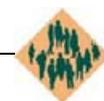
stakeholders. State budget officials and financing specialists identified potential funding sources and scenarios for the project.

New ideas proposed to the workgroup by the mediation participants included the following:

- Option A+, which would add Lake Washington Boulevard ramps and an eastbound HOV direct access ramp to Option A to increase mobility, as well as a constant-slope profile for the west approach to improve stormwater drainage and treatment. These proposed changes are all evaluated as suboptions in the Supplemental Draft EIS.
- Option M, which would eliminate the Option K single-point urban interchange and replace the excavated tunnel with an immersed tube tunnel that would be built by excavating across the Montlake Cut rather than tunneling below it.

On November 17, 2009, the workgroup made a draft recommendation to forward Option A+ to the Legislature and the Governor as its preferred design option for the 6-Lane Alternative. The workgroup's recommendations were presented to the Seattle City Council on November 24, 2009, and to the public in a town hall meeting that same evening. Both meetings provided opportunities to comment on the options and the workgroup's decision process. At each meeting, people expressed support for a variety of choices, including Option M, Option A+ with and without the Lake Washington Boulevard ramps, a transit-optimized 4-Lane Alternative, and retrofitting the seismically vulnerable bridges to allow more time to develop a long-term solution. A number of people expressed the general sentiment that no matter what solution was chosen, it should be implemented quickly to provide jobs, enhance mobility, and reduce the risk of catastrophic failure.

On December 8, 2009, the workgroup reconvened and confirmed their earlier recommendation that Option A+ should be the preferred design option for the 6-Lane Alternative. Two members also forwarded a minority statement, recommending instead that WSDOT "address the immediate safety concerns of the existing bridge and work with the affected neighborhood communities and the City of Seattle to find a long-term solution that better serves the region." These findings were submitted to the Governor and Legislature in early January 2010 as a recommendations report, which the Legislature may choose to act upon in the 2010 session.



Other Mediation-Related Efforts

Proponent Group Meetings

As part of the SR 520 Legislative Workgroup process, proponent groups for emerging design options met independently to further their proposals. Mediation proponents of Options A and L met together with WSDOT staff twice develop and refine design, cost, and operations information for Option A+. Similarly, Option K supporters met five times to refine Option M to better meet the requirements of the resource and permitting agencies and to reduce costs.

Expert Review Panel: Cost

During the SR 520 Legislative Workgroup process, the workgroup directed an independent cost expert review panel to review the methodology used to produce the cost estimates released by WSDOT in November 2008. The panel was led by Don Forbes, former Secretary of the Oregon State Department of Transportation, and made up of geotechnical, environmental mitigation, cost estimating, tunnel construction, and mega-project management experts. The panel stated that the WSDOT cost estimation process is “well managed, with a good rationale” for developing costs. They also identified areas for further investigation to reduce costs in all alternatives and noted areas where costs may need to be increased.

Exhibit 12 lists SR 520 Legislative Workgroup and stakeholder meeting dates and the topics addressed.

What project feedback has the public provided?

The project team prepared formal public comment summaries after the Draft EIS comment period and subsequent open houses. In addition, they developed summaries of public feedback after other outreach activities to help inform their decisions. The next subsection presents public comments received during the Draft EIS comment period. These comments helped define the topics to address in the SDEIS. “*Agency and Tribal Coordination*,” “*Mediation Results*,” and “*SR 520 Legislative Workgroup Results*” describe key messages from agencies, tribes, elected officials, and the public; however, the following subsections provide a more detailed account of what WSDOT has heard from the public.

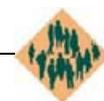


Exhibit 12. SR 520 Legislative Workgroup Meetings and Topics

Date	Event	Topic(s)
July 29, 2009	Workgroup Meeting #1	Workgroup overview, SR 520 program overview, public outreach plan, rules and operating procedures
September 15, 2009	Westside Subgroup Meeting #1	Independent cost review, community presentations on Westside interchange options, summary of project environmental effects
September 22, 2009	Workgroup Meeting #2	Workgroup work plan update, Westside Subgroup update, community presentations on Westside interchange options, environmental regulatory requirements presentations, independent cost review, finance plan update
September 25, 2009	Technical Coordination with Proponent Group #1	Option K proponents: reducing costs, environmental impacts, and construction impacts; improving mobility; maintaining HOV/transit access; and maintaining a six-lane Portage Bay Bridge
September 30, 2009	Technical Coordination with Proponent Group #2	Option A+ proponents: design and cost modifications to Option A
October 1, 2009	Technical Coordination with Proponent Group #3	Option K proponents: presenting "Hybrid Plan" (what would become Option M) to the Westside Subgroup on October 8
October 8, 2009	Westside Subgroup Meeting #2	Transportation operations, community design update, Option K Hybrid conceptual design, Montlake bridge openings, Arboretum overview, transit operations, City of Seattle update, Eastside update
October 15, 2009	Technical Coordination with Proponent Group #4	Option K proponents: modifying the "Hybrid Plan" design, reducing costs
October 20, 2009	Working Session	Current funding, financial phasing and timing, federal reauthorization, Local Transportation Benefit District overview, tolling, Joint Transportation Committee funding study
October 22, 2009	Technical Coordination with Proponent Group #5	Option K proponents: adopting "Option M" as name for "Hybrid Plan"; environmental documentation, design, and operations issues
October 29, 2009	Technical Coordination with Proponent Group #6	Option M proponents: design, cost, and operations issues
November 5, 2009	Working Session	Finance update, funding questions, design option review, University of Washington update, cost overview, independent expert review panel update
November 10, 2009	Westside Subgroup Meeting #3	Design option review, finance update
November 12, 2009	Technical Coordination with Proponent Group #7	Option A+ proponents: transit operations and cost reductions
November 17, 2009	Workgroup Meeting #3	Finance plan update and recommendations, transit agency update, Westside Subgroup update, design option update and recommendations, public involvement
December 8, 2009	Workgroup Meeting #4	Overview of public comments on draft recommendations, agreement on design and finance plan recommendations, review draft workgroup report



Public Comments on the Draft EIS during the Comment Period

The SR 520 Bridge Replacement and HOV Project received 1,734 comments during the Draft EIS comment period (August 18 to October 31, 2006). Most of these comments came from Seattle zip codes (1,070 submissions). Of the 1,734 submissions, 263 cannot be traced to a zip code. Although submissions varied widely in their format, length, and content, they had common themes. The most frequently mentioned topics follow:

- **Neighborhoods and communities.** Commenters addressed property value and quality of life effects related to traffic, noise, tolling, and commuting. Some requested that the project adhere to jurisdictional comprehensive plans for pedestrian and bicycle access. Possible mitigation measures include reconnecting communities separated by SR 520. Commenters also expressed the community benefits of freeway transit stops.
- **Urban design and visual quality.** Community members commented on the aesthetic quality of SR 520 corridor features, including corridor walls and lids.
- **Land use and economics.** Some commenters noted potential effects of tolling on local economies. Others wanted to ensure that the project would align with the region's growth management objectives.
- **Noise.** Community members expressed concern about the potential for increased noise in and near the SR 520 corridor during and after construction. They requested construction of sound walls and use of quieter pavement. Other suggestions included accomplishing noise reduction through roadway surface grading and overall traffic reduction by designating some lanes as transit only.
- **Agency coordination and public involvement.** The public requested involvement in key project decisions. Some commented that construction should begin soon; others said that WSDOT should refer to other regional transportation projects in its plans for this project.
- **Tolling.** Many comments addressed potential tolling in the SR 520 corridor. Commenters requested that WSDOT consider solutions that would be of the greatest benefit to the region. They encouraged WSDOT to consider traffic effects of tollbooth locations and wrote in support of variable-rate tolling. Tolling opponents expressed concern about adverse



effects to middle- and low-income users. Others voiced support for expanded toll facilities throughout the region.

- **Bicycle and pedestrian access.** Community members were overwhelmingly supportive of a regional bicycle/pedestrian path in the project design. Some, however, were concerned that increased bicycle traffic could detract from neighborhoods. Commenters addressed user safety and concerns about potential bicycle and pedestrian conflicts.
- **Traffic.** Many commenters expressed concerns about increased traffic in local neighborhoods.
- **Transportation and transit.** The public is concerned about transit and HOV reliability. Many commenters requested that the project include bus and carpool lanes, and some requested that the HOV/transit lane be relocated to the inside lane. Some expressed a desire for light rail transit in the SR 520 corridor.

Public Comments Received at Recent Open Houses

In 2007, the project team received 38 public comments during two open houses. In 2008, the project team received 110 public comments during two open houses. In total, the project received 1,085 comments, 148 submitted by open house attendees and 937 submitted via mail, e-mail, or phone.

In 2007, the project team mailed open house announcements to approximately 10,066 Westside households; in 2008, that number was increased to approximately 72,024 Westside households. They distributed postcard announcements at transit stations in and near the SR 520 corridor and announced the open houses in newspaper and Web display advertisements, through community calendars, and on the program Web site.

The open house comments addressed a wide range of topics and opinions, but did not support a consensus on one design option. Specific comments regarding the Westside interchange designs were sometimes contradictory and inconclusive. For example, some commenters preferred Option A for transit operations, while others preferred Option K.

Washington State Department of Transportation
SR 520 Bridge Replacement and HOV Project **520**

Heard the latest?
 Join us at open houses on June 24 and 25 to learn about progress toward building a new SR 520.

Project team members, and agency and community representatives will answer your questions and share the latest project information on:

- Opening the new bridge in 2014.
- Designing the new corridor.
- Commuting across Lake Washington.

Your involvement helps us reach our goal of starting construction in 2012. We look forward to discussing the project with you.
www.wsdot.wa.gov/Projects/SR520Bridge

Seattle
 Tuesday, June 24, 4 – 7 p.m.
 Naval Reserve Building
 Lake Union Park
 860 Terry Avenue N
 Bus routes: 17, 99 (Seattle Streetcar)

Bellevue
 Wednesday, June 25, 4 – 7 p.m.
 Bellevue City Hall
 450 – 110th Avenue NE
 Bus routes: 200, 290, 342, 550, 560, 564, 566

ADA Info: The meeting sites are accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling 206-779-3500.

Limited free parking is available at both locations.

Sample display advertisement for a project open house



Comments centered on the following common themes:

- **SR 520 Bridge Replacement and HOV Program.** Comments regarding the overall SR 520 Bridge Replacement and HOV Program varied widely. Some commenters supported a shorter schedule while others said the schedule was too fast.
- **Health impact assessment.** Most people who commented on the health impact assessment focused on concerns about noise effects during construction and operations. A few supported the project team's decision to include a health impact analysis as part of the larger project.
- **High-capacity transit plan.** Most of the commenters wanted to see more transit connections on the new SR 520 corridor, and many discussed the need for a light rail system.
- **Transportation (construction and operation).** Community members highlighted the anticipated effects on local transportation and requested improvements such as paving local streets and increasing traffic capacity. Others noted concerns about increased noise because of traffic and construction.
- **Design.** Many people commented on the potential opportunities and risks associated with each of the three design options.
- **Local parks, trails, and a bicycle/pedestrian path.** Local residents commented on the project team's efforts to minimize effects on local parks, including the Washington Park Arboretum. They also asked that the project minimize effects to local trails, such as the Burke Gilman Trail, and add a bicycle/pedestrian path across Lake Washington.
- **Environmental review process.** Many people expressed concerns about project effects on the environment and encouraged the project team to consider effects on the Washington Park Arboretum, specifically Foster Island.
- **Funding.** Many people supported tolling the SR 520 corridor, with a few encouraging WSDOT to begin tolling as soon as possible.

Comments on all three design options were varied and inconclusive, as summarized here:

- **Option A.** People expressed concern about traffic effects to local streets if a second Montlake Bridge were added. Others suggested that Option A would be the least disruptive on the natural environment and adjacent neighborhoods.

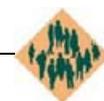


- **Option K.** Some community members felt this design option was too expensive and disruptive to the natural environment. Others said that the tunnel would provide more efficient connections to the University of Washington from the Eastside.
- **Option L.** Many expressed concerns about effects to Washington Park Arboretum and the University of Washington's Husky Stadium. Some said the community was not supportive of a second bridge across the Montlake Cut east of the existing bridge.

Public Comments Received through Other Forums

The project team received many comments outside of community and jurisdictional meetings, at fairs and festivals, and through the Project Dialogue Center (a suite of three methods to communicate with the project – by letter, e-mail, or phone – that WSDOT responds to within 10 business days). Most addressed highway traffic, tolling, and the Westside design options:

- **Highway traffic.** Community members asked questions and commented on the current traffic congestion in the SR 520 corridor. A substantial number supported tolling to relieve congestion in the corridor.
- **Tolling the Evergreen Point Bridge.** Most community members supported tolling the SR 520 corridor. However, some asked the project team to consider toll prices carefully as part of the implementation strategy.
- **Options A, K, and L.** Community members asked questions regarding the look, feel, and operations of Options A, K, and L. Most notably, they asked how about access to the SR 520 roadway from neighborhoods to the north and south of the Montlake Cut.
- **SR 520 Legislative Workgroup Findings.** The SR 520 Legislative Workgroup hosted a public town hall on November 24, 2009, to receive feedback on their draft recommendations. As discussed in more detail under “SR 520 Legislative Workgroup Results,” members of the public expressed a variety of opinions about Options A+ and M, as well as an interest in implementing a corridor solution quickly.



Which 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 I-5 to Medina: Bridge Replacement and HOV Project available as widely as possible. These include informational materials (such as fact sheets and videos), translated materials, informational kiosks, media coordination and press releases, project and program Web sites, e-mail announcements, 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 informational materials to keep the community informed about project decisions, public meetings, and key milestones. They distributed the publications at public meetings, community and jurisdictional briefings, and other community events. All materials, including translated versions, are available on the program Web site.

The primary purpose of fact sheets is to report the status of the I-5 to Medina: Bridge Replacement and HOV Project and to explain the environmental analysis, documentation, and review process. The fact sheets, which placed special emphasis on the opportunities for public comment, also helped publicize and promote the use of the project and program Web sites. Attachment 3 provides examples of project fact sheets. Exhibit 13 provides the publication dates of various project fact sheets.

Exhibit 13. Publication Dates of Project Fact Sheets

Date	Title
Fall 2007	Environmental Update
Fall 2007	Natural Disasters Threaten the SR 520 Bridge
Fall 2007	Year in Review 2006: Governor Endorses 6-Lane Corridor
Winter 2007	Keeping Us Afloat
Spring 2008	Understanding the SR 520 Project Mediation Process
Winter 2008	Making Environmentally Sound Decisions
Winter 2009	SR 520 Mediation Process Creates Options for a New Corridor
Winter 2009	Making Environmentally Sound Decisions (updated)
Spring 2009	A New Way across Lake Washington for Cyclists and Walkers
Spring 2009	Tolls Could Help Fund a New SR 520 Bridge
Spring 2009	WSDOT is Prepared for a Catastrophic Failure
Fall 2009	Enhancing Safety and Reliability on SR 520



The project team also released animated informational videos in April 2009 to help elected officials, the media, and the public understand the look, feel, and operations of the new SR 520 corridor and the Westside design options. The informational videos were used at community and jurisdictional briefings, announced in a monthly e-mail update, and posted on the program Web site (www.wsdot.wa.gov/Projects/SR520Bridge/Library/communications.htm) and on YouTube (www.youtube.com/user/wsdot). (YouTube is a popular video-sharing Web site where the public can download animations that WSDOT has posted.)

Translated Materials

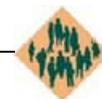
The project team produced translated materials, including informational materials and comment forms. To determine the appropriate language for translation, project team members evaluated U.S. Census (2000) data. In addition, interested individuals can request language interpretation services at any time. The Environmental Justice Discipline Report (WSDOT 2009d) contains more information on local demographics and the languages spoken in the study area.

Translated materials provided information about where the Draft EIS could be reviewed, how to obtain a copy, and how to submit formal comments. In 2008, WSDOT provided a Spanish fact sheet that emphasized the need to replace the Evergreen Point Bridge because of its vulnerabilities. In summer 2009, the project team translated the fact sheet into Chinese, Vietnamese, and Spanish for fairs and festivals throughout the year. (See Attachment 3.)

Informational Kiosks

The project team developed informational traveling kiosks for local libraries and community centers around the region. The kiosks provided an opportunity for WSDOT to engage a broader public audience with updated project information and printed materials. Kiosks were placed at the following locations:

- Old Redmond Schoolhouse Center
- North Bellevue Senior Community Center
- Bellevue Community College Library
- Ballard Community Center
- Capitol Hill Library
- Douglass-Truth Library
- Seattle Central Community College
- International District/Chinatown Library



- Bellevue Regional Library
- Newport Way Library
- Kirkland Regional Library

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. They implemented and coordinated media advisories, press releases, and interviews, as appropriate, and will continue to provide this coordination as needed.

All local and regional newspapers, television stations, and radio stations received copies of press releases and media advisories. Attachment 4 provides an example of a press release and the resulting media coverage. Exhibit 14 highlights press releases issued throughout the course of the I-5 to Medina: Bridge Replacement and HOV Project.

Exhibit 14. Press Release Issue Dates and Topics

Date	Title
April 5, 2007	View Video Simulations of How the SR 520 Bridge Could Sink during a Catastrophic Windstorm or Earthquake
June 21, 2007	Update on SR 520 Bridge Replacement and HOV Project at Events Next Week
June 26, 2007	WSDOT Outlines Path Forward to Open New SR 520 Bridge to Drivers by 2018
July 10, 2007	July 14–16 Closure of SR 520 Evergreen Point Bridge Hinges on Weather
July 12, 2007	All Hands on Deck; SR 520 Evergreen Point Bridge Closes for Annual Maintenance This Weekend
August 14, 2007	U.S. Department of Transportation Names SR 520 Bridge Replacement a Federal Priority
June 18, 2008	Latest News on Building a New SR 520 at Open Houses
July 8, 2008	Annual Inspection to Close SR 520 Evergreen Point Bridge This Weekend
July 31, 2008	SR 520 Bridge Inspection Finds Small Cracks, but Overall Results Find Bridge in Good Shape
October 9, 2008	WSDOT Crews Begin Test Drilling in Lake Washington for New SR 520 Bridge
October 31, 2008	WSDOT Drilling Crews Begin Testing Soil on SR 520 Corridor
November 20, 2008	WSDOT Updates SR 520 Corridor Cost Estimates
February 11, 2009	Monthly Maintenance Closure of SR 520 Floating Bridge Thursday Morning
March 13, 2009	Drivers Could Face Hour-Long Delays on I-5, SR 520 This Weekend in Seattle, Bellevue
April 24, 2009	Public Invited to Take Part in Environmental Assessment Hearings for SR 520 Tolling
May 14, 2009	Gov. Gregoire Signs Bill to Fund and Build SR 520 Floating Bridge Replacement



Exhibit 14. Press Release Issue Dates and Topics

Date	Title
June 16, 2009	Annual Inspection Closes SR 520 Evergreen Point Bridge This Weekend
October 22, 2009	WSDOT Begins In-Water Test Pile and Noise Study for SR 520 Bridge Project
November 20, 2009	SR 520 Legislative Workgroup Seeks Public Comment on Montlake Interchange and Financing Plans

- Project and Program Web Sites
- The WSDOT Projects: SR 520 - Bridge Replacement and HOV Program Web site (WSDOT 2009h) has been an integral part of the public involvement program and helps the project team maintain public transparency. The program Web site includes the following pages:
 - Map
 - Design
 - Library
 - Timeline
 - Costs, Funding, and Tolling
 - Environmental Process
 - Safety and Vulnerability
 - SR 520 Bridge Facts
 - Calendar of Events
 - Contact Us
 - Monthly E-mail Update
 - Current Field Work
 - Contracting and Job Information

Project-specific Web sites are also linked from the program Web site for the I-5 to Medina: Bridge Replacement and HOV Project (Attachment 5), the Medina to SR 202: Eastside Transit and HOV Project, and the Pontoon Construction Project.

The project and program 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. Links to and from other



Web sites share the most relevant project-related information. The program Web site also provides contact information, including an e-mail address (SR520Bridge@wsdot.wa.gov) to facilitate electronic comment submission.

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 December 2009, the project e-mail list contained approximately 3,860 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 project and program Web sites.

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 I-5 to Medina: Bridge Replacement and HOV Project. The public is able to contact the project team in three ways – by phone, e-mail, or mail. 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 project stakeholders in the Project Dialogue Center database. As of December 2009, the database contained more than 4,265 comments. Topics range from comments regarding each of the Westside interchanges to environmental concerns.

What are the next steps?

SDEIS Public Hearing

Federal guidelines require a public hearing after publication of an SDEIS. The hearing will allow WSDOT to explain the purpose of the SDEIS and the process. In addition, the hearing will provide the public with an opportunity to comment formally on the document. The public hearing will occur in



Seattle in early 2010, during a comment period of at least 45 days. Translators will be available at the hearing upon request.

During the comment period, the public can provide input through various methods, such as writing on comment forms, talking to a court reporter, sending e-mail messages, mailing materials, or communicating by phone.

After publication of the SDEIS, WSDOT and FHWA will prepare a Final EIS and Record of Decision. These documents will respond to comments received on both the Draft EIS and the SDEIS, designate a preferred alternative, and identify mitigation measures and commitments to be incorporated into project construction and operation.

Agency and Tribal Coordination

Many of the ongoing agency and tribal coordination activities described in this report will continue throughout 2010. Over time, these activities will change to support project delivery needs. For example, as design progresses and nears completion, the RACp and some TWGs will shift their focuses to permitting. Other TWGs will complete their work and opt to disband. WSDOT will continue to respond to agency coordination requests by convening meetings and developing tools to facilitate productive engagement.

Public Involvement

The project 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. During the public comment period for the SDEIS, community involvement activities will intensify to engage the public in the process. Activities in early 2010 will include conducting briefings, staffing informational booths and “drop-in” opportunities, and updating informational kiosks.



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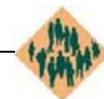
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Attachment 1

List of Jurisdictional Briefings

Exhibit 1-1 lists the project team's meetings with elected officials and jurisdictions since publication of the Draft EIS.

Exhibit 1-1. Jurisdictional Briefings since Publication of the Draft EIS in August 2006

Date	Briefing
January 2, 2007	Seattle Department of Transportation Staff
January 4, 2007	Member of the Washington State House of Representatives
March 6, 2007	Seattle Department of Transportation
March 12, 2007	Member of Seattle City Council
March 12, 2007	King County Council Town Hall
June 19, 2007	Seattle City Council Staff Update
July 9, 2007	Seattle City Council—Council of the Whole
August 13, 2007	Washington State Legislature Joint Transportation Committee
August 14, 2007	Corridor tour with member of the Washington State House of Representatives
August 15, 2007	King County Wastewater Division Staff Workshop
August 16, 2007	Seattle Design Commission
September 27, 2007	Washington State House Transportation Committee
October 9, 2007	Seattle City Council Councilmember
November 13, 2007	Washington State Transportation Commission
November 15, 2007	King County Public Health Department—Health Impact Assessment Advisory Group
November 30, 2007	Sound Transit – University Link
December 15, 2007	King County Public Health Department Staff
January 2, 2008	Governor's Office
January 24, 2008	Seattle Department of Transportation; Seattle Local Streets Transportation Workshop
January 30, 2008	Washington State Legislature House Transportation Committee
February 7, 2008	Seattle Department of Transportation: Seattle Local Streets Workshop Follow-up Meeting
March 6, 2008	Seattle City Council Legislature
March 25, 2008	King County Council Member and Staff
April 8, 2008	Washington State Legislature Joint Transportation Committee Staff
April 11, 2008	City of Bothell Staff
April 18, 2008	Washington State Legislature Joint Transportation Committee Staff
May 13, 2008	King County Council Transportation Committee
May 14, 2008	King County Council of the Whole
May 28, 2008	King County Councilmember
May 28, 2008	King County Councilmember Town Hall



Exhibit 1-1. Jurisdictional Briefings since Publication of the Draft EIS in August 2006

Date	Briefing
June 30, 2008	Seattle City Council
July 23, 2008	Seattle Department of Transportation
September 11, 2008	Washington State Legislative House Transportation Committee
September 15, 2008	King County Council Transportation Committee
October 14, 2008	Washington State Legislative Joint Transportation Committee
December 12, 2008	City of Seattle Council Committee of the Whole
January 5, 2009	Seattle City Council Committee of the Whole
January 6, 2009	Member of the Washington State Senate
January 6, 2009	Seattle City Council Public Comment Meeting
January 8, 2009	Washington State Treasurer
January 12, 2009	Seattle City Council Committee of the Whole and Resolution Vote
January 13, 2009	King County Councilmember Staff
January 29, 2009	University of Washington Faculty Senate
January 29, 2009	Washington State Legislature Senate Transportation Committee
February 11, 2009	Member of the Washington State House of Representatives
February 12, 2009	Seattle Department of Transportation
February 13, 2009	Washington State Legislature House Transportation Committee
February 18, 2009	Washington State Transportation Commission
February 18, 2009	Washington State Legislature House Transportation Committee
February 27, 2009	Member of the Washington State House of Representatives
March 16, 2009	Member of the Washington State Senate
June 3, 2009	Puget Sound Regional Council
June 3, 2009	Washington State Labor Council
June 6, 2009	USDOT – Secretary of Transportation Briefing
September 3, 2009	City of Medina Staff
November 24, 2009	Seattle City Council Committee of the Whole



Attachment 2

Engrossed Substitute House Bill 2211 Recommendations Report

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE HOUSE BILL 2211

Chapter 472, Laws of 2009

61st Legislature
2009 Regular Session

SR 520 BRIDGE--TOLLS

EFFECTIVE DATE: 08/01/09

Passed by the House April 25, 2009
Yeas 52 Nays 43

FRANK CHOPP

Speaker of the House of Representatives

Passed by the Senate April 24, 2009
Yeas 32 Nays 16

BRAD OWEN

President of the Senate

Approved May 13, 2009, 4:35 p.m.

CHRISTINE GREGOIRE

Governor of the State of Washington

CERTIFICATE

I, Barbara Baker, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE HOUSE BILL 2211** as passed by the House of Representatives and the Senate on the dates hereon set forth.

BARBARA BAKER

Chief Clerk

FILED

May 18, 2009

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE HOUSE BILL 2211

AS AMENDED BY THE SENATE

Passed Legislature - 2009 Regular Session

State of Washington 61st Legislature 2009 Regular Session

By House Transportation (originally sponsored by Representatives
Clibborn, Eddy, Maxwell, and Liias)

READ FIRST TIME 04/09/09.

1 AN ACT Relating to the authorization, administration, collection,
2 and enforcement of tolls on the state route number 520 corridor;
3 reenacting and amending RCW 43.84.092; adding new sections to chapter
4 47.56 RCW; creating a new section; and providing an effective date.

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

6 NEW SECTION. **Sec. 1.** It is the intent of the legislature that the
7 state authorize early tolling on the state route number 520 corridor in
8 order to secure the authority to spend federal grant moneys provided to
9 Washington state as part of the urban partnership grant program.

10 It is further the intent of the legislature to impose tolls on the
11 state route number 520 floating bridge subject to section 2 of this
12 act, to help finance construction of the replacement state route number
13 520 floating bridge and necessary landings.

14 It is further the intent of the legislature to expedite the
15 replacement of the floating bridge and necessary landings in a manner
16 that does not preclude local design options on either side of the state
17 route number 520 corridor. For all projects in the state route number
18 520 corridor program, the legislature intends that the total cost will
19 be no more than four billion six hundred fifty million dollars.

1 It is further the intent of the legislature that if the tolls on
2 the state route number 520 corridor significantly alter the performance
3 of nearby facilities, the legislature will reconsider the tolling
4 policy for the corridor.

5 It is further the intent of the legislature that the department of
6 transportation applies for federal stimulus funds for projects in the
7 corridor.

8 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.56 RCW
9 under the subchapter heading "toll facilities created after July 1,
10 2008" to read as follows:

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

15 (2) The state route number 520 corridor consists of that portion of
16 state route number 520 between the junctions of Interstate 5 and state
17 route number 202. The toll imposed by this section shall be charged
18 only for travel on the floating bridge portion of the state route
19 number 520 corridor.

20 (3)(a) In setting the toll rates for the corridor pursuant to RCW
21 47.56.850, the tolling authority shall set a variable schedule of toll
22 rates to maintain travel time, speed, and reliability on the corridor
23 and generate the necessary revenue as required under (b) of this
24 subsection.

25 (b) The tolling authority shall initially set the variable schedule
26 of toll rates, which the tolling authority may adjust at least annually
27 to reflect inflation as measured by the consumer price index or as
28 necessary to meet the redemption of bonds and interest payments on the
29 bonds, to generate revenue sufficient to provide for:

30 (i) The issuance of general obligation bonds first payable from
31 toll revenue and then excise taxes on motor vehicle and special fuels
32 pledged for the payment of those bonds in the amount necessary to fund
33 the replacement state route number 520 floating bridge and necessary
34 landings, subject to subsection (4) of this section; and

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

1 (4) The proceeds of the bonds designated in subsection (3)(b)(i) of
2 this section, which together with other appropriated and identified
3 state and federal funds is sufficient to pay for the replacement of the
4 floating bridge segment and necessary landings of state route number
5 520, must be used only to fund the construction of the replacement
6 state route number 520 floating bridge and necessary landings.

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

10 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.56 RCW
11 to read as follows:

12 (1)(a) The state route number 520 work group is created. The work
13 group shall consist of the following members:

14 (i) The legislators from the forty-third legislative district;

15 (ii) The legislators from the forty-eighth legislative district;

16 (iii) The secretary of transportation;

17 (iv) Two legislators from each of the forty-sixth and forty-fifth
18 legislative districts as jointly determined by the speaker of the house
19 of representatives and the president of the senate;

20 (v) The chairs of the transportation committees of the legislature,
21 who may each appoint one additional legislator from the joint
22 transportation committee representing a legislative district outside of
23 the state route number 520 corridor; and

24 (vi) The member of the transportation commission representing King
25 county.

26 (b) The work group members shall elect two cochairs to consist of
27 one legislative member representing the east side of the state route
28 number 520 corridor and one legislative member representing the west
29 side of the state route number 520 corridor. The work group shall
30 conduct at least three meetings consisting of an initial meeting, a
31 midcourse meeting, and a final meeting.

32 (2) The state route number 520 work group must:

33 (a) Review and recommend a financing strategy, in conjunction with
34 the department, to fund the projects in the state route number 520
35 corridor that reflects the design options recommended under (b) of this
36 subsection. The financing strategy must be based on a total cost of

1 all the intended projects in the state route number 520 corridor that
2 does not exceed four billion six hundred fifty million dollars;

3 (b) Recommend design options that provide for a full state route
4 number 520 corridor project, including projects in the corridor for
5 which the department applies for federal stimulus funds provided in the
6 American recovery and reinvestment act of 2009, that meets the needs of
7 the region's transportation system while providing appropriate
8 mitigation for the neighborhood and communities in the area directly
9 impacted by the project; and

10 (c) Present a final report with recommendations on financing and
11 design options to the legislature and the governor by January 1, 2010.
12 The recommendations will inform the supplemental draft environmental
13 impact statement process for the state route number 520 corridor. The
14 process must continue through 2009.

15 (3) All design options considered or recommended by the state route
16 number 520 work group must adhere to RCW 47.01.408.

17 (4) The state route number 520 work group shall form a westside
18 subgroup to conduct a detailed review and make recommendations on
19 design options on the west side of the corridor, which extends from the
20 west end of the floating bridge to Interstate 5. The westside subgroup
21 shall consult with neighborhood and community groups impacted by the
22 potential design options. The work group may form an eastside subgroup
23 to review current design options on the east side of the corridor,
24 which extends from the east end of the floating bridge to state route
25 number 202.

26 (5) The state route number 520 work group shall consult with the
27 governor and legislators representing the primary users of the state
28 route number 520 corridor.

29 (6) The department shall provide staff support to the state route
30 number 520 work group.

31 NEW SECTION. **Sec. 4.** A new section is added to chapter 47.56 RCW
32 under the subchapter heading "toll facilities created after July 1,
33 2008" to read as follows:

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

36 (1) Deposits to the account must include:

1 (a) All proceeds of bonds issued for construction of the
2 replacement state route number 520 floating bridge and necessary
3 landings, including any capitalized interest;

4 (b) All of the tolls and other revenues received from the operation
5 of the state route number 520 corridor as a toll facility, to be
6 deposited at least monthly;

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

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

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

16 (2) Subject to the covenants made by the state in the bond
17 proceedings authorizing the issuance and sale of bonds for the
18 replacement state route number 520 floating bridge and necessary
19 landings, toll charges, other revenues, and interest received from the
20 operation of the state route number 520 corridor as a toll facility may
21 be used 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 and
28 necessary landings in an amount sufficient to repay the motor vehicle
29 fund for amounts transferred from that fund to the highway bond
30 retirement fund to provide for any bond principal and interest due on
31 that date. The state treasurer may establish subaccounts for the
32 purpose of segregating toll charges, bond sale proceeds, and other
33 revenues.

34 **Sec. 5.** RCW 43.84.092 and 2008 c 128 s 19 and 2008 c 106 s 4 are
35 each reenacted and amended to read as follows:

36 (1) All earnings of investments of surplus balances in the state

1 treasury shall be deposited to the treasury income account, which
2 account is hereby established in the state treasury.

3 (2) The treasury income account shall be utilized to pay or receive
4 funds associated with federal programs as required by the federal cash
5 management improvement act of 1990. The treasury income account is
6 subject in all respects to chapter 43.88 RCW, but no appropriation is
7 required for refunds or allocations of interest earnings required by
8 the cash management improvement act. Refunds of interest to the
9 federal treasury required under the cash management improvement act
10 fall under RCW 43.88.180 and shall not require appropriation. The
11 office of financial management shall determine the amounts due to or
12 from the federal government pursuant to the cash management improvement
13 act. The office of financial management may direct transfers of funds
14 between accounts as deemed necessary to implement the provisions of the
15 cash management improvement act, and this subsection. Refunds or
16 allocations shall occur prior to the distributions of earnings set
17 forth in subsection (4) of this section.

18 (3) Except for the provisions of RCW 43.84.160, the treasury income
19 account may be utilized for the payment of purchased banking services
20 on behalf of treasury funds including, but not limited to, depository,
21 safekeeping, and disbursement functions for the state treasury and
22 affected state agencies. The treasury income account is subject in all
23 respects to chapter 43.88 RCW, but no appropriation is required for
24 payments to financial institutions. Payments shall occur prior to
25 distribution of earnings set forth in subsection (4) of this section.

26 (4) Monthly, the state treasurer shall distribute the earnings
27 credited to the treasury income account. The state treasurer shall
28 credit the general fund with all the earnings credited to the treasury
29 income account except:

30 The following accounts and funds shall receive their proportionate
31 share of earnings based upon each account's and fund's average daily
32 balance for the period: The aeronautics account, the aircraft search
33 and rescue account, the budget stabilization account, the capitol
34 building construction account, the Cedar River channel construction and
35 operation account, the Central Washington University capital projects
36 account, the charitable, educational, penal and reformatory
37 institutions account, the cleanup settlement account, the Columbia
38 river basin water supply development account, the common school

1 construction fund, the county arterial preservation account, the county
2 criminal justice assistance account, the county sales and use tax
3 equalization account, the data processing building construction
4 account, the deferred compensation administrative account, the deferred
5 compensation principal account, the department of licensing services
6 account, the department of retirement systems expense account, the
7 developmental disabilities community trust account, the drinking water
8 assistance account, the drinking water assistance administrative
9 account, the drinking water assistance repayment account, the Eastern
10 Washington University capital projects account, the education
11 construction fund, the education legacy trust account, the election
12 account, the energy freedom account, the essential rail assistance
13 account, The Evergreen State College capital projects account, the
14 federal forest revolving account, the ferry bond retirement fund, the
15 freight congestion relief account, the freight mobility investment
16 account, the freight mobility multimodal account, the grade crossing
17 protective fund, the health services account, the public health
18 services account, the health system capacity account, the personal
19 health services account, the high capacity transportation account, the
20 state higher education construction account, the higher education
21 construction account, the highway bond retirement fund, the highway
22 infrastructure account, the highway safety account, the high occupancy
23 toll lanes operations account, the industrial insurance premium refund
24 account, the judges' retirement account, the judicial retirement
25 administrative account, the judicial retirement principal account, the
26 local leasehold excise tax account, the local real estate excise tax
27 account, the local sales and use tax account, the medical aid account,
28 the mobile home park relocation fund, the motor vehicle fund, the
29 motorcycle safety education account, the multimodal transportation
30 account, the municipal criminal justice assistance account, the
31 municipal sales and use tax equalization account, the natural resources
32 deposit account, the oyster reserve land account, the pension funding
33 stabilization account, the perpetual surveillance and maintenance
34 account, the public employees' retirement system plan 1 account, the
35 public employees' retirement system combined plan 2 and plan 3 account,
36 the public facilities construction loan revolving account beginning
37 July 1, 2004, the public health supplemental account, the public
38 transportation systems account, the public works assistance account,

1 the Puget Sound capital construction account, the Puget Sound ferry
2 operations account, the Puyallup tribal settlement account, the real
3 estate appraiser commission account, the recreational vehicle account,
4 the regional mobility grant program account, the resource management
5 cost account, the rural arterial trust account, the rural Washington
6 loan fund, the safety and education account, the site closure account,
7 the small city pavement and sidewalk account, the special category C
8 account, the special wildlife account, the state employees' insurance
9 account, the state employees' insurance reserve account, the state
10 investment board expense account, the state investment board commingled
11 trust fund accounts, the state patrol highway account, the state route
12 number 520 corridor account, the supplemental pension account, the
13 Tacoma Narrows toll bridge account, the teachers' retirement system
14 plan 1 account, the teachers' retirement system combined plan 2 and
15 plan 3 account, the tobacco prevention and control account, the tobacco
16 settlement account, the transportation 2003 account (nickel account),
17 the transportation equipment fund, the transportation fund, the
18 transportation improvement account, the transportation improvement
19 board bond retirement account, the transportation infrastructure
20 account, the transportation partnership account, the traumatic brain
21 injury account, the tuition recovery trust fund, the University of
22 Washington bond retirement fund, the University of Washington building
23 account, the urban arterial trust account, the volunteer firefighters'
24 and reserve officers' relief and pension principal fund, the volunteer
25 firefighters' and reserve officers' administrative fund, the Washington
26 fruit express account, the Washington judicial retirement system
27 account, the Washington law enforcement officers' and firefighters'
28 system plan 1 retirement account, the Washington law enforcement
29 officers' and firefighters' system plan 2 retirement account, the
30 Washington public safety employees' plan 2 retirement account, the
31 Washington school employees' retirement system combined plan 2 and 3
32 account, the Washington state health insurance pool account, the
33 Washington state patrol retirement account, the Washington State
34 University building account, the Washington State University bond
35 retirement fund, the water pollution control revolving fund, and the
36 Western Washington University capital projects account. Earnings
37 derived from investing balances of the agricultural permanent fund, the
38 normal school permanent fund, the permanent common school fund, the

1 scientific permanent fund, and the state university permanent fund
2 shall be allocated to their respective beneficiary accounts. All
3 earnings to be distributed under this subsection (4)((~~a~~)) shall first
4 be reduced by the allocation to the state treasurer's service fund
5 pursuant to RCW 43.08.190.

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

9 NEW SECTION. **Sec. 6.** A new section is added to chapter 47.56 RCW
10 to read as follows:

11 Prior to the convening of each regular session of the legislature,
12 the transportation commission must provide the transportation
13 committees of the legislature with a detailed report regarding any
14 increase or decrease in any toll rate approved by the commission that
15 has not been described in a previous report provided pursuant to this
16 section, along with a detailed justification for each such increase or
17 decrease.

18 NEW SECTION. **Sec. 7.** This act takes effect August 1, 2009.
Passed by the House April 25, 2009.
Passed by the Senate April 24, 2009.
Approved by the Governor May 13, 2009.
Filed in Office of Secretary of State May 18, 2009.

Attachment 3

Example Project Fact Sheets



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Project



Spring 2008

Understanding the SR 520 project mediation process

Every major transportation project has challenges. One key challenge for the SR 520 project is identifying the interchange design, community enhancements, and mitigation for the Seattle side of the corridor.

A mediation process is underway to make timely decisions so the new SR 520 bridge can be opened to drivers in 2014. The goal is to select west-side design options for the 4+2 configuration to analyze further in a supplemental draft environmental impact statement (EIS) and produce a project impact plan in December 2008.

In addition to the mediation process, WSDOT continues to develop floating bridge designs and, in cooperation with Eastside communities, Eastside designs.

Why is there a mediation process?

Recognizing the difficulty and the urgency of choosing a west-side interchange, the state legislature passed Senate Bill 6099 during the 2007 legislative session. The bill directed the state Office of Financial Management to hire a mediator to facilitate an agreement on the interchange.

Who are the mediators?

The Office of Financial Management hired The Keystone Center in Colorado to serve as mediators. For more information about The Keystone Center, visit their Web site at www.keystone.org.



The mediation includes elected officials, agencies, neighborhood representatives, local organizations and WSDOT.

What is being considered in the mediation process?

The mediation group is focusing on west-side interchange options and their effects on neighborhoods, quality of life, traffic and the environment. The legislation that established the mediation requires that they also consider the effects on parks, the Washington Park Arboretum and the University of Washington.

What will be the end result of mediation?

The result of the mediation process will be a project impact plan identifying the group's recommended west-side interchange configurations. The plan will also include project effects and mitigation recommendations, and incorporate the analysis from a health impact assessment.

What has happened so far?

The mediation group has been evaluating west-side interchange design options. On Apr. 1, 2008, the group narrowed the list of interchange recommendations to three main concepts with several variations. More information about these design options is available at www.wsdot.wa.gov/Projects/SR520Bridge.

What's next?

The mediation group is continuing to meet to refine their recommended design options. They will also be developing the project impact plan. The final plan must be submitted in December 2008, to the governor and the Joint Transportation Committee of the state legislature.

What is mediation?

Mediation is a negotiation facilitated by a neutral party to help interested parties reach a decision or resolve a conflict.



Washington State
Department of Transportation



U.S. Department of Transportation
Federal Highway Administration

Who is participating in the mediation process?

- Office of the Governor
- Washington State Department of Transportation
- Federal Highway Administration
- Sound Transit
- King County Metro
- University of Washington
- NOAA Fisheries
- U.S. Coast Guard
- City of Seattle Mayor's Office
- Seattle City Council
- City of Seattle Design Commission
- The Arboretum Foundation and the Arboretum and Botanical Garden Committee
- Cascade Bicycle Club
- Friends of Seattle's Olmsted Parks
- Transportation Choices Coalition
- Boating Community
- Seattle neighborhoods: Montlake, Madison Park, Roanoke/Portage Bay, Laurelhurst, University District, North Capitol Hill, Eastlake, Ravenna/Bryant
- Eastside jurisdictions: Yarrow Point, Medina, Clyde Hill, Hunts Point, Bellevue, Kirkland
- Seattle Chamber of Commerce
- Bellevue Chamber of Commerce
- Freight Advisory Committee

There is also an executive oversight committee whose members include Gov. Gregoire, state and local lawmakers, UW president Mark Emmert, Sound Transit Executive Director Joni Earl, and Transportation Secretary Paula Hammond. The committee provides direction to the mediation group, including schedule, corridor decisions, and budget requirements.

What is WSDOT's role in the mediation?

We are:

- Providing information to the mediators and participants as requested.
- Performing technical analysis on ideas developed through the mediation process.
- Preparing planning-level cost estimates for interchange concepts, in coordination with independent consultants.
- Identifying when decisions are needed to maintain the project schedule.
- Participating in discussions about west-side interchange concepts.

What is Senate Bill 6099?

The Washington State Legislature passed Senate Bill 6099 during the 2007 legislative session. Gov. Chris Gregoire signed the bill into law in May 2007. The law requires:

- A mediation process to produce a project impact plan addressing various project issues that affect the west side of Lake Washington.
- A project finance plan that identifies funding sources for the full cost of the project and evaluates the funding contribution from tolling.
- A high-capacity transit plan for the corridor developed cooperatively by King County Metro, Sound Transit, the University of Washington and WSDOT.
- A health impact assessment developed by the Puget Sound Clean Air Agency and Public Health - Seattle & King County.

For more information about this and other legislation, visit apps.leg.wa.gov/billinfo.

For More Information

Project and Mediation Web sites:

www.wsdot.wa.gov/projects/SR520Bridge
www.keystone.org/spp/520mediationprocess.htm

Phone: 1-888-520-NEWS (6397)

E-mail: SR520Bridge@wsdot.wa.gov



**Washington State
Department of Transportation**

ADA Statement: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at 360-705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

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Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



Spring 2009

A new way across Lake Washington for cyclists and walkers



The SR 520 Bridge Replacement and HOV Program will create a safer and more reliable SR 520 corridor from I-5 in Seattle to SR 202 in Redmond.

The SR 520 program includes a bicycle and pedestrian path, offering new recreation and commuting options across Lake Washington. This 4.5-mile bicycle/pedestrian path will connect bicyclists, joggers and walkers to both sides of the lake.

Will the SR 520 bicycle/pedestrian path connect to other trails?

Yes. The new SR 520 bicycle/pedestrian path will connect to on-street bike routes and the region's many popular trails and routes, including the:

- Burke-Gilman Trail
- Washington Park Arboretum Waterfront Trail
- Lake Washington Loop Route
- Sammamish River Trail
- East Lake Sammamish Trail

What are the benefits of a bicycle/pedestrian path on SR 520?

The new bicycle/pedestrian path:

- Adds 4.5 miles of a new shared-use path along SR 520 that is separated from highway traffic and meets design and safety guidelines.
- Adds another link across Lake Washington.
- Provides critical commuter links to major employment centers in Seattle and on the Eastside for people who choose not to drive.
- Provides direct connection improvements to the local and regional network of bicycle/pedestrian routes.
- Enhances connections to transit and encourages multimodal travel, providing a viable alternative to driving.
- Creates new opportunities for healthy lifestyles.

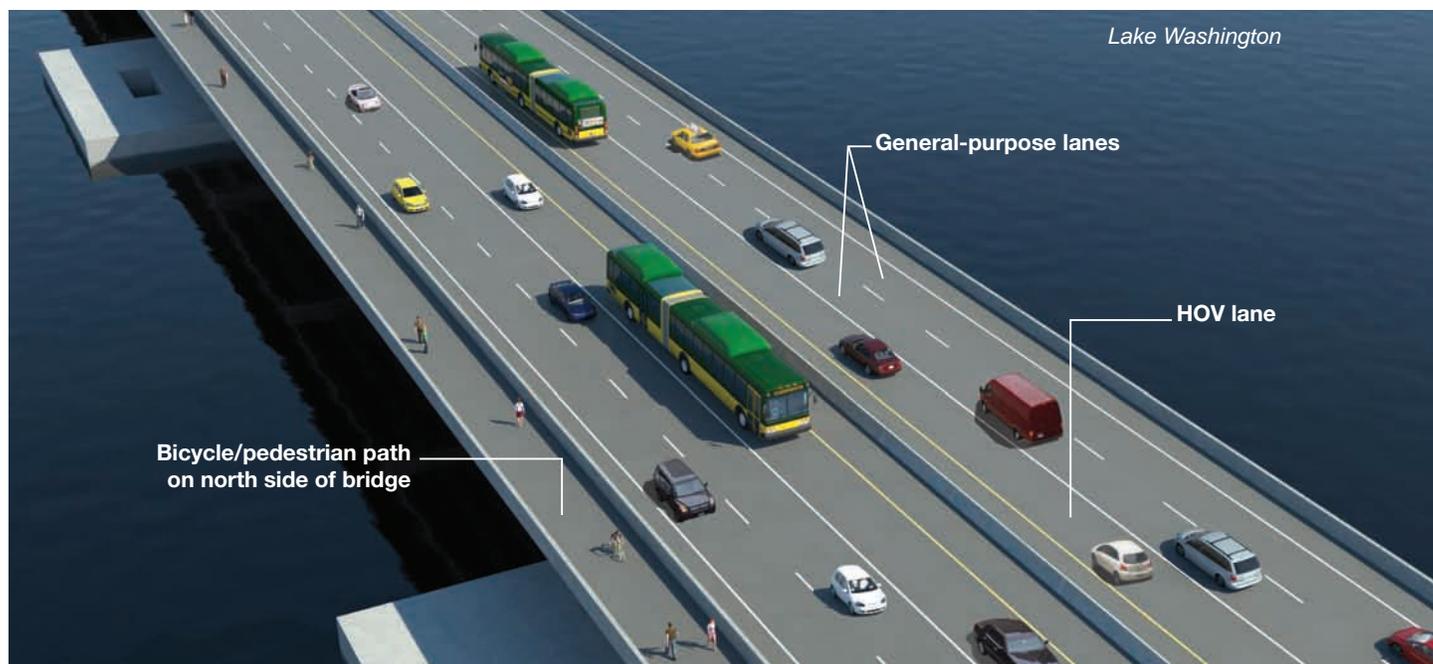


Washington State
Department of Transportation



U.S. Department of Transportation
Federal Highway Administration

Where will the path be located?



Conceptual graphic of 4+2 lane configuration, which includes two general-purpose and one HOV lane in each direction.

Will cyclists and pedestrians pay a toll?

No. Cyclists and pedestrians will not pay a toll to use the new bicycle/pedestrian path.

Are there health benefits of the bicycle/pedestrian path?

In 2008, WSDOT sponsored the SR 520 Health Impact Assessment, prepared by Puget Sound Clear Air Agency and Public Health – Seattle & King County. The report found that bicycle and walking facilities in the new SR 520 corridor, in addition to increased transit service, will contribute to a healthy community by:

- Increasing opportunities for physical activity.
- Improving opportunities for social interaction.
- Reducing greenhouse gas emissions and other air pollutants.

View the Health Impact Assessment online at:
www.kingcounty.gov/healthservices/health/ehs/hia

“The new bicycle/pedestrian path will provide an important non-motorized connection through the SR 520 corridor for thousands of commuters traveling to and from residential, employment, educational, and cultural centers on both sides of Lake Washington.”

- David Hiller, Advocacy Director
 Cascade Bicycle Club

For more information:

Phone: 1-888-520-NEWS (6397)

E-mail: SR520bridge@wsdot.wa.gov

Web site: www.wsdot.wa.gov/projects/SR520Bridge



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SR 520 Bridge Replacement and HOV Program



Winter 2009

SR 520 mediation process creates options for a new corridor

Every major transportation project has challenges. One key challenge has been identifying a west side interchange design, which includes mitigation and community enhancements for the Seattle side of the corridor.

A mediation process that included elected officials, local, federal and state agencies, neighborhood representatives, local organizations and WSDOT began in fall of 2007 and finished in late 2008. The goal was to select a west side design option for the 4+2 configuration, with two general-purpose and one HOV lane in each direction, to analyze further in the environmental process.

Why was there a mediation process?

Recognizing the difficulty and the urgency of choosing a west side interchange, the Washington State Legislature passed Senate Bill 6099 during the 2007 legislative session.

The bill directed the state Office of Financial Management to hire a mediator to facilitate an agreement on the interchange. For this process, representatives from the Keystone Center of Colorado were selected to serve as mediators.



The mediation included elected officials, agencies, neighborhood representatives, local organizations and WSDOT.

What was considered in the mediation process?

This mediation group focused on west side interchange options and their effects on neighborhoods, quality of life, traffic, and the environment. Mediation participants also considered the Washington Park Arboretum and the University of Washington.

What is the result of mediation?

From a possible 12 options, the mediation group narrowed their list to three design options that were included in their 2008 project impact plan.

- **Option A** - Most similar to today's configuration, with the addition of a second Montlake drawbridge.
- **Option K** - Includes a tunnel under the Montlake Cut and a below-grade single point urban interchange.
- **Option L** - Includes a diagonal drawbridge over the Montlake Cut and an at-grade single point urban interchange.

Each option has lids at I-5 and 10th Avenue East and Delmar Drive East.

What's next?

The mediation group submitted its project impact plan to the Legislature, Seattle Mayor Greg Nickels, and the Seattle City Council in December 2008.

Options A, K and L will be analyzed in the 2009 supplemental draft environmental impact statement.

What is mediation?

Mediation is a negotiation facilitated by a neutral party to help interested parties reach a decision or resolve a conflict.



Who participated in the mediation process?

- Office of the Governor
- Washington State Department of Transportation
- Federal Highway Administration
- Sound Transit
- King County Metro
- University of Washington
- NOAA Fisheries
- U.S. Coast Guard
- City of Seattle Mayor's Office
- Seattle City Council
- City of Seattle Design Commission
- The Arboretum Foundation and the Arboretum and Botanical Garden Committee
- Cascade Bicycle Club
- Friends of Seattle's Olmsted Parks
- Transportation Choices Coalition
- Boating Community
- Seattle neighborhoods: Montlake, Madison Park, Roanoke/Portage Bay, Laurelhurst, University District, North Capitol Hill, Eastlake, Ravenna/Bryant
- Eastside jurisdictions: Yarrow Point, Medina, Clyde Hill, Hunts Point, Bellevue, Kirkland
- Greater Seattle Chamber of Commerce
- Bellevue Chamber of Commerce
- Freight Advisory Committee

In addition to mediation participants, there was an executive oversight committee that included Gov. Gregoire, state and local lawmakers, University of Washington president Mark Emmert, Sound Transit Executive Director Joni Earl, and Transportation Secretary Paula Hammond. The committee provided direction to the mediation group, including schedule, corridor decisions, and budget requirements.

What was WSDOT's role in the mediation?

Throughout the process, we:

- Provided information to the mediators and participants as requested.
- Performed technical analysis on ideas developed through the mediation process.
- Participated in discussions about west side interchange concepts.
- Prepared updated cost estimates for interchange concepts.
- Identified when decisions were needed to maintain the project schedule.

What is Senate Bill 6099?

The Washington State Legislature passed Engrossed Substitute Senate Bill 6099 during the 2007 legislative session. Gov. Chris Gregoire signed the bill into law in May 2007. The law required:

- A mediation process and the development of a project impact plan addressing various project issues that affect the west side of Lake Washington.
- A project finance plan to identify funding sources for the full cost of the project and evaluate the funding contribution from tolling.
- A high capacity transit plan for the corridor developed cooperatively by King County Metro, Sound Transit, the University of Washington and WSDOT.
- A health impact assessment developed by the Puget Sound Clean Air Agency and Public Health - Seattle & King County.

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Translated Fact Sheets

强化SR 520的安全性及可靠性



SR 520每天将 155,000多人与一个地区社区和经济连接。当地居民利用这一走廊，上班通勤、上学和娱乐，同时，企业依赖这一可靠的走廊，交付、接受货物和服务。SR 520计划将更换老化的浮桥，并在整个走廊中，使得本地区由于至为重要的捷运系统和服务获得改进而保持交通畅通，从而强化安全性。

什么是SR 520计划？

SR 520计划包括以下项目：

- **I-5至Medina：桥梁更换及多人共乘车辆项目：** 更换SR 520浮桥、引桥及I-5与华盛顿湖(Lake Washington)东岸之间的道路。

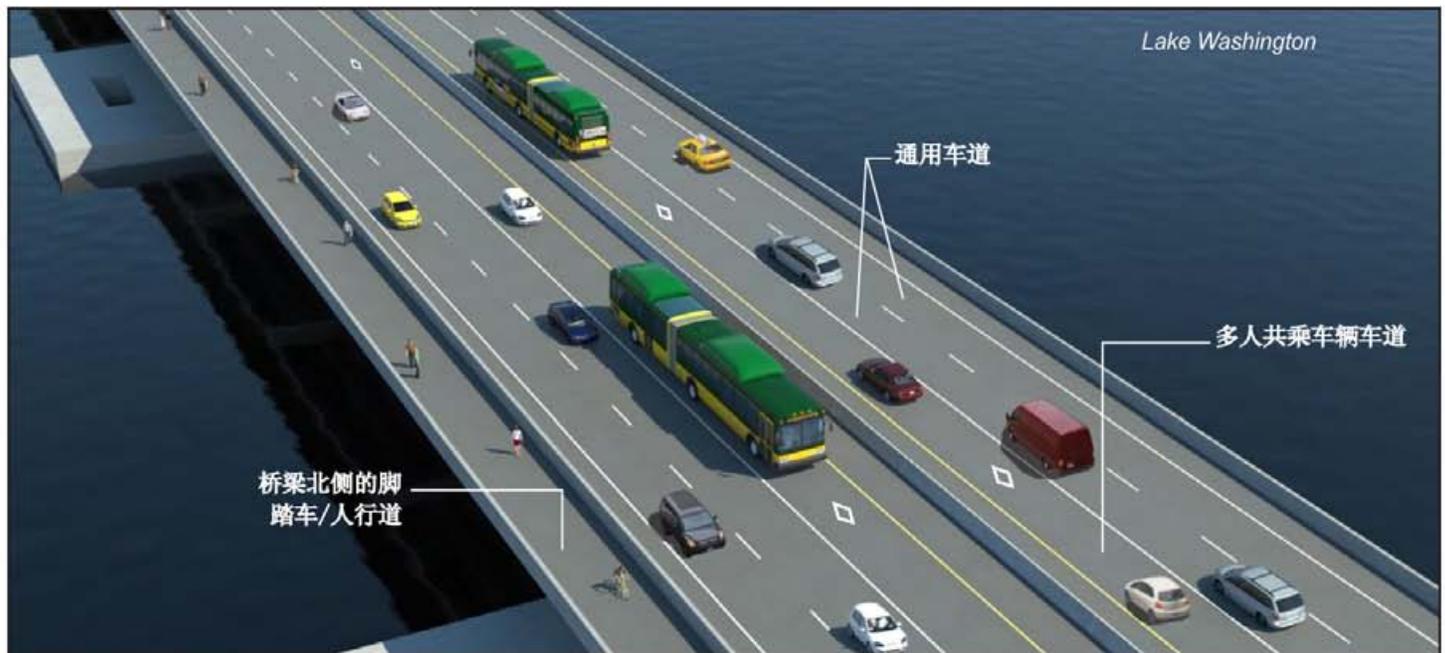
- **Medina至SR 202：东侧捷运及多人共乘车辆项目：** 完成并改进Evergreen Point Road至Redmond的SR 202交流道之间的捷运和多人共乘车辆系统。
- **浮船施工项目：** 促进浮船建设，以便在发生灾难性故障时，修复SR 520桥的浮动部分，并储存这些浮船直至需要使用时。
- **华盛顿湖拥挤管理项目：** 美国交通部提供一份补助金，用于通过收费、科技及交通管理、捷运和在家通勤上班，来改进交通。

最终结果是什么？

WSDOT人员将以一座新的、更加安全的桥梁，替换现有桥梁，新桥按设计能够经受地震和风暴。我们将在每个方向，以两条通用车道及一条共乘及捷运车道，取代从西雅图的I-5至 Redmond的SR 202的整条走廊。我们将在2014年开放一座新的SR 520浮桥。



新走廊与今天的走廊有何不同？



4+2车道设定概念图，包括每个方向的两条通用及一条多人共乘车辆车道和一条脚踏车/人行道。

今天的SR 520	新SR 520
浮桥容易被风浪损毁。	新浮桥按设计可经受每小时92英里的风暴。
SR 520结构容易被地震损毁。	我们正在设计SR 520结构，以更好地经受地震。
每个方向的两条通用车道，没有多人共乘车辆车道。	包括每个方向的两条通用及一条多人共乘车辆车道将运送更多人员和货物。
故障车辆可能会堵塞交通，造成拥挤。	由于采用了较新、较宽的路肩，故障车辆可以驶出车流。
进出高速公路的车辆可能会使得地面街道的车流减慢。	在整个项目区，重建的立交桥及出入坡道将改进交通流。
脚踏车/行人无法出入华盛顿湖。	脚踏车/行人道将提供新的通勤选择。
现有高速公路限制了各住区之间的连接。	类似公园的路盖将各个住区重新连接，便利捷运系统出入，并增加休闲选择。
来自高速公路的噪音传到当地住区及公园。	新的减噪解决方案及技术将为附近的住区和公园降低公路噪音。
来自SR 520的水未经处理，即流入华盛顿湖及溪流。	受到污染的径流水将被拦截和过滤，然后排放到华盛顿湖及溪流中。
涵洞妨碍鱼类向上游迁徙。	新的道路结构将消除鱼类迁徙的障碍。
巴士困在普通车流之中。	经过改进的捷运服务在走廊的多人共乘车辆车道中更加可靠地运行。

SR 520计划将如何保护环境？



SR 520桥附近的湿地区

WSDOT努力交付有效的交通解决方案，同时尽量减少对社区和自然环境的影响。SR 520计划的每个项目都必须完成符合联邦及本州环保要求的环境文件，包括《全国环境政策法案》。此类法律旨在确保决策程序中结合了环保价值观。

我们评估的环保专题包括：

- 空气质量
- 施工影响
- 环境公正
- 渔业
- 地质及土壤
- 有害材料
- 历史及考古资源
- 噪音
- 部落渔业及文化资源
- 视野品质
- 水资源
- 湿地
- 野生动物

随着我们完成每个项目的环保文件，我们将继续促使公众参加公开听证会，以收集有关我们的评估和拟议迁徙措施的意见。完成这些文件将使我们能够将SR 520计划引入施工阶段。

公众是如何参与的？

公众的参与是计划成功的一个重要成分。社区成员、居民、企业组织和立法人员的意见和问题能够帮助我们为驾驶人和居民设计更好的SR 520。

在2008年的公共宣传运动中，公众最近向520收费实施委员会提出大量意见和建议。请登录网站 www.build520.org，了解其内容，查阅向立法院提供的最后报告，或审查其收藏的有关收费的大量材料。

如欲了解您的参与方式详情，请在以下SR 520计划网站查阅我们的工作日历：

www.wsdot.wa.gov/Projects/SR520Bridge



计划工作人员在当地节日活动期间解答来宾的问题。

什么是计划时间表？

SR 520计划目前处于环评和设计阶段。WSDOT计划于2014年向驾车人开放这一新的四车道桥梁。

- 2009 - 年 - 开始创新的浮船施工测试工作。
- 2009 - 年 - 设计广告-浮桥施工计划建设合同。
- 2010 - 年- 开始在一座现有设施进行浮船施工
- 2010 - 在Grays Harbor开始新的浇灌场施工。
- 2010 - 开始在Eastside施工(等候资金)。
- 2012 - 年-开始新的浮桥的施工。
- 2014 - 年- 向驾车人开放这一四车道桥梁。

成本及资金

计划的成本是多少？

有关SR 520的计划的最新成本估计在\$45.3亿至\$66.7亿之间。
I-5至浮桥之间的走廊西侧成本估计根据设计方案而异。

此类设计方案称为方案A、K及L，由一个调解参与者小组编写。
调解参与者在2007年秋季开始开会，并注重西侧交流道方案及其
对各住区、生活品质、交通和环境的影响。

2008年成本估计		
2008年估计	说明	可能性最高的成本
采用方案A	与今天的设定最为相似，增加第二座Montlake吊桥	\$45.3亿至48亿
采用方案K	包括在Montlake Cut之下的一条隧道，及降低单一点市区交流道*	\$65.7亿至66.7亿
采用方案L	包括桥Montlake Cut之上的一座对角桥及地面单一点市区交流道	\$51亿至51.5亿

*单一点市区交流道是一种高效的交通设计，目的是帮助在有限的空间使大量车流畅通。

目前的资金来源是什么？

华盛顿州立法院已获得多种本州和联邦资金来源，以帮助支付SR 520计划费用。

此外，Gregoire州长已签署ESHB 2211，授权从2010年起，在SR 520桥上收费。明年在SR 520桥上收费使得WSDOT能够确保收入，以在2010年开始浮船施工。这对在2014年年底之前更换SR 520桥至为重要。

“这些行动将使华盛顿州交通部能够在 Grays Harbor的一个场地开始浮船施工，进行至为重要的工作，更换SR 520浮桥最为脆弱的部分，创造就业机会，并为走廊的通行提供可靠的通勤。” Gregoire说。



欲知详情：

请登录: www.wsdot.wa.gov/projects/SR520Bridge

电子邮件: SR520Bridge@wsdot.wa.gov

致电: 1-888-520-NEWS (6397)

邮件: **Washington State
Department of Transportation
SR 520 Bridge Replacement
and HOV Program**
600 Stewart Street, Suite 520
Seattle, WA 98101

美国残疾人保护法案(ADA): 我们可以其他格式，为残疾人提供材料：大字版、盲文、磁带或电脑磁碟，请致电给平等机会办公室(OEO)，电话360-705-7097。聋人或听力不佳者可通过华盛顿州中继服务(Washington Relay Service)，号码7-1-1，与该办公室联系。

第六章: WSDOT确保遵守《1964年民权法案第六章》，做法是在提供其联邦援助的计划和活动产生的福利和服务时，禁止以种族、肤色、原国籍或性别为由歧视任何人。如有对WSDOT的第六章计划的任何疑问，您可与该部的第六章协调人联络，电话号码360-705-7098。



**Washington State
Department of Transportation**

Mejora de la seguridad y confiabilidad en el puente SR 520



El puente SR 520 conecta a más de 155,000 personas con una economía y comunidad regional todos los días. Los residentes de la zona utilizan el corredor para ir y volver del trabajo, la escuela y los lugares recreativos, mientras que los establecimientos comerciales dependen de un corredor confiable para entregar y recibir bienes y servicios. El programa SR 520 mejorará la seguridad al reemplazar el antiguo puente flotante y mantendrá la movilidad de la región con tránsito vital y mejoras del servicio a lo largo de todo el corredor.

¿Qué es el programa SR 520?

El programa SR 520 incluye los siguientes proyectos:

- **I-5 a Medina: Reemplazo del puente y Proyecto HOV:** Reemplaza el puente flotante SR 520, los accesos y la carretera entre I-5 y la costa oriental del Lago Washington.

- **Medina a SR 202: Tránsito este y Proyecto HOV:** Completa y mejora el tránsito y el sistema de HOV desde Evergreen Point Road hasta el intercambio de SR 202 en Redmond.
- **Proyecto de Construcción de Pontones:** Se ocupa de la construcción de pontones para restaurar la sección flotante del puente SR 520 en caso de una falla catastrófica y para almacenar estos pontones hasta que sean necesarios.
- **Proyecto de manejo de la congestión del Lago Washington:** Un subsidio del Departamento de Transporte de los Estados Unidos para mejorar el tráfico a través del peaje, la tecnología y la gestión del tráfico, tránsito y el trabajo a distancia.

¿Cuál es el resultado final?

Los equipos de trabajo de WSDOT reemplazarán el puente existente con un puente más nuevo y seguro diseñado para soportar terremotos y tormentas de viento. Reemplazaremos todo el corredor desde la I-5 en Seattle hasta la SR 202 en Redmond con dos carriles para fines generales y un carril para vehículos de uso compartido y tránsito en cada dirección. Abriremos un nuevo puente flotante SR 520 en 2014.



¿En qué se diferenciará el nuevo corredor del corredor actual?

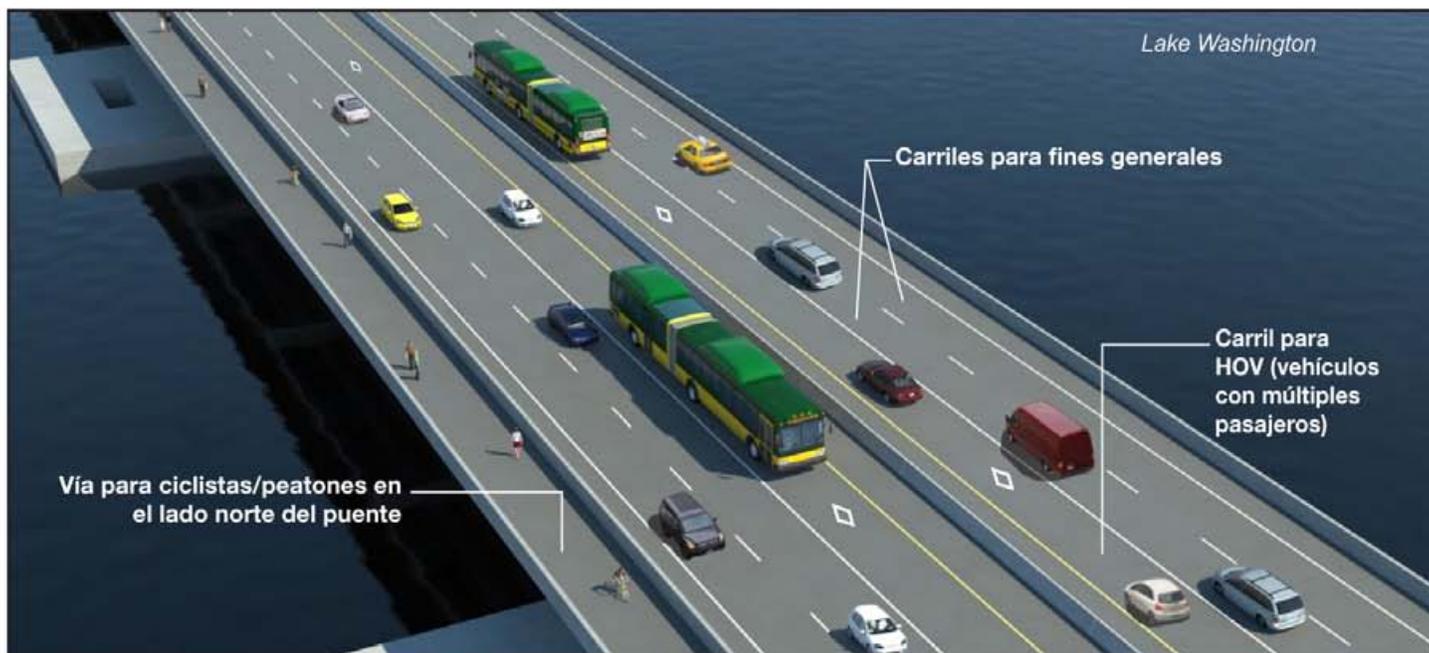


Ilustración conceptual de una configuración de 4+2 carriles, que incluye dos carriles para fines generales y un carril para HOV en cada dirección y una vía para ciclistas/peatones

El puente SR 520 actual	Nuevo SR 520
El puente flotante es vulnerable al viento y las olas.	El nuevo puente flotante está diseñado para soportar vientos de 92 millas por hora.
Las estructuras del SR 520 son vulnerables a los terremotos.	Las estructuras del SR 520 están siendo diseñadas para soportar mejor los terremotos.
Dos carriles para fines generales en cada dirección, y ningún carril para HOV.	Dos carriles para fines generales y un carril para HOV en cada dirección permitirán el traslado de una mayor cantidad de personas y mercaderías.
Los vehículos averiados pueden bloquear el tráfico, generando congestión.	Nuevos arcones más anchos permitirán que los vehículos para personas discapacitadas se coloquen al costado del camino.
Los vehículos que entran o salen de la autopista pueden hacer que el tráfico en las calles sea más lento.	Los pasos elevados y rampas de acceso y salida reconstruidos a lo largo de toda la zona del proyecto mejorarán el flujo de tránsito.
Sin acceso para ciclistas/peatones a través del Lago Washington.	La vía para ciclistas/peatones ofrece nuevas opciones de desplazamiento.
La autopista existente limita las conexiones del vecindario.	Las secciones similares a parques volverán a conectar los vecindarios, mejorarán el acceso del tránsito y aumentarán las opciones de recreación.
El ruido de la autopista llega hasta los vecindarios y parques locales.	Las nuevas soluciones y técnicas para la reducción del ruido disminuyen el ruido de la autopista en los vecindarios y parques cercanos.
El agua se escurre del SR 520 hacia el Lago Washington y hay arroyos sin tratamiento.	El agua de escurrimiento contaminada será captada y filtrada antes de llegar al Lago Washington y los arroyos.
Los drenajes evitan que los peces migren aguas arriba.	Las nuevas estructuras de la carretera eliminarán las barreras para la migración de peces.
Los autobuses se quedan atascados en los carriles de tránsito para fines generales.	El servicio de tránsito mejorado se desplaza a través del corredor con mayor confiabilidad en los carriles para HOV.

¿De qué manera el programa SR 520 protegerá el medio ambiente?



Zona de tierra húmeda cerca del puente SR 520.

WSDOT se esfuerza por proporcionar soluciones efectivas para el transporte reduciendo al mínimo los efectos sobre la comunidad y los ambientes naturales circundantes. Cada uno de los proyectos del programa SR 520 debe completar la documentación ambiental que satisface los requisitos de las disposiciones ambientales federales y estatales, entre ellas la Ley de Política Ambiental Nacional (National Environmental Policy Act) y la Ley de Política Ambiental Estatal (State Environmental Policy Act). Estas leyes están diseñadas para asegurar que los valores ambientales se integren junto con otros factores en los procesos de toma de decisiones.

Los temas ambientales que evaluamos incluyen:

- Calidad del aire
- Efectos de la construcción
- Justicia ambiental
- Industria pesquera
- Geología y suelos
- Materiales peligrosos
- Recursos históricos y arqueológicos
- Ruido
- Pesquerías y recursos culturales tribales
- Calidad visual
- Recursos de provisión de agua
- Tierras húmedas
- Fauna

A medida que completemos los documentos ambientales para cada proyecto, seguiremos haciendo que el público participe en audiencias públicas para recibir sus comentarios sobre los resultados de nuestra evaluación y medidas de mitigación propuestas. Completar estos documentos nos permite avanzar con el programa SR 520 hasta su construcción.

¿De qué forma ha participado el público?

La participación del público es un elemento importante para el éxito del programa. Los comentarios y preguntas de los miembros de la comunidad, residentes, empresas, organizaciones y legisladores nos ayudan a diseñar un mejor puente SR 520 para conductores y residentes.

El público recientemente nos proporcionó una gran cantidad de comentarios y recomendaciones a la Comisión de Implementación del Peaje 520 durante una campaña de información pública en 2008. Visite www.build520.org para averiguar qué se dijo, leer el informe final presentado ante la Legislatura o revisar una amplia biblioteca de materiales relacionados con el peaje.

Para averiguar cómo puede participar, vea nuestro calendario de eventos en el sitio web del programa SR 520:

www.wsdot.wa.gov/Projects/SR520Bridge



El personal del programa responderá las preguntas de los visitantes durante un festival local.

¿Cuál es el cronograma del programa?

El programa SR 520 actualmente se encuentra en la fase de evaluación ambiental y diseño. WSDOT tiene planeado abrir el nuevo puente de cuatro carriles al público en 2014.

- 2009 - Comienza la tarea innovadora de prueba de construcción de pontones.
- 2009 - Anunciar el contrato de diseño y construcción del Programa de Construcción de Pontones.
- 2010 - Comienza la construcción de pontones en una instalación existente.
- 2010 - Comienza la construcción de una nueva fuente de moldeado en Grays Harbor.
- 2010 - Comienza la construcción en el lado este (pendiente de financiación)
- 2012 - Comienza la construcción del nuevo puente flotante.
- 2014 - Apertura del puente de cuatro carriles al público.

Costos y financiamiento

¿Cuánto cuesta el programa?

La estimación de costos más reciente para el programa SR 520 varía entre \$4.53 y \$6.67 mil millones. La estimación de costos para el lado oeste del corredor, entre la I-5 y el puente flotante, varía según la opción de diseño.

Estas opciones de diseño, conocidas como Opciones A, K y L, han sido preparadas por un grupo de participantes de mediación. Los participantes de la mediación comenzaron a reunirse en el otoño de 2007 y se han concentrado en las opciones de intercambio del lado oeste y sus efectos en los vecindarios, calidad de vida, tráfico y el medio ambiente.

Estimaciones de costos de 2008		
Estimación 2008	Descripción	Costo más probable
con la Opción A	Es la más similar a la configuración actual, con el agregado de un segundo puente levadizo en Montlake	\$4.53 a 4.80 mil millones
con la Opción K	Incluye un túnel debajo de Montlake Cut y un intercambio urbano más bajo en un solo punto*	\$6.57 a 6.67 mil millones
con la Opción L	Incluye un puente diagonal sobre Montlake Cut y un intercambio urbano en superficie en un solo punto	\$5.10 a 5.15 mil millones

*Un intercambio urbano en un solo punto es un diseño de tránsito eficaz para ayudar a movilizar grandes volúmenes de tráfico a través de un espacio limitado.

¿Cuáles son las fuentes de financiamiento actuales?

La Legislatura del Estado de Washington ha obtenido diversas fuentes de financiamiento estatal y federal para ayudar a pagar el programa SR 520.

Además, la Gobernadora Gregoire ha firmado el ESHB 2211, que autoriza el peaje en el puente SR 520 a partir de 2010. El cobro de peaje en el puente SR 520 el año próximo permitirá que WSDOT obtenga ganancias para comenzar con la construcción de pontones en 2010, lo que es fundamental para cambiar el puente SR 520 para fines de 2014.

“Estas acciones permitirán que el Departamento de Transporte del Estado de Washington comience la construcción en un emplazamiento de pontones en Grays Harbor, realice trabajos críticos para reemplazar las partes más vulnerables del puente flotante SR 520, genere puestos de trabajo y haga posible viajes de ida y vuelta confiables a través del corredor”, dice Gregoire.



Para obtener más información:

Visite: www.wsdot.wa.gov/projects/SR520Bridge

Correo electrónico: SR520Bridge@wsdot.wa.gov

Llame a: 1-888-520-NEWS (6397)

Correo: Washington State
Department of Transportation
SR 520 Bridge Replacement
and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Información acerca de la Ley para ciudadanos estadounidenses con discapacidades (Americans with Disabilities Act (ADA)): Se pueden proporcionar los materiales en formatos alternativos: letra grande, Braille, cinta en casete, o en disco de computadora para las personas con discapacidades, llamando a la Oficina de Igualdad de Oportunidades (OEO) al 360-705-7097. Las personas que padecen de sordera o dificultades auditivas pueden comunicarse con la Oficina a través del Servicio de Retransmisión de Washington marcando el 7-1-1.

Título VI: WSDOT asegura un total cumplimiento de lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964 prohibiendo la discriminación contra cualquier persona en base a su raza, color, nacionalidad o sexo en el suministro de beneficios y servicios ofrecidos por medio de programas y actividades con asistencia federal. Si tiene preguntas con respecto al Programa del Título VI de WSDOT, puede ponerse en contacto con el Coordinador del Título VI del Departamento, llamando al 360-705-7098.



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SR 520 Bridge Replacement and HOV Program



Tháng Sáu 2009

Tăng cường sự an toàn và phẩm chất đáng tin cậy trên SR 520



Mỗi ngày SR 520 kết nối hơn 155,000 người đến cộng đồng và kinh tế trong vùng. Cư dân trong khu vực dùng tuyến đường này để đi làm, đi học và giải trí, đồng thời các doanh nghiệp lệ thuộc vào tuyến đường có thể tin cậy được để giao phát và nhận lãnh hàng hóa cùng dịch vụ. Chương trình SR 520 sẽ tăng cường sự an toàn bằng cách thay chiếc cầu nổi cũ kỹ và giữ cho vùng này được lưu thông với sự vận chuyển thiết yếu và cải tiến các dịch vụ ở trọn tuyến đường này.

Chương trình SR 520 là gì?

Chương trình SR 520 bao gồm các dự án sau đây:

- **I-5 đến Medina: Dự Án Thay Cầu và HOV:** Thay cầu nổi SR 520, các lối đến và đường từ giữa I-5 và bờ ở phía đông của Lake Washington.

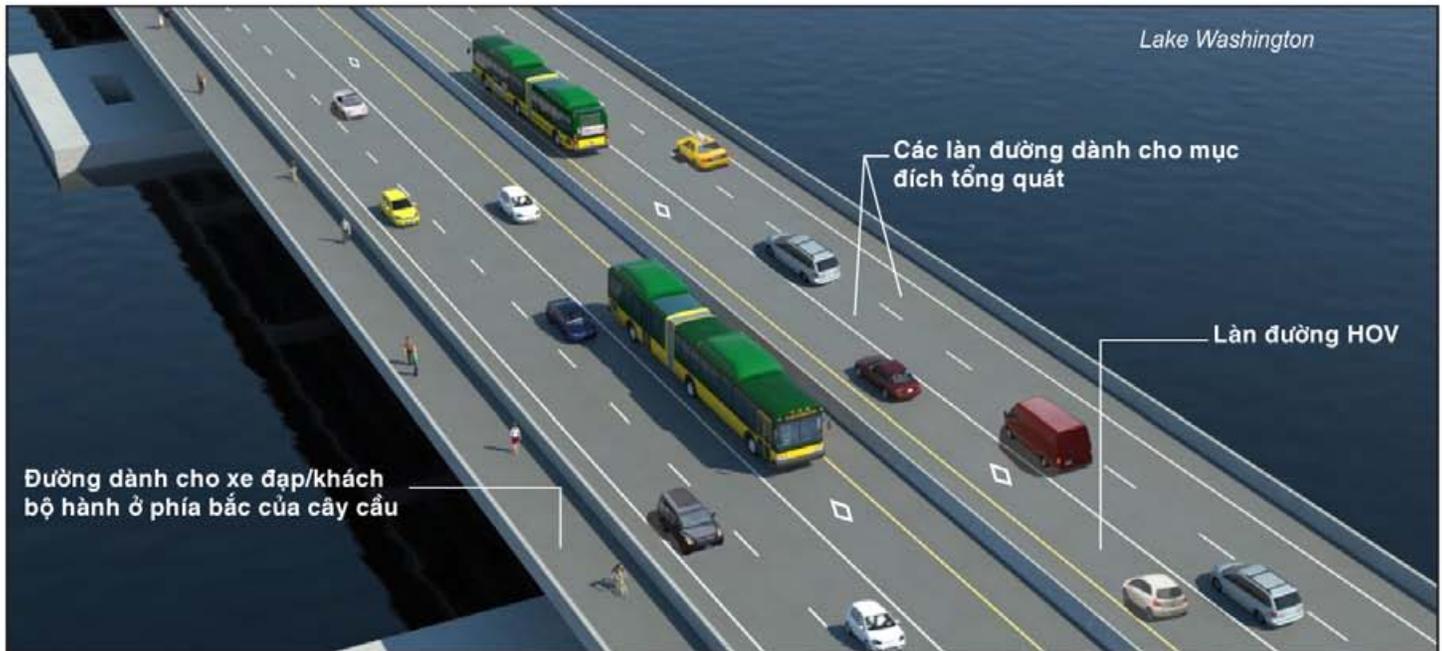
- **Medina đến SR 202: Dự Án HOV và Vận Chuyển ở phía Đông:** Hoàn thành và cải tiến phương tiện vận chuyển công cộng và hệ thống của HOV từ Evergreen Point Road đến giao điểm SR 202 ở Redmond.
- **Dự Án Xây Cát Thuyền Phao:** Tiến hành việc xây cát thuyền phao để phục hồi phần nổi của cầu SR 520 phòng khi có thảm họa và cất giữ các thuyền phao cho đến khi cần.
- **Dự Án Quản Lý Việc Kẹt Xe ở Lake Washington:** Một khoản trợ cấp từ Bộ Giao Thông Hoa Kỳ để cải tiến giao thông qua việc đóng tiền cầu, kỹ thuật và việc quản lý giao thông, phương tiện vận chuyển công cộng, và làm việc tại nhà (telecommute).

Kết quả cuối cùng sẽ như thế nào?

Nhân viên của WSDOT sẽ thay thế cây cầu hiện nay bằng một cây cầu mới, an toàn hơn được thiết kế để chịu đựng được các trận động đất và các cơn giông bão. Chúng tôi sẽ thay toàn bộ tuyến đường từ I-5 ở Seattle đến SR 202 ở Redmond với hai làn đường dành cho mục đích tổng quát và một làn đường "carpool" và phương tiện vận chuyển công cộng cho mỗi hướng xe đi. Chúng tôi sẽ khánh thành cây cầu nổi mới SR 520 vào năm 2014.



Tuyến đường mới sẽ khác với tuyến đường hiện nay như thế nào?



Hình trình bày khái niệm hình thể của 4+2 làn đường, bao gồm hai làn đường dành cho mục đích tổng quát và một làn đường HOV cho mỗi hướng đi và một đường dành cho xe đạp/khách bộ hành.

Cầu SR 520 hiện nay	Cầu SR 520 mới
Cầu nổi dễ bị gió và sóng nước làm hư hại.	Cầu nổi mới được thiết kế để chịu đựng được các cơn gió mạnh 92 dặm một giờ.
Các cấu trúc của SR 520 dễ bị hư hại vì động đất.	Các cấu trúc của cầu SR 520 được thiết kế để chịu đựng các trận động đất được tốt hơn.
Hai làn đường dành cho mục đích tổng quát cho mỗi hướng đi, và không có làn đường cho HOV.	Hai làn đường dành cho mục đích tổng quát và một làn đường HOV cho mỗi hướng đi sẽ lưu thông được nhiều người và nhiều hàng hóa hơn.
Các xe bị chết máy có thể làm tắt nghẽn giao thông, gây kẹt xe.	Các lề đường mới, rộng hơn sẽ giúp cho xe cộ bị hư có thể chạy ra khỏi đường xe cộ giao thông.
Xe cộ vào hoặc ra khỏi xa lộ có thể làm giao thông bị chậm lại trên các đường xá.	Các tuyến đường bắt ngang trên cao được xây cất và các đường ra vào xa lộ ở khắp khu vực có dự án sẽ cải tiến giao thông.
Không có đường cho xe đạp/khách bộ hành ở ngang Lake Washington.	Đường xe đạp/khách bộ hành sẽ cấp nhiều chọn lựa mới cho việc đi lại.
Xa lộ hiện nay hạn chế sự kết nối đến các khu phố.	Các khu đường có lợi cho môi trường (lid) giống công viên sẽ tiếp nối đến các khu phố, cải tiến phương tiện vận chuyển công cộng và gia tăng các chọn lựa về giải trí.
Tiếng ồn từ xa lộ đến các khu phố và công viên trong vùng.	Các biện pháp và kỹ thuật mới làm giảm tiếng ồn sẽ giảm tiếng ồn từ xa lộ cho các khu phố và công viên lân cận.
Nước mưa không được xử lý chảy từ SR 520 vào Lake Washington và vào các dòng suối.	Nước mưa bị ô nhiễm sẽ được giữ lại và sàng lọc trước khi cho chảy vào Lake Washington và vào các dòng suối.
Các bờ lề ngăn chặn không cho cá bơi đi ngược dòng.	Các cấu trúc đường xá mới sẽ bỏ đi các chỗ cản trở không cho cá bơi đi ngược dòng.
Xe buýt bị kẹt trong làn đường giao thông dành cho mục đích tổng quát.	Dịch vụ vận chuyển công cộng được cải tiến lưu hành qua tuyến đường này với mức độ đáng tin cậy hơn trong các làn đường HOV.

Chương trình cầu SR 520 sẽ bảo vệ môi trường như thế nào?



Khu vực đầm lầy gần cầu SR 520.

WSDOT nỗ lực đưa các biện pháp giao thông hữu hiệu đồng thời giảm thiểu các ảnh hưởng đối với cộng đồng và môi trường thiên nhiên xung quanh. Từng dự án của chương trình SR 520 phải hoàn tất tài liệu về môi trường và tài liệu này đáp ứng các quy định trong các điều luật môi trường của liên bang và tiểu bang, bao gồm Đạo Luật Chính Sách Môi Trường Quốc Gia và Đạo Luật Chính Sách Môi Trường Tiểu Bang. Các luật pháp này được thiết kế để bảo đảm cho các giá trị môi trường được kết hợp cùng với các yếu tố khác trong các tiến trình lập quyết định.

Các đề tài môi trường mà chúng tôi thẩm định bao gồm:

- Phẩm chất không khí
- Ảnh hưởng xây cất
- Công bình môi trường
- Kỹ nghệ nuôi bắt cá
- Địa chất và đất đai
- Vật liệu nguy hiểm
- Các di tích và nguồn khảo cổ
- Tiếng ồn
- Các nơi văn hóa và nơi nuôi bắt cá của bộ lạc
- Phẩm chất quang cảnh
- Nguồn nước
- Đầm lầy
- Đời sống thú hoang

Khi chúng tôi hoàn tất các tài liệu về môi trường cho từng dự án, chúng tôi sẽ tiếp tục mời gọi quần chúng tham gia đóng góp ý kiến qua các buổi điều trần dân chúng về kết quả việc thẩm định của chúng tôi và các biện pháp giảm thiểu đã được đề nghị. Việc hoàn thành các tài liệu này giúp chúng tôi đưa chương trình SR 520 này vào giai đoạn xây dựng.

Quần chúng tham gia bằng cách nào?

Việc quần chúng tham gia là một phần quan trọng cho sự thành công của chương trình này. Các ý kiến đóng góp và thắc mắc từ các thành viên trong cộng đồng, các cư dân, các doanh nghiệp, các tổ chức và các nhà lập pháp giúp chúng tôi thiết kế SR 520 được tốt hơn cho người đi đường và cư dân.

Gần đây dân chúng đã đóng góp nhiều ý kiến và đề nghị đến Ủy Ban Thực Hiện Thu Tiền Cầu 520 trong cuộc vận động liên lạc quần chúng năm 2008. Xin xem trang mạng ở www.build520.org để tìm hiểu các ý kiến này, đọc bản tường trình chung kết đến Ban Lập Pháp hoặc xem một thư viện có các tài liệu sâu rộng liên quan đến việc thu tiền cầu.

Để biết thêm về cách quý vị có thể tham gia, xin xem lịch trình sinh hoạt ở trang web của chương trình SR 520:

www.wsdot.wa.gov/Projects/SR520Bridge



Ban nhân viên của chương trình trả lời các thắc mắc của quan khách ở kỳ hội tại địa phương.

Lịch trình của chương trình này như thế nào?

Chương trình SR 520 hiện đang ở trong giai đoạn xét duyệt môi trường và thiết kế. WSDOT hoạch định khánh thành cây cầu rộng bốn làn đường cho khách đi đường vào năm 2014

- 2009 - Bắt đầu nỗ lực thử nghiệm việc xây cất thuyền phao với nhiều đổi mới.
- 2010 - Khởi công xây cất thuyền phao tại một cơ sở hiện có.
- 2010 - Khởi công xây cất bồn mới để đúc ở Grays Harbor.
- 2010 - Khởi công xây cất ở phía Đông (tùy vào tài trợ).
- 2012 - Khởi công xây cất cầu nổi mới.
- 2014 - Khánh thành cây cầu rộng bốn làn đường cho khách đi đường.

Chi phí và tài trợ

Chương trình này tốn bao nhiêu?

Ước lượng mới nhất cho phí tổn của chương trình SR 520 là từ \$4.53 đến \$6.67 tỷ Mỹ kim. Ước lượng chi phí cho phía tây của tuyến đường, giữa I-5 và cầu nổi, thay đổi tùy theo cách thiết kế.

Các cách thiết kế này, được gọi là Cách A, K và L, đã được soạn thảo bởi một nhóm người tham gia hòa giải. Các tham gia viên hòa giải bắt đầu họp mặt vào mùa thu năm 2007 và đã chú trọng vào các cách trao đổi ở phía tây và các ảnh hưởng của các cách đó ở khu phố, phẩm chất đời sống, giao thông và môi trường.

Ước lượng chi phí năm 2008		
Ước lượng năm 2008	Miêu tả	Chi phí khả dĩ nhất
với Cách A	Tương tự với hình thể hiện nay, cộng thêm chiếc cầu quay thứ nhì ở Montlake	\$4.53 đến 4.80 Tỷ
với Cách K	Bao gồm đường hầm dưới Montlake Cut và hạ thấp đơn điểm của giao điểm đô thị*	\$6.57 đến 6.67 Tỷ
với Cách L	Bao gồm cầu xéo ngang Montlake Cut và đơn điểm trên mặt đường để giao điểm đô thị	\$5.10 đến 5.15 Tỷ

**Đơn điểm giao điểm đô thị là một thiết kế giao thông hữu hiệu giúp lưu hành khối lượng giao thông lớn trong khoảng trống hạn hẹp.*

Hiện có các nguồn tài trợ nào?

Ban Lập Pháp Tiểu Bang Washington đã đạt được các nguồn tài trợ khác nhau của liên bang và tiểu bang để giúp trang trải cho chương trình SR 520.

Ngoài ra, Thống Đốc Gregoire đã ký Dự Luật ESHB 2211, cho phép thu tiền cầu SR 520 bắt đầu vào năm 2010. Việc thu tiền cầu SR 520 vào năm tới sẽ giúp WSDOT có được thu nhập để khởi công xây dựng thuyền phao trong năm 2010, là điều quan trọng để thay cầu SR 520 không trễ hơn cuối năm 2014.

“Các biện pháp này sẽ giúp cho Bộ Giao Thông Tiểu Bang Washington khởi công xây dựng ở một địa điểm thuyền phao ở Grays Harbor, đảm trách công tác quan trọng để thay phần dễ bị hư hại nhất của cầu nổi SR 520, tạo việc làm, và cung cấp việc đi lại đáng tin cậy qua tuyến đường này,” Thống Đốc Gregoire phát biểu.



Để biết thêm thông tin:

Xem: www.wsdot.wa.gov/projects/SR520Bridge

Điện thư: SR520Bridge@wsdot.wa.gov

Gọi: 1-888-520-NEWS (6397)

Gởi thư: Washington State
Department of Transportation
SR 520 Bridge Replacement
and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Đạo Luật Người Hoa Kỳ Bị Khuyết

Tật (ADA): Các tài liệu có thể được cung cấp trong các hình thức khác: chữ in to, chữ Braille, băng cassette, hoặc đĩa máy vi tính dành cho những người bị khuyết tật bằng cách gọi đến Văn Phòng Cơ Hội Bình Đẳng (OEO) tại 360-705-7097. Những người bị điếc hoặc lãn tai có thể liên lạc cho OEO qua Dịch Vụ Chuyển Tiếp của Washington ở số 7-1-1.

Thông Tin về Tiêu Đệ VI: WSDOT bảo đảm sự hoàn toàn tuân theo Tiêu Đệ VI của Đạo Luật Dân Quyền năm 1964, bằng cách cấm không được kỳ thị bất cứ ai vì lý do chủng tộc, màu da, nguồn gốc quốc gia hoặc giới tính trong việc cung cấp các dịch vụ và trợ cấp qua các chương trình và hoạt động do liên bang hỗ trợ. Khi có thắc mắc về Chương Trình Tiêu Đệ VI của WSDOT, quý vị có thể liên lạc Điều Phối Viên Tiêu Đệ VI ở số 360-705-7098.



Washington State
Department of Transportation

Attachment 4

2009 Press Release and Examples of Resulting Media Coverage

Exhibit 4-1 provides examples of media coverage related to the “WSDOT updates SR 520 corridor cost estimates” press release issued on November 20, 2008 (next page).

Exhibit 4-1. Media Coverage Related to the “WSDOT Updates SR 520 Corridor Cost Estimates” Press Release

Media	Title	Author	Web Site Address
<i>Seattle Post-Intelligencer</i>	“State announces 520 cost estimates”	Staff	http://seattlepi.nwsourc.com/transportation/388717_520costs21.html?source=mypi
<i>The Seattle Times</i>	“Seattle floating bridge to cost \$4.5B”	Staff	http://seattletimes.nwsourc.com/html/localnews/2008416450_apwafloatingbridge.html
<i>The Seattle Times</i>	“520 bridge price jumps to \$4.5B — or more”	Mike Lindblom	http://seattletimes.nwsourc.com/html/localnews/2008416173_520cost21m.html
KIRO	“New 520 Bridge To Cost \$4.5 Billion”	Staff	http://www.kirotv.com/news/18026846/detail.html
KOMO	“520 Bridge replacement to cost \$4.5 billion”	Associated Press	http://www.komonews.com/news/local/34833079.html



Attachment 5

Project Web Site

This attachment includes a printout of pages from the *WSDOT Projects: I-5 to Medina: Bridge Replacement and HOV Project* Web site located at <http://www.wsdot.wa.gov/Projects/SR520Bridge/bridgeproject.htm>.



WSDOT Projects

I-5 to Medina: Bridge Replacement and HOV Project

The SR 520 bridges are vulnerable to earthquakes and windstorms and must be replaced. As part of the Bridge Replacement and HOV Project, crews will replace the SR 520 bridges, and make other transit, HOV and community enhancements.

[Project area map](#)

[Project design](#)

[Environmental process](#)

[Project costs](#)

[Project timeline highlights](#)

Project area map



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Project design

The Bridge Replacement and HOV Project is currently under [environmental review](#). As part of the supplemental draft environmental impact statement, the project team is evaluating three design options:

Option A - Most similar to today's configuration, with the addition of a second Montlake drawbridge over the Montlake Cut.

Option K - Includes a tunnel under the Montlake Cut and a single point urban interchange below the SR 520 roadway.

Option L - Includes a diagonal drawbridge over the Montlake Cut and a single point urban interchange above the SR 520 roadway.

View informational videos of the three [west side design options](#):

- Option A
 - [YouTube](#)
 - [Windows Media Player](#)
- Option K

- [YouTube](#)
- [Windows Media Player](#)
- Option L
 - [YouTube](#)
 - [Windows Media Player](#)

More information on these options and their planned design is available on the Bridge Replacement and HOV Project [Design page](#).

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Environmental process

Design options for the SR 520 Bridge Replacement and HOV Project are currently being evaluated by a dedicated group of neighborhood, government, and agency stakeholders. The mediation group's recommendations represent the ongoing involvement of west side communities and organizations. Evaluating these design options will help us understand the operational and environmental effects of each option. It will also fulfill WSDOT's responsibility to evaluate a reasonable range of alternatives that could meet the project purpose and need.

There are four milestones in the west side environmental process:

- **2006** - Publish [draft EIS](#).
- **2009** - Publish supplemental draft EIS.
- **2010** - Publish final EIS.
- **2011** - FHWA records Record of Decision.

Detailed information is available on the SR 520 Corridor Program [Environmental Process page](#).

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Project costs and funding

Current project costs for the Bridge Replacement and HOV Project:

Current estimates	West side	Floating bridge
with Option A	\$2.02 to 2.30 B	\$1.37 B
with Option K	\$4.07 to 4.17 B	\$1.37 B
with Option L	\$2.56 to 2.64 B	\$1.37 B

Additional information is available on the [Costs, Funding and Tolling page](#).

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Project timeline highlights

- **2009** - Prepare supplemental draft environmental impact statement.
- **2010** - Issue final environmental impact statement.
- **2012** - Receive permits.
- **2012** - West side construction begins.
- **2014** - Open four-lane bridge to drivers.
- **2016** - Open six-lane bridge to drivers.

Additional schedule information is available on the [Timeline](#) page.

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