All attachments that were submitted with the letter are included; they are included in the order in which they were submitted.

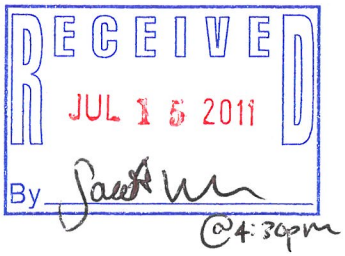
Coalition for a Sustainable SR 520

Madison Park.. North Capitol Hill.. Montlake.. Laurelhurst..Roanoke Park/Portage Bay. .Boating community
117 East Louisa St. #205 ... Seattle, WA 98102-3203

July 15, 2011

Julie Meredith
Director 520 Program
WSDOT
Seattle, WA

Gloria Shepherd
FHWA
Washington, DC



Dear decision makers at WSDOT and FHWA,

Here are the comments of our coalition on the FEIS.

1) Comment period.

The FEIS was issued on June 17, with comments due today, July 15 in order to precede the ROD, which may be issued in a few days. The FEIS has 11,000 pages, including an appendix which has 572 pages, 18 documents and no index. It is not possible for anyone to become familiar with the FEIS in one month. The ROD should be deferred to allow adequate time for the public (not to mention FHWA and WSDOT decision makers) to review the FEIS. Environmental impact statements are created not to satisfy legal obligations, but to be *used* by the agencies in the decision making process. It would be impossible for the agency decision makers to truly use this document in their decision making process if they have only 30 days to analyze and digest it.

Because of the short time period, we may not have found all the data we need from this massive document. We may supplement this letter as we review more of the FEIS.

2) New material

There are a number of surprising new plans in the document, and some of them have important impacts on the environment. The public has had no opportunity to comment. These include:

- The way the Montlake interchange works is very different from the SDEIS. The new low ramps which direct traffic on to the top of the "lid" and then across the lid to go south are an example of differences.

- FEIS 9-9: "The Portage Bay Bridge would operate 110 feet north of the current bridge". This is news, and would have considerably more severe impacts such as loss of usability of Portage Bay for recreation, and increased noise and health effects on homes nearby. In addition, it is not presented in the main document, but only in an appendix which is inconsistent with the main document.

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Ted Lane, Roanoke Park Community Council ;Anita Bowers, Jonathan Dubman, and Robert Rosencrantz, Montlake Community Council; Maurice Cooper, Madison Park Community Council; Colleen McAleer and Jean Amick, Laurelhurst Community Club; Nancy Brainard, North Capitol Hill Neighborhood Association; Gary Stone boating community.
www.sustainable520.org

- The FEIS removes the lid over I-5, which was a significant feature in all the alternatives of the SDEIS. The reason given is possible future expansion of I-5. But no such expansion is planned, and if it were, it would be material to the disclosures in the FEIS.

- This is the first time we have seen the 4(f) mitigation plan and it is completely and woefully inadequate. We have had no chance to analyze it or comment about it.

- There is new traffic analysis in a number of places in the FEIS, and we have not had a chance to put the various analyses together and analyze them.

- The idea of constructing a bridge part way across the lake, and then running out of money for an extended period, is new. Please see 12) below.

3) Assertion of funding adequacy is not factual.

The FEIS states at page 1-2 that "Full funding is reasonably anticipated to be available for completion of all phases of the project within the time period anticipated for completion of the project. " This is not factual. The state's highway improvement plan for the next 10 years includes only Construction Phase One. Likewise, the MTPO (the Puget Sound Regional Council) has only included the Construction Phase Onepiece in the MTP. To finish this project would require massive new taxes or tolls in an era when people are quite resistant to them. In addition, there are serious funding shortfalls with even Construction Phase One, discussed below, and serious funding shortfalls with another highway megaproject. One could hope that funding might be available, but one could not reasonably anticipate $2 billion more in taxes or taxes and tolls.

Please see attachments 3A, the state highway project funding plan; 3B, the 520 financial plan; and 3C; our summary of sources and uses of funds.

4) Lack of disclosure on funding uncertainties for Phase 1

Although funding for Construction Phase 1 has been authorized by the legislature, it is not in hand and may be unobtainable. State Initiative 1125, sponsored by Tim Eyman and funded with more than $1 million, will go to voters in November. It would prohibit the variable tolls which are planned for SR 520, and also prohibit use of tolls from I-90 to fund SR 520. In addition, the plan to raise money on anticipated future grants of federal highway and bridge funds is extremely shaky in the current national political environment.

5) Potential Exposure of the general fund

The FEIS neglects to disclose that if a contract is signed and the state does not have funding to complete the contract, the general fund could be exposed to large outflows. The same losses could occur if the state puts its full faith and credit behind bonds which tolls are inadequate to cover. This information would influence a reasonable decision-maker.

6) Risks to tolling revenues

The tolling revenues depicted in the FEIS are dependent on achieving the projected traffic volumes. All of WSDOT's previous projections of traffic volumes have been much higher than the subsequent reality. If tolls do not come in as planned, the general fund is at risk, see below.
Please see attachment 6A and its links, incorporated here by reference.

7) Inconsistent and unreasonable assumptions on behavior and tolls

For the "No Build" alternative, the FEIS assumes that tolls would be removed from the current bridge before 2030, even though those tolls are meant to control congestion. This is not a reasonable assumption. In addition, it makes it impossible to compare the un-tolled "No-build"alternative with all the other alternatives, which are tolled.

> In the No Build Analysis in Attachment 19, the FEIS has a few traffic numbers on a tolled no build option, but the mobility parameters addressed are different from the mobility parameters addressed for other options, making meaningful comparisons among the alternatives impossible.

The FEIS then assumes that a very high percent of drivers would turn to carpools with 3+ people. This is also an unreasonable assumption, because drivers crossing 520 are mainly commuters going to many different destinations, and because history shows in Seattle and nationwide that use of carpools has been steadily decreasing. Even programs to encourage carpooling are unlikely to achieve that much result.
Please see Attachments 7 A and 7 B.

Then the FEIS assumes that the public will allow the HOV lanes to be quick and almost empty, rather than allowing single person vehicles (SOVs) to drive in them for a fee. This is both an unreasonable assumption, and contrary to recent history in the state, where carpool lanes have been and are about to be opened to SOVs who pay a fee.
The implications of these assumptions are material. If fewer people become carpoolers than expected, or if carpool lanes become available to SOV's who pay, then the number of vehicles on SR 520 will be much higher than the FEIS shows, and the impacts on traffic, environments, and neighborhoods will be more severe.

This assumption on carpooling also drives the conclusion that fewer vehicles will use the expanded highway than would use the "No Build"... a conclusion which is farcical on its face. If WSDOT did not think that more vehicles would use the highway, they would not be expanding it.

The impact of congestion on I-5 and on I- 405 is portrayed inconsistently in different analysis on the EIS. We have not had time to develop details, but different assumptions are used in different places.

8) Mis-characterization of Open Space

Although the FEIS has many details about the open space, it neglects to portray the reality... that west of the SR 520 highrise bridge, most of the area to be taken consists of open space: bays, wetlands, and surrounding open space rich with birds, beaver, and

other wildlife, and a destination for used for canoeing, swimming, hiking, and other recreation.
This is some of the last remaining space of its type in the heart of Seattle, and is literally irreplaceable. The expansion of the highway would destroy much of its usability.

The open space here is important enough that tour boats include it in their trips, and numerous newspaper articles describe it as an attractive destination. For a sampler of these articles, see Attachments 8A, 8B, 8C, and 8D.

9) Conclusion on tolled 4 lanes alternative is inconsistent with FEIS analysis.
The FEIS concludes that the alternative of a tolled 4-lane highway does not meet the project mobility goals. However, the FEIS indicates that with a $4 toll, the results would be close to those of the PA.

Furthermore, no tradeoff analysis is done. If the tolled 4 lanes are close to the PA in terms of mobility, but do much less damage to the environment and the neighborhoods, (and cost much less) is that not a better alternative? That critical analysis is missing.

If a good bus rapid transit system were funded in conjunction with an improved 4 lanes, the state could get most of the mobility advantages along with an affordable price tag. That analysis is missing, too.

10) FEIS gives undue priority to mobility, and inadequate weight to other objectives.
Four objectives are stated in the "purpose" for the project (FEIS 1-5):

1) to improve mobility,
2) to [create] safety and reliability,
3) to be cost-effective, and
4) to avoid impacts on neighborhoods and the environment.

The logic of the FEIS is to discard alternatives based on their lack of achieving objective 1, mobility. The results would be very different if the FEIS looked first at the other objectives, or at least gave them heavy weight. For instance,

- The PA does not meet Objective 2, Safety. If safety were a dominant concern, then the scarce financial resources would be used first to fix all the safety problems, including those on the earthquake-vulnerable piers on the west side, which otherwise will be left for many years until funding is found. This obviously endangers reliability, because if the west side collapses, an expanded east side will do no good. Instead, WSDOT is spending scarce resources to improve the corridor east of Lake Washington where the safety issues are much less by WSDOT's own account.

- As shown in 9) above, the tolled 4 lanes would not have been discarded if WSDOT had based its decisions on its own data and had given appropriate weight to objectives 2,3, and 4.

- If objective 4 (environment) were given appropriate weight, once the damage to this irreplaceable open space was known, the FEIS would have analyzed in detail other alternatives and/or design changes including use of tunnels, narrower footprint, and fewer off ramps in the ecologically-sensitive areas.

- The FEIS does not consider an alternative which we and many others requested in comments on the SDEIS; lanes 5 and 6 for transit only, with fewer on and off ramps and a smaller footprint. The FEIS does not even consider the tradeoffs between funding a good bus rapid transit system and the preferred alternative. The FEIS gives detailed history of years of process on transit decisions, but the fact that public bodies have made some decisions does not excuse the FEIS from developing and presenting data which might change these decisions. If the best way to achieve the project objectives is with more or different transit, the FEIS should present this and the state should advocate for it.

11) The FEIS has inadequate analysis and unreasonable assumptions on local traffic impacts

The people most familiar with Seattle street traffic.... including both the Seattle Department of Transportation and the members of this coalition... have concluded that the PA will have a significant impact on traffic on a large segment of Seattle: from Madison Street to NE 75th Street, and from I-5 to Lake Washington Boulevard. Both SDOT and the coalition have asked for analysis of the SR 520 impact on traffic in this area. However, the FEIS does not look at the whole area, but only a much smaller area right next to SR 520's Montlake interchange.

WSDOT staff members tell us orally that the study isn't needed because there will be little impact. So because there is no study, no one can prove that there is indeed a significant impact!

Furthermore, even if WSDOT models suggest there will be no impact, but all the knowledgeable people say there will be, the odds are high that the models are wrong . There is considerable evidence that traffic models are very fallible in this kind of analysis. At the least, they are dependent on the assumptions they are given, which in this case might be highly optimistic.

The FEIS says that intersections near the Montlake interchange are given an "F" (fail) now and will be given an "F" in the future. However, even a failing intersection can become worse. This one will, and the traffic will spill over into the local area ins ways that are not considered in the FEIS, so no mitigation is planned.

12) The impacts on I-5 are not adequately disclosed or analysed.

The preferred alternative will cause reduced capacity on I-5. This is not disclosed in the main body of the FEIS, and is not made clear until FEIS itself, page 108 of the Transportation Discipline Report in Attachment 7, "The Preferred Alternative would

reduce the number of lanes from four to three in the Express Lanes across the Ship Canal Bridge to provide space for a single new HOV/transit ramp to and from SR 520...."

Even this disclosure is not accompanied by the diagram, like Attachment 12, which is necessary to understand the impact on I-5, and which is not anywhere in the FEIS.

Consequently, there has been no public discussion of the important tradeoffs involved, or about the wisdom of taking a lane away from I-5, or of creating new merges and weaves. Instead, there is a lively civic discussion on the need to relieve I-5 congestion by removing bottlenecks to increase its throughput.

This is yet another example of WSDOT trying to hide the ball and use the EIS, not to inform a decision to be made, but to justify a decision already made.

Please see Attachment 7.

13) The "Partial Bridge" is new, is inadequately analyzed, and will have material impacts.

There is a new Partial Bridge in the FEIS called the "Construction Phase 1" bridge. The FEIS discloses a plan to build from the east side to the western highrise bridge, with a merge from 6 lanes back to 4 lanes just west of the highrise (where there is no interchange). This is a partial bridge, a bridge to nowhere, because the two added lanes don't go to any destination, but simply merge back into the existing 4 lanes.

Contrary to assertions in the FEIS, this plan is very different from the "phased implementation" discussed in the SDEIS and it is significantly different from the alternatives analyzed in that document. There has been no opportunity for public comment.

The differences include:

- The SDEIS phased implementation was to be a short time. All parties agree that this Partial Bridge might be in place for a long time.

- The SDEIS phased implementation connected to land, at an offramp where at least 30% of the traffic leaves 520. The Partial Bridge does not connect to land or to any exits.

The FEIS does not adequately analyze the Partial Bridge. The merge of 6 lanes to 4 will create heavy congestion for some hours each day, with noise and emissions directly over fragile wetlands and the bay with its fish and wildlife. The noise and emissions will affect the nearby neighborhoods of Madison Park and Laurelhurst. The visual impacts of the merge are significant. And on the west side, traffic will continue to back up on I-5 because there is no relief of the chokepoint getting on to SR 520.

Furthermore, will the bike/pedestrian path simply stop at the end of the Partial Bridge? We have not found anything in the FEIS about this.

The long-term partial bridge will also mean that the highway damage will continue to be done to the wetlands and bays of the west side. The stormwater problems, the continued dropping of matter into the bays, will not be fixed. The pavement of the west side, which is old and very noisy, will not be improved.
Please see Attachment 13.

The FEIS statement that impacts will be similar to the phased implementation of the SDEIS is not borne out with analysis, and is inherently unbelievable.

14) Inadequate disclosure of design

After numerous requests, we have still never seen depictions of the Montlake Interchange from ground level, or of the Portage Bay bridge in comparison to the current bridge, or of other areas. Such depictions are necessary for us and the decision makers to understand the plans and what might be approved for construction.

15) Changes after the FEIS.

In discussions, WSDOT has already indicated that it may change the FEIS plans for the placement of the Portage Bay bridge. Any change here would have profound impacts on the many homes which see and hear traffic on the bridge, and on the families whose lives would be affected. We cannot know the impacts of such significant change until we see documents. Given the post-FEIS timing of these revelations, this critical information obviously is not in the FEIS.

16) The PA was chosen before, and outside of, the EIS process.

WSDOT, the governor, and certain legislators chose an alternative long before the environmental review was done and have not been open to other alternatives which might provide better mobility with less damage to the environment.

NEPA creates a process intended to ensure that environmental information is first obtained and then used to make informed decisions. But time and again, WSDOT has demonstrated that it has made its mind up in advance and is going through the NEPA process as a bureaucratic formality, creating analyses to justify decisions already made.

Our SDEIS comments in April 2010 lay out indicators of WSDOT's bad faith in the process to that date. Since then, the same patterns of behavior have become more intense:

1) In February, 2010, shortly after publication of the SEIS, the State speaker of the house, the mayor of Seattle, other politicians and various groups joined us in saying that alternatives like using lanes 5 and 6 for transit only must be considered. (They are not considered in the SDEIS.)

   In response, the governor said looking at changes in configuration would set back the project, and "our commitment to ensuring public safety does not allow that kind of delay". (Never mind that the governor's proposal would leave in place for a decade or longer the hollow, earthquake-prone pillars supporting 520 west of the floating bridge.) Likewise, a leading State representative said, "We have an agreement, let's move forward." Proponents of the State's plan held a press conference at which the

House Transportation Chairwoman, Judy Clibborn, D-Mercer Island, reiterated the argument that a redesign of the car-pool lanes would delay the project up to two years. All this before comments on the SDEIS were even submitted and before a preferred alternative was officially chosen.

2) The preferred alternative was officially announced at the end of April 2010, less than two weeks after the SDEIS comment period and long before anyone could have read and absorbed the hundreds of submitted comments. The choice had obviously been made long before.

3) Long before the Final SEIS was released, the governor, WSDOT, and State legislators presented the preferred alternative as a final decision, awaiting only paperwork details to be implemented. "We have a new 520 and are ready to move forward to open the bridge in 2014," Gov. Chris Gregoire said.

4) In op-ed pieces, media interviews, and ads, the governor, WSDOT and State legislators, together with some business interests, pushed hard for people to stop questioning the plans., "It's time for action on the 520 bridge!" This pressure strengthened the perception that the decision had been made and that opposing it was dangerous. It trivialized the environmental process mandated by NEPA (and its State counterpart, SEPA).

5) The governor set a tight timetable for construction that would not permit any further discussion or consideration of alternatives that were, or should be, analyzed in the EIS.

a. The Section 106 process for analyzing and mitigating impacts on historic areas was driven by the deadlines. Legitimate requests for additional assessments were brushed aside in the name of meeting deadlines.

b. The Metropolitan Transportation Planning Organization (the Puget Sound Regional Council) was asked in April to approve and did approve going ahead with construction of the "partial bridge" before the FEIS was published, because the State said it needed to move fast with construction of its preferred alternative.

c. WSDOT seeks to have a ROD in July, just a month after the FEIS is released and long before you can reasonably be expected to consider all the information contained in the EIS and listen to those who can show that its analysis is biased, incomplete and inaccurate.

Submitted on behalf of the Coalition for a Sustainable SR 520

Fran Conley

Attachment 3A

2011-13 Biennium Senate Proposed Transportation Budget Project List
LEAP Transportation Document 2011-2 ALL PROJECTS as developed April 19, 2011
Highway Improvements Program (I)
(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
SR 500, Vancouver to Orchards - Corridor Improvements							**7,674**	**40,044**	**636**	**0**	**0**	**0**	**0**	**56,961**
500	450000A	SR 500/St Johns Blvd - Build Interchange	49	☑	☐	☑	7,674	40,044	636	0	0	0	0	56,961
SR 502, I-5 to Battle Ground - Corridor Improvements							**13,741**	**47,377**	**18,000**	**233**	**0**	**0**	**0**	**140,307**
005	400599R	I-5/SR 502 Interchange - Build Interchange	17, 18	☐	☑	☑	826	0	0	0	0	0	0	52,521
502	450208W	SR 502/I-5 to Battle Ground - Add Lanes	18	☑	☑	☑	12,915	47,377	18,000	233	0	0	0	87,786
SR 503, Battle Ground to Vancouver - Improvements							**5,342**	**423**	**0**	**0**	**0**	**0**	**0**	**7,377**
503	450305B	SR 503/4th Plain/SR 500 Intersection - Add Turn Lane	17	☑	☐	☑	587	214	0	0	0	0	0	811
503	450393A	SR 503/Lewisville Park Vicinity - Add Climbing Lane	18	☑	☐	☑	4,755	209	0	0	0	0	0	6,566
SR 509, SeaTac to I-5 - Corridor Completion							**3,825**	**20**	**0**	**0**	**0**	**0**	**0**	**61,537**
509	850901F	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	30, 33	☑	☐	☐	3,824	20	0	0	0	0	0	26,541
509	850902A	SR 509/I-5/SeaTac to I-5 - Design and Critical R/W	33	☐	☑	☐	1	0	0	0	0	0	0	34,996
SR 510, Yelm - New Freeway							**8,734**	**687**	**0**	**0**	**0**	**0**	**4,860**	**36,006**
510	351025A	SR 510/Yelm Loop - New Alignment	02	☑	☐	☑	8,734	687	0	0	0	0	4,860	36,006
SR 518, Burien to Tukwila - Corridor Improvements							**3,170**	**733**	**0**	**0**	**0**	**0**	**0**	**42,127**
509	850919F	SR 509/SR 518 Interchange - Signalization and Channelization	33	☑	☐	☑	304	75	0	0	0	0	0	5,831
509	850919G	SR 509/SR 518 Interchange - Interchange Improvements	33	☐	☐	☑	94	0	0	0	0	0	0	465
518	851808A	SR 518/SeaTac Airport to I-5 - Eastbound Widening	11, 33	☑	☐	☑	2,772	658	0	0	0	0	0	35,831
SR 519, Seattle - Intermodal Improvements							**42,705**	**0**	**0**	**0**	**0**	**0**	**0**	**84,015**
519	851902A	SR 519/ I-90 to SR 99 Intermodal Access Project - I/C Improvements	37	☐	☑	☑	42,705	0	0	0	0	0	0	84,015
SR 520, Seattle to Redmond - Corridor Improvements							**500,907**	**1,263,266**	**629,813**	**24,005**	**25,000**	**0**	**1**	**2,645,415**
520	152040A	SR 520/W Lake Sammamish Parkway to SR 202, Stage 3 - Widening	48	☐	☑	☑	45,930	1,408	86	0	0	0	0	79,397
520	8BI1003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	43, 48	☑	☑	☑	388,087	1,247,769	629,727	24,005	25,000	0	1	2,478,632
520	L1000033	Lake Washington Congestion Management	43, 48	☑	☐	☑	66,890	14,089	0	0	0	0	0	87,386

Alt 3A, p2

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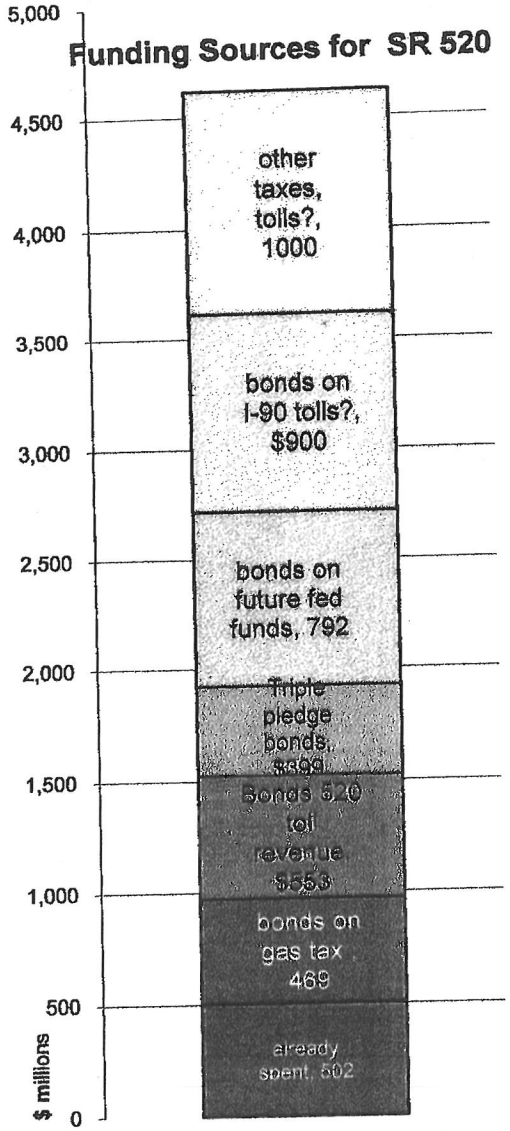
Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Highway Improvements Program (I)							**2,896,968**	**4,103,038**	**2,210,747**	**797,823**	**288,830**	**261,823**	**1,127,925**	**17,834,773**
SR 3, Mason/Kitsap County - Improvements							**1,925**	**4,480**	**11,338**	**0**	**0**	**0**	**24,823**	**47,019**
003	300344C	SR 3/Belfair Bypass - New Alignment	35	☑	☐	☑	316	435	0	0	0	0	11,188	14,533
003	300344D	SR 3/Belfair Area - Widening and Safety Improvements	35	☑	☐	☐	1,585	4,045	11,338	0	0	0	0	18,154
003	300348A	SR 3/Fairmont Ave to Goldsborough Creek Br - Replace Bridge	35	☑	☐	☐	0	0	0	0	0	0	13,635	13,865
003	300348B	SR 3/Jct US 101 to Mill Creek - Safety	35	☑	☐	☐	24	0	0	0	0	0	0	467
I-5 / SR 16, Tacoma Area - HOV & Corridor Improvements							**220,337**	**320,835**	**288,269**	**153,979**	**36,395**	**79,667**	**121,261**	**1,612,262**
005	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	25, 27, 29	☑	☑	☑	209,690	319,562	288,269	153,979	36,395	79,667	121,261	1,477,351
016	301636A	SR 16/I-5 to Tacoma Narrows Bridge - Add HOV Lanes	27, 28, 29	☐	☑	☑	10,511	1,273	0	0	0	0	0	127,451
016	301638B	SR 16/36th St to Olympic Dr NW - Add HOV Lanes	26	☐	☑	☑	136	0	0	0	0	0	0	7,460
I-5, Everett Area - HOV & Corridor Improvements							**645**	**1**	**0**	**0**	**0**	**0**	**0**	**261,990**
005	100540F	I-5/164th St SW to SR 526 - HOV and Interchange Modifications	01, 21, 38, 44	☐	☐	☑	4	1	0	0	0	0	0	41,872
005	100543M	I-5/SR 526 to Marine View Drive - Add HOV Lanes	38, 44	☐	☑	☑	641	0	0	0	0	0	0	220,118
I-5, Lewis County Area - Corridor Improvements							**86,951**	**98,388**	**71,224**	**740**	**0**	**0**	**0**	**368,364**
005	300581A	I-5/Grand Mound to Maytown - Add Lanes and Replace Intersection	20	☐	☑	☑	53,603	16,403	40	0	0	0	0	115,335
005	400507R	I-5/Rush Rd to 13th St - Add Lanes	20	☐	☑	☑	980	0	0	0	0	0	0	53,660
005	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	20	☑	☐	☑	32,368	81,985	71,184	740	0	0	0	199,369
I-5, Puget Sound Area - Improvements							**68,850**	**61,581**	**2,416**	**26**	**17,431**	**21**	**19,362**	**356,273**
005	100505A	I-5/Pierce Co Line to Tukwila Interchange - Add HOV Lanes	11, 30, 33	☐	☑	☑	103	0	0	0	0	0	0	138,946
005	100522B	I-5/Express Lane Automation	43	☐	☐	☑	2,832	2,993	0	0	0	0	0	5,825
005	100529C	I-5/NE 175th St to NE 205th St - Add NB Lane	32	☐	☑	☑	32	0	0	0	0	0	0	8,735
005	100536D	I-5/SR 525 Interchange Phase	01, 21	☑	☐	☐	0	0	0	0	0	0	19,357	20,001
005	100537B	I-5/196th St (SR 524) Interchange - Build Ramps	01, 21	☑	☐	☐	18,879	11,174	203	0	0	0	0	33,775
005	100541M	I-5/128th St SW (SR 96) - Interchange Improvements	21, 44	☐	☐	☑	364	600	0	0	0	0	0	1,872

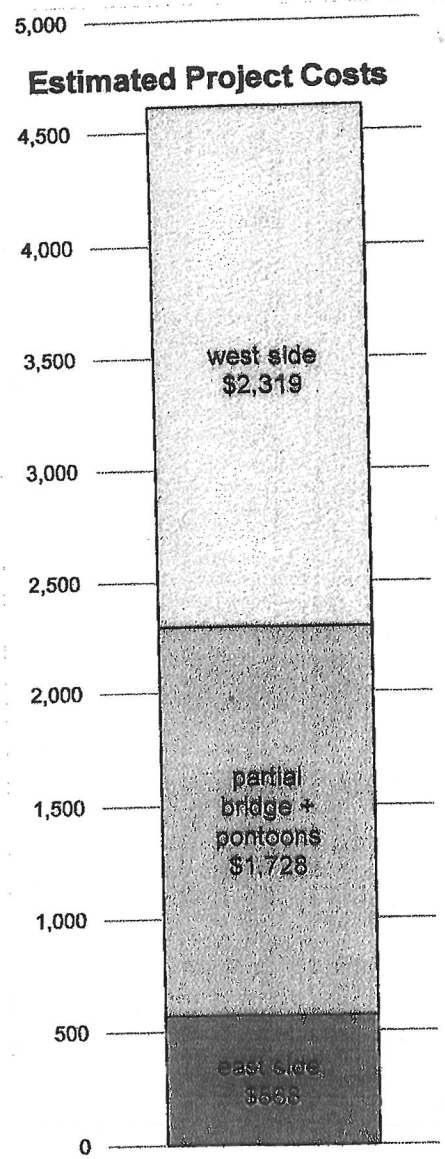
Enacted 2009-11 Budget as base			Enacted 09-11	Supp	09-11	11-13	13-15	15-17	17-19	19-21	21-23	23-25	25-27
Beginning Fund Balance			0	0	0	1,932	797	584	221	15,497	44,703	47,377	49,739
Source of Funds													
Treasury Deposit Earnings		S	0	(13)	(13)	79	319	(150)	(20)	200	200	200	250
Treasury Deposit Earnings from acct 495		S	0	26	26	180	220	250	260	270	280	290	300
Toll Revenue transfer from account 495		S	12,305			111,128	143,142	167,235	181,904	190,912	200,222	209,916	220,009
Deductions for Free Trip Incentives		S	0										
Customer-Initated Payment Discount		S	0			(450)	(471)	(449)	(444)	(437)	(431)	(424)	(417)
Reserves		S	0	0	0	(18,280)	(2,269)	(4,067)	(13,451)	(1,179)	(463)	(1,719)	0
Transponder Revenue		S	8,005			7,969	3,366	3,536	3,715	3,904	4,101	4,309	4,527
Fees		S	1,373			2,828	3,223	3,194	3,227	3,194	3,132	3,039	2,908
Administrative Transfer from Civil Penalties Account		S	190	(190)	0	754	946	957	993	989	947	926	907
Bond Proceeds Triple Pledge		B	231,754	0	231,754	[illegible]	[illegible]	0	0	0	0	0	0
Bond Proceeds - Senior Lien Revenue Bonds		B			0	[illegible]	[illegible]	0	0	0	0	0	0
Bond Proceeds - Subordinate Revenue Bonds		B			0	[illegible]	[illegible]	0	0	0	0	0	0
Bond Proceeds GARVEE		B			0	[illegible]	[illegible]	0	0	0	0	0	0
Federal Surface & Bridge Funds	*for debt service*	S			0	14,649	74,656	256,294	188,093	302,996	264,697	0	0
Withholding for Existing Debt Service		S			0								
Withholding for Estimated Debt Service		S			0	(33,792)	(91,874)	(105,956)	(113,927)	(119,608)	(125,621)	(129,386)	(138,095)
Debt Service pd by Federal Funds		S			0	(14,649)	(74,656)	(256,294)	(188,093)	(302,996)	(264,697)	0	0
Total Sources			255,628	(18,432)	236,596	1,052,841	584,342	64,550	62,257	78,225	82,367	87,141	90,389
Other Agency													
Sales Exp/Cost of Issuance		B	83		83	88	185	0	0	0	0	0	0
Underwriters Discount Expense		B	1,308		1,308	1,075	2,949	0	0	0	0	0	0
Total Other Agency			1,391	0	1,391	1,143	3,134	0	0	0	0	0	0
Operations													
B00 Toll Maint/Opns		S	24,000			0	0	(1,068)	3,571	4,798	5,907	10,143	8,548
B00 Toll Maint/Opns unalloted		S				(933)	(577)	(577)					
B00 Toll Maint/Opns - DP	*Service Center reduction*	S	0		0	34,306	34,539	42,557	43,410	44,221	45,026	45,876	46,765
S00		S	264		264	0	0	0	0	0	0	0	0
Total Operation			24,264	(20,829)	3,435	33,373	33,962	40,912	46,981	49,019	50,933	56,019	55,313
Capital													
I0C Improvements - Deferred Sales Tax		S									28,760	28,760	28,760
I0C Improvements		S					22,853	23,206	0	0			
	Moved under-run of bond expenditures in Feb update from 09-11 to 11-13. This must be appropriated as Bond Expend. in the 11-13 Budget Bill, but must be coded in TEIS Fund Balance as state cash expenditures. Includes 10-11 Feb Update as Cash Expenditures.	S											
		S											
Bond Proceeds Triple Pledge		B	231,754		231,754	[illegible]	[illegible]	0	0	0	0	0	0
		B											
		B											
Bond Proceeds - Senior Lien Revenue Bonds		B				[illegible]	[illegible]	0	0	0	0	0	0
Bond Proceeds - Subordinate Revenue Bonds		B				0	[illegible]	0	0	0	0	0	0
Bond Proceeds GARVEE		B	0		0	[illegible]	0	0	0	0	0	0	0
Total Capital			231,754	(1,925)	229,829	1,019,460	547,459	24,001	0	0	28,760	28,760	28,760
Total Uses of Funds			257,418	(22,754)	234,664	1,053,976	584,555	64,913	46,981	49,019	79,693	84,779	84,073
Ending Fund Balance (SR 520)			(2,390)	4,322	1,932	797	584	221	15,497	44,703	47,377	49,739	56,055

Attachment 3B

Attachment 3C

~~Exhibit A~~





SOURCES OF FUNDS:	SR 520 million $
already spent	$ 502
bonds on gas tax	$ 469
Bonds on 520 toll revenue	$ 553
Triple pledge bonds	$ 399
bonds on future fed funds	$ 792
bonds on I-90 tolls?	$ 900
other taxes, tolls?	$ 1,000
Total construction cost	**$ 4,615**

PROJECT COSTS	SR 520 million $
east side	$ 568
partial bridge,pontoons	$ 1,728
west side	$ 2,319
Total	$ 4,615

draft 4/4/11

source: WSDOT 11/10 Program Comparison Chart

Souce LEAP draft 3/11 and 520 financial plan 3/11

I-90 tolls estimate from legislative workgroup materials

"Triple pledge" bonds: toll revenue, gas tax, and full faith and credit of state

Attachment 6A

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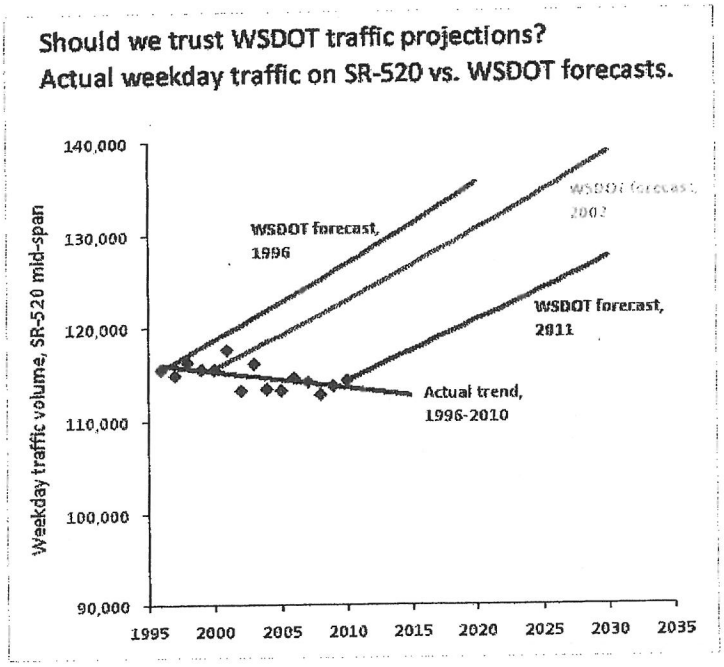
WSDOT vs. Reality

Puget Sound traffic forecasts don't even pass the laugh test.

Clark Williams-Derry on July 13, 2011 at 1:35 am

This post is 12 in the series: Dude, Where Are My Cars?

I wish I were making this up. The Washington State Department of Transportation continues to insist that traffic volumes on the SR-520 bridge across Lake Washington are going up up up—even though actual traffic volumes have been flat or declining for more than a decade! Here's a chart that makes the point.



In a charitable mood, you could forgive the 1996 projections. Back then, rapid traffic growth on SR-520 was a recent memory: up through about 1988, traffic growth was both steady and rapid.

By 2011, however, it should have been perfectly obvious that the old predictions were proving inaccurate. Yet WSDOT just kept *doubling down on their mistakes*—insisting that their vision of the future remained clear, even as their track record was looking worse and worse. So now they've wound up with an official traffic forecast, in the final Environmental Impact Statement no less, that doesn't even pass the laugh test.

It would be funny—if the state weren't planning billions in new highway investments in greater Seattle, based largely on the perceived "need" to accommodate all the new traffic that the models are predicting will show up, any day now.

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In case you don't believe me about the numbers, feel free to check out the sources directly. I'd be happy to be corrected.

The data on recent traffic volumes—the blue dots—come from three sources. I start with

AH 78B, p3

lines with those that have existing lines or have invested in new ones, a correlation between rail and transit use is apparent. Cities with no rail saw far smaller declines in automobile mode shares than their rail counterparts; they also saw declining non-automobile mode shares, compared to increases in the rail cities. These differences were especially considerable when considering rail cities outside of Texas; excluding them, transit saw no mode share change, whereas single-person commuting by car decreased (albeit by a minuscule amount).

This may indicate that rail lines can play an important role in encouraging the population to try modes other than the automobile. The non-automobile mode share, which includes transit, biking, and walking, is particularly interesting from this perspective because it may reflect the number of people choosing to live in areas where it is acceptable to use transportation other than the private car. Is this conclusive evidence that rail works better than bus service to encourage people out of their cars? Not necessarily, but it's certainly a part of the overall equation.

Looking city-by-city, modal share changes reflect some overall trends. Automobile usage continues to decrease in the nation's older, densely developed cities: The places recording the largest declines in overall car share were, in order, Washington, New York, Boston, San Francisco, Seattle, Portland, and Chicago. Those with the largest declines in non-automobile share were largely sprawling cities, including, in order, Columbus, Houston, Dallas, Fort Worth, Las Vegas, and Nashville.

% Change in Mode Share, 2000-2009 in America's Biggest Cities							
	Total Auto	Total Non-Auto	Driving alone	Carpooling	Transit	Biking	Walking
Austin	-5.1	4.5	-1.2	-25.2	12.0	11.9	-11.4
Baltimore	0.5	-6.6	11.0	-37.1	-12.7	200.6	0.7
Boston	-11.9	9.7	-10.9	-16.4	6.9	117.7	8.4
Charlotte	-3.7	24.3	-1.6	-16.2	8.5	3.6	59.4
Chicago	-6.0	4.1	1.4	-31.5	1.6	129.2	4.7
Columbus	0.3	-24.0	4.3	-29.1	-39.7	107.3	-18.6
Dallas	0.6	-20.8	10.8	-40.0	-28.1	9.3	-2.3
Denver	-2.4	-3.3	1.7	-23.8	-7.5	89.8	-15.5
Detroit	-3.3	7.8	4.1	-33.1	-12.0	192.4	58.4
El Paso	-2.4	14.4	4.3	-35.0	2.5	47.8	26.5
Fort Worth	-1.5	-16.4	4.7	-29.9	1.5	-18.2	-31.5
Houston	0.7	-23.5	5.3	-19.8	-33.0	-17.9	-0.4
Indianapolis	-0.3	-2.6	3.0	-21.8	-17.1	129.1	1.1
Jacksonville	-1.1	-11.3	0.4	-10.4	-18.5	-4.1	-4.7
Las Vegas	-0.1	-13.7	5.5	-27.5	-28.5	-10.7	18.7
Los Angeles	-3.6	9.2	2.0	-28.7	10.7	63.8	-4.2
Memphis	-1.5	-7.9	2.7	-22.2	-7.8	-78.7	-4.0

AH TB, PZ

crawls to life every weekday morning before dawn, when a stretch of Interstate 95 turns into a glittering river of headlights moving so slowly that drivers need to leave up to two hours to cover a 30-mile trip.

"Painful," said a 55-year-old accounting firm employee who tries to pick up other riders at designated places in Woodbridge so she can use the restricted, faster lanes.

"Books on tape, music, it doesn't help," she said about the daily trip (most of the commuters interviewed here asked that their names not be used). "All I'm thinking is, 'Oh, God, this is going to hurt.' "

The grind of the drive provokes such frustration that commuters do odd things to stay calm. One commuter waiting for a ride at a meeting point here said that one driver had become notorious among the regulars — "the puppet guy," who apparently used hand puppets to act out arguments to manage his anger over being stuck in traffic.

The population of the Washington suburbs has exploded in recent years, up by more than 60 percent since 1980. Still, the congestion has not served as an impetus for car-poolers, whose numbers, as a portion of all drivers, have fallen.

In fast-growing Prince William County, where Woodbridge is located, the number of car-poolers has actually grown, but not nearly as much as number of people driving alone, which has tripled since 1980.

The census data also show that different races car-pool at different rates. According to the census, black, Hispanic and Asian commuters car-pool far more than white workers.

In 2000, the car-pool rate for Hispanic workers was 28 percent, double the rate for whites, partly because of new immigrants sharing rides to jobs at construction sites or factories. But even Hispanics are relying less on group rides: by 2009, the rate for Hispanics had fallen to 19 percent.

"As cars became more affordable and life became easier, the big car pools broke up," said Alan Pisarski, a consultant who studies transportation trends.

Car-pooling first cropped up as a policy idea in the United States in the 1940s, when oil and rubber shortages limited the use of personal cars, according to Erik Ferguson, a professor of urban planning and the author of a 1997 article called "The Rise and Fall of the American Carpool."

Car-pooling was first seriously studied by academics and urban planners in the 1970s, the decade of the oil embargo, "a time of great hope for car-pool enthusiasts," Mr. Ferguson wrote.

A+ 7B, P3

Lew Pratsch, who organized shared rides for federal workers while working for the Energy Department in the 1970s, remembers that decade as a golden era for car-pooling, when big companies like Xerox and Chevron organized car pools for their employees. He picked up his future wife on their first date with a car-pool van.

But since then, profound demographic and economic shifts occurred. Companies spread out more, and the workday became less predictable. Women went to work in large numbers, raising the incomes of households as well as their ability to own a car.

"It's economic," said Roger F. Teal, a former professor of civil engineering whose Illinois software company, DemandTrans Solutions, helps municipalities with transportation issues. "If people have a car available, they will use it."

With today's high levels of car ownership, "the strongest motivation for people to car-pool disappeared," said Mr. Teal, who conducted one of the early comprehensive studies of car-pooling. Car ownership has outstripped even population growth, as the number of cars parked in American driveways has risen by nearly 60 percent since 1980, while the number of Americans has grown by a third.

What remains, of course, is traffic, and in places like Washington, where it adds hours to commutes, people car-pool to take advantage of the fast-track car-pooling lanes.

People car-pool here with strangers in a practice called "slugging" — the term comes from fake bus tokens, because bus drivers sometimes mistake car-poolers, who often wait near bus stops, for bus riders. Each waiting spot has its own destination, like the Pentagon or L'Enfant Plaza, and drivers call them out as they drive up.

The practice can bring surprises, some more welcome than others. One commuter said she picked up some great financial advice from her carmates.

But another said she once had to defend a fellow passenger after the driver started lecturing her about Christianity. "It's O.K. to spread the word of God, but technically he was holding her hostage," she said.

As car-pooling has continued to decline, mass transit use has increased in the past decade. In the Washington area, it represents about 14 percent of commuters, compared with 11 percent in 2000, according to the data.

Another big change has been the number of people working from home at least one day a week, which has tripled since 1998, to about 600,000, according to Nicholas Ramfos, director of Commuter Connections, a network of agencies and local governments that coordinates ride-sharing programs.

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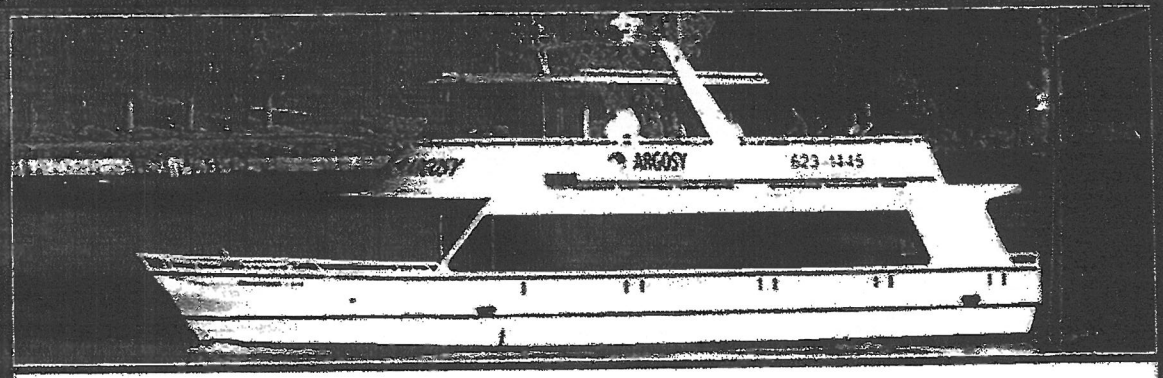

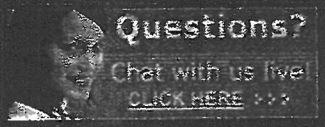

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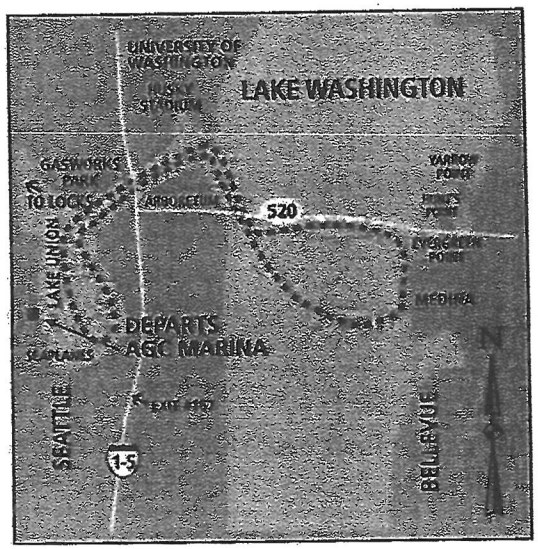

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Please Note

All bookings by phone, on-line or in person are **final and non-refundable.**

DEPARTURES

PRICES

Attachment 8A

Attachment 8B

Originally published October 5, 2006 at 12:00 AM | Page modified June 18, 2007 at 5:05 PM

A Few of Our Favorite Things

Where to see fall foliage

Turning the tables this week, we offer favorites from a few writers on the Seattle Times travel staff: For a lavish dose of fall...

Turning the tables this week, we offer favorites from a few writers on the Seattle Times travel staff:

• "For a lavish dose of fall color, drive through **Tumwater Canyon** on Highway 2, just west of Leavenworth. Vine maples, cottonwoods and aspens put on a red-gold show alongside the highway and the churning Wenatchee River." — *Kristin Jackson*

• "Walk along the south side of Seattle's **Montlake Cut**, starting on Portage Bay. A narrow gravel trail starts near the west end of East Hamlin Street in a leafy park adjacent to Seattle Yacht Club, with views of the hilly Roanoke neighborhood, and passes under the turreted Montlake drawbridge before ending at the edge of Lake Washington. Across the water are the pretty slopes of Laurelhurst and panoramic views of the Eastside's tree-covered shores and the Cascades beyond." — *Tyrone Beason*

• "Cool nights at higher elevations produce early, eye-popping colors on scenic **Blewett Pass** on Highway 97. Take a short detour to the old gold-mining 'ghost town' of Liberty. Or head over the **North Cascades Highway**, where golden larches at the pass complement crimson vine maples below."

— *Brian J. Cantwell*

enlarge BRIAN J. CANTWELL / THE SEATTLE TIMES
Vine maples gleam in the rain along Highway 20, the North Cascades Highway, east of Marblemount.

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Video

Practice for Bon Odori, dancing in honor of loved ones and community
Members of the local community practice for the Bon Odori celebration on Saturday and Sunday, July 17 and 18. The public dances honor recently lost loved ones in Japanese buddhist tradition, but welcome all nationalities and faiths to participate.


Raw video: Colorful underwater life off San Juan Island


Running of the Bulls on Queen Anne


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Attachment 8C

Saturday, April 25, 1998 - Page updated at 12:00 AM

A Good Paddling -- Glide Through Seattle's Waterways In A Canoe Or Kayak

By Cathy Reiner
Seattle Times Staff Reporter

The rhythmic dip of paddles in the water. The flutter of a seagull overhead. The glitter of the waves. A fast escape from the landlocked world.

Paddling a canoe or kayak in the many waterways of greater Seattle can be a delightful adventure for families with children of about age 6 and up.

It's a safe, fun sport, as long as parents make sure that they and their children know what they're doing, before they get far from a beach or dock.

"Most important: Make sure everyone wears a Coast Guard-approved life vest," says Dolph Diemont, a Coast Guard boating safety specialist. "Next, parents should check the weather ahead to make sure they're not heading into a storm or high waves, and they should know their strengths and limitations.

"A paddling lesson is a good way to get started. You'll learn about safety that way."

Though paddlers soon learn to maneuver a canoe or kayak, preventing a capsize or righting a boat requires more practice, as does rescuing a "man overboard."

In a lake, a river, or particularly in chilly Puget Sound, a capsize can quickly become a life-or-death situation.

Proper instruction and practice also is important to make sure that everyone likes paddling and knows to behave himself, says Dan Hendrickson of Cascade Canoe and Kayak Center at Bellevue's Enatai Beach Park. "The dangerous kid is one who doesn't know what he's doing, or who gets bored and can't sit still in the boat for long."

Whether your family is thinking of long paddling trips or just getting out on the water, your first outings can be in rental boats, and enhanced by lessons and guided tours.

You can rent canoes, kayaks and other small rowing craft at a number of area lakes and saltwater beaches for $6 to $18 an hour, depending on the size and type of craft. Many outlets offer discounted half-day or longer rental rates.

Most outlets offer one-time or series group or private lessons, and guided tours for kids and adults. These are usually by reservation, but sometimes can be signed up for at the last minute. Introductory group lessons or tours cost $20 to $35 for about 90 minutes, including boat rental. Many places also offer weekend and summer kids programs.

Rental shops provide paddles and life vests (called personal safety devices, or PFDs) and require the vests be worn. Paddlers should bring spare dry clothing, sunglasses, sunscreen, water and snacks, all in a waterproof or tightly sealed plastic bag. Drinking water is particularly important because paddlers get thirsty and it's not safe to drink lake or sea water.

Families usually rent double kayaks or canoes so a parent or older sibling can be teamed with a younger child. The stronger or more experienced paddler takes command from the back seat.

Canoes are usually paddled by two people, sometimes with a child or extra passenger seated in the open middle. Paddlers kneel inside and use a single-bladed paddle on one side of the boat.

Kayaks come in single or double-seater models - one or two "holes" in the covered deck of most models. Paddlers are seated inside and dip a double-bladed paddle alternately, side-to-side. Kids often look forward to "graduating" to a single they can maneuver by themselves.

"I can't wait to take my own boat out," said Billie Andrews, 8, who recently was paddling a canoe with his parents in Mercer Slough, near Bellevue's Enatai Beach Park.

Last summer Billie and his father, Phil Andrews, always rented a double kayak, or sometimes a canoe so Billie's mom could go along, too. This summer Billie and Phil are planning some longer kayak expeditions, first in Lake Washington, then on some rivers. At times, Billie will be in his own kayak.

"He's strong and he's careful," says his father. "He can handle it. We have a great time on the water."

---------- THIS WEEKEND

Paddlefest: Test-paddle new boats, listen to sea-savvy experts, watch or paddle recreational races, meet manufacturers, retailers and club representatives, and see their products and programs, 9 a.m. to 4 p.m. today and tomorrow at Stan Sayres Memorial Park, 3800 Lake Washington Blvd. S., Seattle.

Admission $5, kids under 9 free. Introductory lessons (50 minutes) at 9:30 and 10:30 a.m. each day to first 18 people to sign up (age 10 and up), $5. Kids under 18 must have parental-release form to test-ride boats

Attachment 13

Pete and Wendy DeLaunay

2524 Boyer Ave. E. #212/210 Seattle, Washington 98102

Pete@Delaunay.com (206) 323-9128

July 13, 2011

TO: Department of Ecology – SEA Program

Federal Project Coordinator

ecyrefedpermits@ecy.wa.gov

FR: Pete DeLaunay, 25+ Year Portage Bay Area Resident, Seattle, Washington

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

Application for State of Washington 401 Water Quality Certification & Coastal Zone Management Act Consistency

We have lived on the shoreline of Portage Bay which lies between Lake Union and Lake Washington in Seattle, Washington for the past 25+ years -- and just south of the existing Portage Bay viaduct -- on Boyer Ave. E. Before the Washington Department of Transportation built the existing SR 520 bridge, specifically over the Portage Bay area, our bay had a pristine shoreline with sufficient depth for abundant sea life and recreation – and a unique urban environment.

While Portage Bay remains somewhat fishable and a wonderful place for smaller human power boating, **WSDOT's negligence over the past 40+ years has had incredible impacts on water quality, toxic silt build up, invasive plants and significant reduction in fish and water fowl. No one can swim there any longer.**

To demonstrate how serious WSDOT's negligence has been, my wife created a website and video web cast of the filthy water from the existing structure that pours directly into Portage Bay during Seattle's somewhat frequent rain storms. These drains have been in place and pouring untreated filthy water from the existing bridge deck into the bay for the past 40+ years!

It is disgusting to view, but visit www.build520right.net to see it for yourself. The dirt from this runoff has resulted in silt build up of up to 90 feet in some places during some 40 years time.

Although WSDOT has said in the DEIS that Portage Bay is not considered a recreation area, pictures and people paint a different story in spite of the conditions WSDOT has wrought on the waterway and water quality of this unique urban area.

Att 13, p2

WSDOT said in a recent meeting that they are not accountable for past water runoff from the bridge and its serious impacts on water quality in Portage Bay. They have told us they will not mitigate the damage untreated runoff has had on the shoreline, water quality and water depth.

The new bridge, they say, will treat water runoff responsibly...and we are certain environmental officials such as DOE and others will require that. We ask that you insist, however, that WSDOT make up for past sins...not unlike the way in which government has held industry responsible and accountable for water quality from unbridled chemical deposits in waterways here (the Dumamish) and elsewhere.

State Environmental Policy Act intentions:

We request the reclamation of the South Portage Bay waterway and shoreline by WSDOT before any permits are granted by DOE or federal agencies.

Original SR 520 construction affected the bay in many ways: slit build up, water quality, shoreline, native species, native plants, and salmon habitat. Reclaiming South Portage Bay with removal of silt, invasive plant life, restoration of shoreline (see www.build520right.net) and better recreational access will provide an important dimension to this unique urban environment. And make up for WSDOT's past negligence, holding them accountable as government holds industry accountable for past mistakes.

Thank you for your attention and response to the issues we have raised on behalf of many neighbors and enthusiasts for responsible environmental mitigation of past sins. We request your vigilance to mitigate impacts of the SR 520 project fairly.

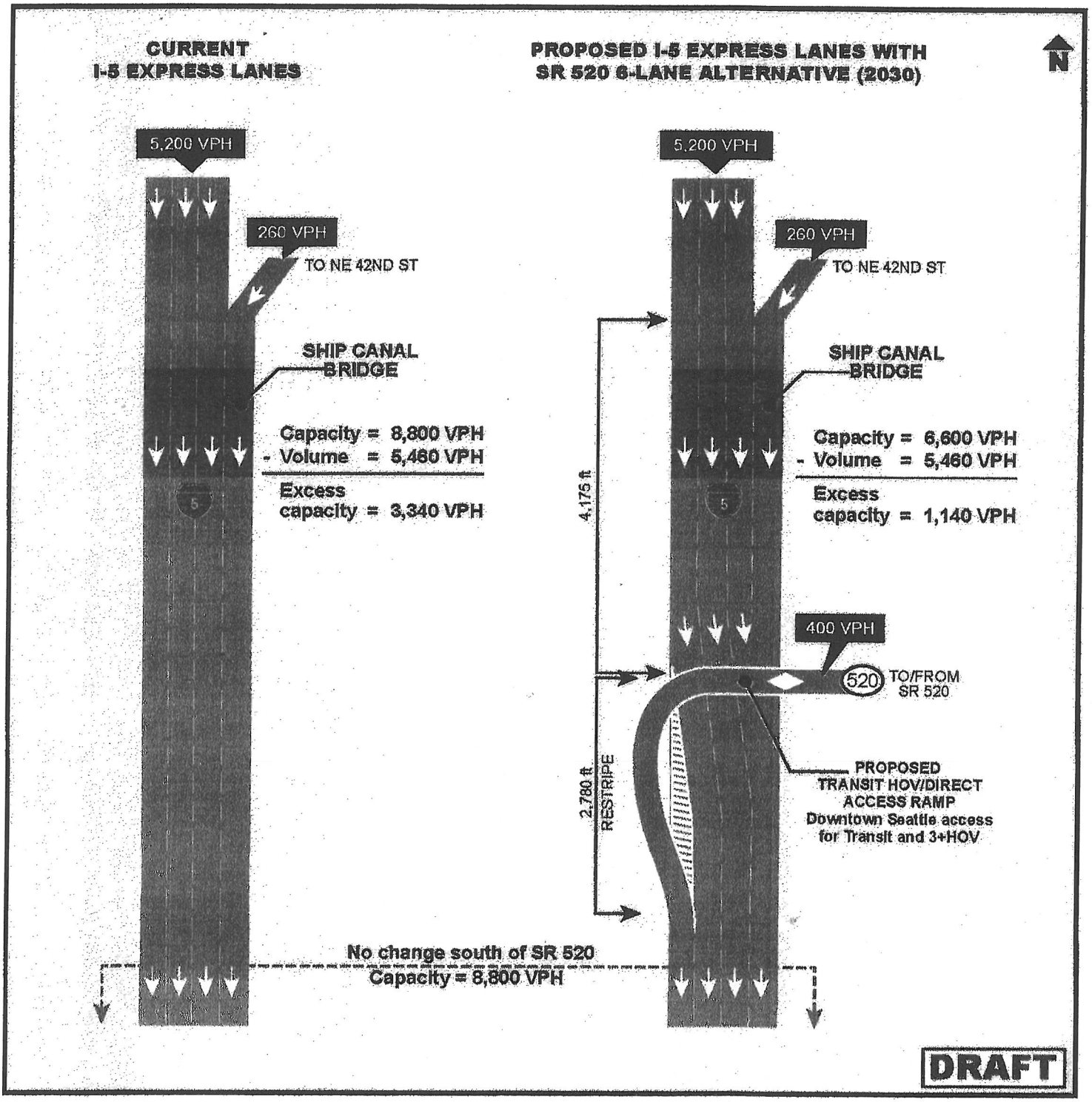
Attachment 12

Washington State Department of Transportation

SR 520 Bridge Replacement and HOV Program

STATE ROUTE 520

Existing and future I-5 express lane operations - AM traffic



NOTE:
- For illustration purpose only.
- VPH = Vehicle per hour
- I-5 mainline configuration not affected by this change.
- Similar operation for northbound direction
- The I-5 express lanes extend from downtown Seattle to Northgate Mall at North 103rd Street.