

From: Mickels, Erik A [mailto:emickels@kpmg.com]
Sent: Monday, February 01, 2010 3:23 PM
To: SR 520 Bridge SDEIS
Subject: STOP A+we can't afford it and it is a bad idea

B-002-001

First, I believe this comment period is form over substance.

To illustrate, the legislative workgroup endorsed Option A+ despite majority opposition. As documented on pg 40 of the report, the drafters ignored the will of the people... of the related public comments received, 291 opposed Option A+ and 88 supported A+.

I anticipate this comment period will also ignore the will of the people...the will of the people being "STOP A+".

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The comment period meets the requirements of NEPA. The Legislative Workgroup made a recommendation, not a decision. FHWA and WSDOT later announced their identification of a Preferred Alternative. However, regardless of the timing of Preferred Alternative designation, the process is not complete, and identification of an alternative is not final, until the NEPA Record of Decision is signed by FHWA. As stated in the SDEIS (page 1-21): "Although the mediation participants, the legislative workgroup, and other political bodies can provide recommendations, it remains FHWA's responsibility under NEPA, and WSDOT's under SEPA, to select the final preferred alternative and to ensure that the environmental review process has evaluated a reasonable range of alternatives."

The Preferred Alternative that has been identified by FHWA and WSDOT and evaluated in this Final EIS is similar to Option A but includes a number of design refinements that respond to public comments made on the SDEIS and to WSDOT's work with many project stakeholders under Engrossed Substitute Senate Bill (ESSB) 6392, which was passed by the Washington State Legislature in 2010. Much of the opposition to Option A with suboptions (known in the legislative workgroup recommendations as Option A+) related to inclusion of new Lake Washington Boulevard ramps in Option A+. The Preferred Alternative would physically remove the existing Lake Washington Boulevard eastbound on-ramp and westbound off-ramp and the R.H. Thomson Expressway ramps. Access to Lake Washington Boulevard by westbound SR 520 traffic would be moved to a new intersection located on the Montlake Boulevard lid at 24th Avenue East. See Chapter 2 of the Final EIS for a description of the planning process and the Preferred Alternative.