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Sent: Tuesday, January 26, 2010 8:01 PM
To: SR 520 Bridge SDEIS
Subject: One question before we spend all this money

I-010-001

The following is not a guess. It is a fact. All major automakers have recently announced publicly that within two years we will have affordable cars getting 60 miles to the gallon on our roads. This is also a key component and promise of our President. It will happen. How will this impact the money we are planning to spend. How will this impact HOV, bus transportation, car usage, rail usage and how many more cars, and hours of usage per driver do you anticipate, and have written into current plans? And how are our plans flexible to account for this upcoming impact. How do you account for these small new commuter cars? The public deserve to have the impacts evaluated, and deserve answers. We just want to know if your plans are for the future that is coming, or do you have plans that make invalid assumptions, and as such, allude to a future that will not be. These questions are extremely valid, specially in Washington, where we had a governor that built nuclear power plants that were going out of style. In essence, we have a long history of not thinking ahead, and when it comes to spending big time public money, not thinking at all. Please respond. Is your evaluation looking at the future, or looking at a present that is highly likely not to be our future?

Ted Nelson

Queen Anne

I-010-001

The transportation analysis conducted for the Draft EIS, SDEIS, and Final EIS took into account future changes in travel demand. Growth in regional travel demand is based on growth in population and employment projected by local jurisdictions and the Puget Sound Regional Council (PSRC) through the metropolitan planning process. Other factors considered in demand modeling include economic factors such as direct costs (parking costs, fuel costs, and tolls), available alternatives such as transit and its cost to riders, federal fuel efficiency standards (accounting for an average fleet fuel efficiency based on the forecast year), and other regional economic factors forecasted by PSRC, in predicting future travel demand. PSRC has conducted studies to evaluate the influence of changing fuel prices, vehicle technology, and greenhouse gas policies on future travel demand, and periodically updates its travel demand models with current assumptions; the project travel demand models are based on PSRC's current models. Chapter 3 of the Transportation Discipline Report (Attachment 7 to the SDEIS) and the Final Transportation Discipline Report (Attachment 7 to the Final EIS) provides information on travel demand modeling.

The SR 520 project would complete the HOV lane system in the corridor. The project would not add general-purpose lanes. The project would result in immediate benefits for transit speed and reliability in the corridor by providing high-occupancy vehicle (HOV) lanes across the floating bridge and better HOV connections at the Montlake and I-5 interchanges (see Section 5.1 of both the SDEIS and Final EIS). Because the project would improve reliability and efficiency for transit and carpools, it would create incentives for people to choose an alternative to driving alone.