

I-080-001

MR. AFFLECK-ASCH: Hi. I mean, I come not to bury the 520 Bridge but to praise the fact that we are doing something, even if the current plans may not meet the goals of the voters. When you look at the funding, we see that, on the western approach and also the eastern approach, not the actual pontoon structure itself -- we have up to 80 percent lack of funding, especially of the western edge. And I think that we're, at some point, going to have to do something to provide that money, which will probably be a vote of the people.

I-080-002

Most of the people on the western side do support having light rail with an initial phase of a bus rapid transit in a separate lane for any additional lanes past the first four. Every time you talk to the voters, that's what they say. People who live far away may have very different viewpoints. However, the majority of the people who will be voting do, in fact, live near the bridge.

I-080-003

Nobody is against tolls. I mean, everyone wants it to be free. I mean, come on. But I think the tolling that's been presented is a reasonable option.

I-080-004

One of the major concerns is that, as I understand the current air-quality constraints, we're only looking -- we're only looking at the current standards as set up by the EPA; we're not looking at what will become the regulations in 2011. The construction of this will not even begin, on the western approach, until -- I believe the earliest was 2012. Some of the landing structures may be before that, but the actual exits, etcetera, will have to comply with that standard.

To do that -- because our county will be in violation of the EPA

I-080-001

Section 1.10 of the Final EIS provides updated information on project and program funding. The total program cost for the SR 520, Bridge Replacement and HOV program, which includes the SR 520, I-5 to Medina project, the SR 520, Medina to SR 202 project, and the SR 520, Pontoon Construction project, is \$4.65 billion. The unfunded portion of the program is currently \$1.98 billion. Section 1.10 and Section 2.8 provide further discussion on funding and how WSDOT has planned for a potential shortfall with potential phasing for the SR 520, I-5 to Medina project. Please see the project website for up-to-date information on project financial information, including state and federal funding sources, and tolling information:

<http://www.wsdot.wa.gov/Projects/SR520Bridge/financing.htm>.

I-080-002

The SR 520 High-Capacity Transit Plan, which was endorsed in 2008 by the state, King County Metro Transit, and Sound Transit, found that until at least 2030, demand for transit in the 520 corridor could be satisfied by bus rapid transit that runs in HOV/transit lanes, complementing Sound Transit's East Link on I-90. At the same time, the plan acknowledges that after 2030 significant increases in cross-lake travel may warrant dedicated HCT facilities in both I-90 and SR 520. Therefore, the new SR 520 bridge and associated interchanges will be built in a way that allows the structure to accommodate a two-way light rail line or busway at a future date.

I-080-003

Comment noted.

I-080-004

The comment is likely referring to EPA's proposed revisions to ozone standards. The ozone standard was revised in 2008 and the region has

global-warming emission standards and the pollution standards by that point, we're going to have to reduce the emissions from both construction and operation.

That comes back to looking at the energy cost for the construction and the operation. If we put a lot of cars on, we're basically outsourcing energy production for the vehicles, either through gasoline -- if they're hybrid or plug-in electric, any car that's on the eastern side of Lake Washington is using mostly Puget Energy, not Seattle City Light. Seattle City Light does about 99-percent renewable energy. But when you look at Puget Energy, they have about 30-percent coal-derived energy. So even if you're recharging your plug-in electric car over at Microsoft or downtown Bellevue, you're getting that energy, unless they specially paid for it, from coal. So all we're doing is pushing the pollution somewhere else, but it's still being created.

So I think we need to address those things, looking at where we're going forward. Other nations have done a lot more than we have, and I think we need to address them as best we can.

Thank you.

(End of comment.)

experienced exceedances of the 2008 standard; however, in January 2010, EPA proposed a revision to the 2008 standard and put all area designations to the 2008 standard on hold. A revised standard is expected in August 2010.

While ozone is considered a criteria pollutant, EPA standards for ozone are implemented through regional conformity analysis rather than through project-level conformity analysis. Ozone was analyzed as part of the Environmental Impact Statement for Transportation 2040, the regional transportation plan. Transportation 2040 assumes a 6-Lane Alternative for SR 520, including two general-purpose and one HOV lane in each direction.

Section 5.9 of the Final EIS includes a discussion of how the project relates to regional goals to reduce greenhouse gas emissions.