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MR. SIMPSON: My name is James Simpson, and I have some questions about the regional -- or the funding portion of it. Were they using regions, like Sound Transit? They said the project is supposed to last 100 years or something like that. Are they going to do things to work in, like, high-capacity transit in with the designs, or, like, crossing the projects and using joint funding mechanisms? And that's also a suggestion.

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And, also, it seems like, with the lid projects, based on what I've seen, it seems pretty expensive for two lid projects. I get the impression that, based on our fiscal responsibility we have, to take -- unless our economy takes a major upturn, I believe that the lid projects are going to be a little bit extravagant and probably should be held off for at least 20 to 30 years.

(End of comment.)

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Transportation 2040 is the regional transportation plan presented by the Puget Sound Regional Council to outline a long-term template for how the Puget Sound region should invest in transportation, while remaining flexible and responsive to the ways people actually will change with regards to transportation. The central Puget Sound region discussed in the plan includes the population centers of King, Kitsap, Pierce, and Snohomish counties. More information about the regional transportation plan, funding for the plan, and the plan objectives can be found at the plan website:
<http://www.psrc.org/assets/4847/348Transportation2040final.pdf>.

The project itself does not have a shelf-life or expected life-span of 100 years. There are various milestones associated with the project such as the Design Year (2030), which is the year where particular conditions are expected to exist resulting in project elements designed to accommodate those conditions. Structures built for the new corridor would be maintained beyond the design year, and depending on environmental conditions and wear on the structures, could last as long as 100 years.

The Preferred Alternative, identified after publication of the SDEIS, has been designed to accommodate high capacity transit in the future, and WSDOT continues to work with the City of Seattle, Sound Transit, and the University of Washington on collaborative projects and joint funding endeavors, such as the Montlake Triangle improvements.

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Lid elements are more expensive than traditional undercrossings that do not include landscaping or other pedestrian amenities. Including lids in the SR 520, I-5 to Medina project is an important component of the corridor design, intended to provide benefits to the surrounding communities by reducing traffic noise, and reconnecting neighborhoods that have been fragmented by the SR 520 corridor. Lids are considered

a major project element and would be delivered as part of the full project delivery. They will be constructed together with other project elements in the areas where lids are proposed. In identifying a delivery strategy and managing funding for the SR 520 corridor, WSDOT will consider the best way to achieve the project purpose and need of improving safety, mobility, and reliability, while incorporating community values and enhancing the environment.