



April 5, 2010

Jenifer Young
SR 520, I-5 to Medina: Bridge Replacement and HOV Project
Environmental Manager
SR 520 Project Office
600 Stewart Street, Suite 520
Seattle, WA 98101

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

Dear Ms. Young:

R-001-001

The Puget Sound Regional Council appreciates the opportunity to comment on the SR 520 I-5 to Medina: Bridge Replacement and HOV Project (Supplemental Draft Environmental Impact Statement and Section 4(f)/6(f) Evaluation). The project represents a significant and crucial next step toward implementing the region's long-range growth management, economic and transportation strategy, VISION 2040, as well as new direction set forth in the Draft Transportation 2040 Plan.

VISION 2040

VISION 2040 establishes the long-range regional direction and provides a basis for the more detailed planning and investment strategies in the region's Transportation 2040 Plan. Together VISION 2040 and Transportation 2040 are designed to address the region's transportation challenges. The continued development and support of regional growth centers is a core component of the region's growth strategy, multicounty planning policies, and Transportation 2040.

Draft Transportation 2040 Plan

The proposed project is consistent with the Transportation 2040. Specifically, Transportation 2040 includes the following:

The SR 520 bridge will be replaced with a 6 lane facility resulting between I-5 and I-405 which will include a two-lane HOT system tolled from I-5 to Montlake, a fully tolled bridge and a one-lane HOT system from the bridge to SR 202 by 2020. Early tolling will occur on SR 520 in the near-term, prior to bridge replacement. This SR 520 tolling will be combined with advanced technology, transit and telecommute/TDM investments as part of the Urban Partnership Agreement. The HOV lanes will be moved to the inside lane from 84th Ave to SR 202 and widening in the Redmond area is also included by 2020. The full cross section from I-5 to SR 202 could be tolled by 2040.

R-001-001

Comment noted. WSDOT will continue to develop and implement the regional transportation planning projects identified for the agency according to the budget constraints outlined.

Received
APR 09 2010

SR520 Document Control

R-001-001

Constrained Plan Elements:

*\$4.7B - SR 520 (I-5-Portage Bay Bridge, Montlake Blvd – 84th Ave
NE SR 202)*

\$20M – SR 520 HOV to HOT (I-405 – SR 202)

Unprogrammed Plan Element:

\$250M – Bel-Red Regional Connectivity – SR 520/12th I/C

\$2M - SR 520 Trail over SR 520 Bridge (E Seattle CL – Medina W CL)

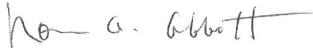
The Transportation 2040 Plan recognizes that new revenue sources must be identified in order to implement Transportation 2040. The tolling assumptions included in the SR 520 bridge project are a fundamental part of the Transportation 2040 Financial Framework which recognizes an increased reliance in tolls over time.

R-001-002

Monitoring of the Transportation 2040 Plan will be done in part through monitoring of 12 subareas within the region, called “SMART Corridors.” See information on the draft SMART Corridor/CMP Report here: <http://www.psrc.org/transportation/cmp/> and for specific information regarding the Cross-Lake SMART Corridor see: <http://www.psrc.org/assets/3547/CrossLake.pdf>. The information contained in this existing conditions report will be updated at least every two years and can provide a means for monitoring the transportation system performance within the corridor as well as a means for identifying future transportation needs.

In conclusion, the Regional Council would like to again thank you for the opportunity to comment. If you have any questions regarding our comments, please contact me at (206) 464-7134 or Robin Mayhew, Program Manager, at (206) 464-7537.

Sincerely,



Norman A. Abbott
SEPA Responsible Official

CC:

Charlie Howard
Robin Mayhew
Mark Gulbranson
Rick Olson

R-001-002

WSDOT projects, including the SR 520, I-5 to Medina project will be part of the Puget Sound Regional Council monitoring of the Transportation 2040 Plan, including the identification and contribution of system performance data that will be used to update the Congestion Management Process Report. Such data assists Puget Sound Regional Council planners in developing strategies that most efficiently provide mobility options and the parameters for gauging the future capacity of transportation systems to which WSDOT transportation projects are developed.