

# FINAL BILL REPORT

## ESSB 6392

---

---

### PARTIAL VETO C 248 L 10 Synopsis as Enacted

**Brief Description:** Clarifying the use of revenue generated from tolling the state route number 520 corridor.

**Sponsors:** Senate Committee on Transportation (originally sponsored by Senators Tom, Swecker, Oemig, Holmquist, Jacobsen, Haugen and Marr).

#### Senate Committee on Transportation House Committee on Transportation

**Background:** During the 2009 Legislative Session, ESHB 2211 was enacted, authorizing the initial imposition of tolls on the state route (SR) 520 corridor (defined as between interstate 5 and SR 202), to be charged only for travel on the floating bridge portion of the corridor. The bill also limited the use of toll backed bond proceeds to the construction of the replacement floating bridge and necessary landings.

**Summary:** Bond proceeds, backed by revenue generated from tolls on the SR 520 corridor, may be used for any project within the SR 520 bridge replacement and high occupancy vehicle (HOV) program, including projects beyond just the replacement floating bridge. However, \$200 million in bond proceeds must be used only to fund the west side of the corridor program, and may be used for effective connections for high occupancy vehicles and transit for SR 520.

The corridor program must include the following elements, consistent with the: (1) legislatively identified total project cost of \$4.65B; (2) legislative intent to keep cost savings within the corridor; and (3) opening of the bridge to vehicular traffic in 2014:

- a minimum carpool occupancy of 3+ persons on the SR 520 HOV lanes;
- HOV lane performance standards;
- a work group to study alternative transit connections to the university link light rail line;
- a work group to make recommendations regarding options for planning and financing high capacity transit through the corridor;
- a mitigation plan for the Washington Park Arboretum;
- a work group to make recommendations regarding design refinements to Washington State Department of Transportation's preferred alternative; and

---

*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

- an account into which civil penalties for failing to pay tolls on the corridor are deposited, to be used for any project within the corridor, including mitigation.

**Votes on Final Passage:**

Senate	44	3	
House	78	19	(House amended)
Senate	37	10	(Senate concurred)

**Effective:** June 10, 2010

**Partial Veto Summary:** The Governor vetoed the intent section and the section requiring the SR 520 bridge to be no more than 20 feet above the water.