

ESSB 6099 - H COMM AMD

By Committee on Transportation

ADOPTED AS AMENDED 04/13/2007

1 Strike everything after the enacting clause and insert the
2 following:

3 "NEW SECTION. **Sec. 1.** The legislature finds that the replacement
4 of the vulnerable state route number 520 corridor is a matter of
5 urgency for the safety of Washington's traveling public and the needs
6 of the transportation system in central Puget Sound. The state route
7 number 520 floating bridge serves as a vital route for vehicles to
8 cross Lake Washington, and the bridge carries approximately one hundred
9 fifteen thousand vehicles per day, over three times its design
10 capacity. Additionally, the state route number 520 corridor
11 experiences more than seven hours of congestion per day, impacting
12 other state highways and local roads.

13 The legislature further finds that starting in 1997, the forty-
14 seven member trans-Lake Washington committee began to identify ways to
15 improve transportation across or around Lake Washington. The project
16 for the environmental impact statement process became the state route
17 number 520 bridge replacement and HOV project in 2000, and the
18 department has analyzed almost one hundred concepts since that time.
19 The legislature finds that sufficient work has been performed to
20 conclude that alternatives other than the four-lane and six-lane
21 alternatives have been explored and rejected for sound reasons.

22 The legislature further finds that the state route number 520
23 floating bridge is subject to damage, closure, or even catastrophic
24 failure from windstorms and waves. Additionally, the state route
25 number 520 floating bridge does not meet current seismic standards, and
26 over the next fifty years there is a twenty percent chance of serious
27 damage to the structure if an earthquake occurs. Failure of the
28 floating bridge or the bridge approaches would cause injury or loss of
29 life and have a substantial impact on the region's economy.

1 Therefore, it is the conclusion of the legislature that time is of
2 the essence, and that Washington state cannot wait for a disaster to
3 make it fully appreciate the urgency of the need to replace this
4 vulnerable structure. The state must take the necessary steps to move
5 forward with the state route number 520 bridge replacement and HOV
6 project.

7 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.01 RCW
8 to read as follows:

9 The needs of the central Puget Sound region and the state are best
10 served by a state route number 520 project alternative that replaces
11 the four existing general purpose lanes and adds two lanes of capacity
12 suitable for transit and other high-occupancy vehicle use. New
13 pontoons for the floating structure must be designed to accommodate the
14 installation of a high-capacity transit system, such as light rail or
15 another comparable system. The department must incorporate this policy
16 into any preferred alternative that may be developed for the project's
17 environmental assessment documents.

18 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.01 RCW
19 to read as follows:

20 (1) As soon as practicable after the effective date of this act,
21 and after consulting with appropriate local jurisdictions, the
22 department shall hire a mediator to develop a project impact plan and
23 consensus-building among the interested parties to support the policy
24 goals identified in section 2 of this act through fact-finding,
25 facilitation, and mediation. In evaluating the project impacts, the
26 mediator shall consider the concerns of neighborhoods and institutions
27 of higher education directly impacted by the proposed designs, and
28 shall work with the appropriate planning staff.

29 (a) The mediator must have significant professional experience in
30 (i) working with the impacted communities that surround major
31 transportation construction projects and (ii) mitigating the
32 construction impact on those communities.

33 (b) The mediator position under this section is a nonbinding
34 advisory position, and this section does not create a legally binding
35 mediation or arbitration position.

1 (c) The department shall hire the mediator within existing
2 appropriations allocated for the state route number 520 bridge
3 replacement and HOV project.

4 (2) The mediator must provide monthly updates to the governor and
5 the joint transportation committee regarding the status of the
6 consensus-building process. The mediator must provide the governor and
7 the joint transportation committee with a final impact plan and
8 recommendation by October 31, 2007. The recommendation must reflect a
9 balance of solutions for carrying out the project that can be
10 incorporated into the legislative direction described in section 2 of
11 this act.

12 NEW SECTION. **Sec. 4.** A new section is added to chapter 47.01 RCW
13 to read as follows:

14 The state route number 520 bridge replacement and HOV project
15 finance plan must include state funding, federal funding, one billion
16 one hundred million dollars from the regional transportation investment
17 district, and revenue from tolling. The department must provide a
18 proposed finance plan to be tied to the estimated cost of the
19 recommended project solutions, as provided under section 3 of this act,
20 to the governor and the joint transportation committee by January 1,
21 2008.

22 NEW SECTION. **Sec. 5.** This act may be known and cited as the state
23 route number 520 bridge replacement act."

24 Correct the title.

EFFECT: Strikes all material in the underlying bill. Provides
that the needs of the central Puget Sound region and the state are best
served by a state route 520 project alternative that replaces the
existing structure with a six-lane structure that includes two high-
occupancy vehicle lanes, and requires the Department of Transportation
to incorporate this policy goal into its work as it develops the
project's preferred alternatives. Requires the Department to consult
with appropriate local jurisdictions and hire a mediator to develop a
project impact plan and consensus-building to support the stated policy
goal. Requires the mediator to provide monthly updates to the Governor
and Joint Transportation Committee, and submit a final recommendation

by October 31, 2007.

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