

# HOUSE BILL REPORT

## HB 2929

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### As Reported by House Committee On: Transportation

**Title:** An act relating to the use of revenue generated from tolling the state route number 520 corridor.

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

**Sponsors:** Representatives Eddy, Hunter, Springer, White, Rolfes, Lias, Flannigan, Upthegrove, Williams, Clibborn, Maxwell and Kenney.

#### **Brief History:**

##### **Committee Activity:**

Transportation: 1/25/10, 2/3/10 [DPS].

#### **Brief Summary of Substitute Bill**

- Allows the proceeds from bonds backed by revenue generated from tolls on the State Route (SR) 520 corridor to be used for any aspect of the SR 520 bridge replacement and the High Occupancy Vehicle Program.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** The substitute bill be substituted therefor and the substitute bill do pass. Signed by 15 members: Representatives Clibborn, Chair; Lias, Vice Chair; Dickerson, Eddy, Finn, Flannigan, Moeller, Morris, Rolfes, Sells, Springer, Takko, Upthegrove, Williams and Wood.

**Minority Report:** Do not pass. Signed by 12 members: Representatives Roach, Ranking Minority Member; Rodne, Assistant Ranking Minority Member; Armstrong, Campbell, Driscoll, Ericksen, Herrera, Johnson, Klippert, Kristiansen, Nealey and Shea.

**Staff:** David Munnecke (786-7315).

#### **Background:**

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*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.*

The State Route (SR) 520 Evergreen Point Bridge is a 1.5 mile, 47-year-old bridge crossing Lake Washington in King County. The bridge is scheduled for replacement due to its vulnerability to seismic activity and storm events. In addition to the deteriorating physical condition, the bridge lacks shoulders for disabled and emergency vehicles and experiences considerable amounts of congestion.

Since 2008 the project design for any SR 520 replacement facility has been required to have six total lanes, with four general purpose lanes and two lanes that are for high occupancy vehicle travel (HOV) and transit. The design must also accommodate effective connections for transit, including high capacity transit, to the light rail station at the University of Washington.

During the 2009 legislative session, Engrossed Substitute House Bill 2211 was enacted, authorizing the initial imposition of tolls on the SR 520 corridor (defined as the area between Interstate 5 and SR 202) to be charged only for travel on the floating bridge portion of the corridor. The use of toll-backed bond proceeds was limited to the construction of the replacement floating bridge and necessary landings.

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**Summary of Substitute Bill:**

The proceeds from bonds backed by revenue generated from tolls on the SR 520 corridor may be used for any aspect of the SR 520 bridge replacement and HOV Program.

**Substitute Bill Compared to Original Bill:**

The uses of the proceeds from bonds backed by revenue generated from tolls on the SR 520 corridor are expanded so that the proceeds may be used for any aspect of the SR 520 bridge replacement and the HOV Program.

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**Appropriation:** None.

**Fiscal Note:** Not requested.

**Effective Date of Substitute Bill:** The bill takes effect 90 days after adjournment of the session in which the bill is passed.

**Staff Summary of Public Testimony:**

(In support) This bill is needed in order to allow for conversations to continue on the design of the west side of the bridge while moving forward on the construction of the projects on the east side of the bridge.

The SR 520 corridor is one of the most important in the state. The replacement bridge is necessary in order to provide links between important communities and research sectors, and

many high wage jobs and continued innovation in the economy are thus dependent on this corridor. Further delays to the project risk both safety and these high wage jobs, since the companies in this corridor can locate anywhere and need to know that their people can get to work. Together SR 520 and Interstate 90 (I-90) link the two most important parts of the state's economy, and closure of SR 520 would choke other facilities such as SR 405 and I-90.

Safety is an important aspect of this project. The I-90 bridge sank not so long ago, and while there was another bridge under construction at the time, that is not the case with the SR 520 bridge. This bill is also transit friendly in that the completion of this project would allow more people to move across the bridge, improving quality of life and economic development.

When this project was originally proposed in 1991, it was going to cost \$750 million. Now the cost is capped at \$4.65 billion, and cost escalation will continue to drive this cost up. After more than a decade of process and debate, it is time to move forward. It is a good time to build, and by moving forward now we can take advantage of a favorable bid climate and avoid further cost escalation.

Traffic in the community of Hunts Point is awful because of the people trying to avoid the highway, which can back up for more than five miles. It can take over an hour to get through town during rush hour. There is enough money currently to build the east side projects that would alleviate this congestion and they are ready to go.

(Opposed) None.

**Persons Testifying:** Representative Eddy, prime sponsor; Richard Cole, Redmond City Council; Fred McConkey, City of Hunts Point; Grant Dessinger, City of Bellevue; Nancy Hiteschue, Washington Business Roundtable; Dave Overstreet, Automobile Association of America Washington; Brad Bosell, Greater Seattle Chamber of Commerce; and David Dye, Washington State Department of Transportation.

**Persons Signed In To Testify But Not Testifying:** None.