

**SB 6392-S.E - DIGEST**

(DIGEST AS ENACTED)

Addresses the state route number 520 bridge replacement and HOV program relating to: (1) Use of toll-backed bond proceeds;

(2) Maximum project cost and use of project cost savings;

(3) Minimum carpool occupancy;

(4) Mitigation plan for the Washington park arboretum;

and

(5) Establishing HOV lane performance standards.

Establishes work groups to: (1) Study alternative transit connections at the University of Washington link light rail line;

(2) Study and make recommendations regarding options for financing high-capacity transit through the corridor; and

(3) Study and make recommendations regarding design refinements to the department of transportation's preferred alternative.

Creates the state route number 520 civil penalties account and requires penalties from nonpayment of tolls to be deposited into the account.

Provides a contingency for the account.

VETO MESSAGE ON ESSB 6392

March 30, 2010

To the Honorable President and Members,  
The Senate of the State of Washington

Ladies and Gentlemen:

I am returning herewith, without my approval as to Sections 1 and 3, Engrossed Substitute Senate Bill 6392 entitled:

"AN ACT Relating to the use of revenue generated from tolling the state route number 520 corridor."

Section 1 outlines legislative intent for the bill. I believe the legislation itself states clearly that improvements throughout the SR 520 corridor need to move forward, with the proper input from appropriate parties. However, Section 1 is vague and susceptible to conflicting interpretations, which I believe could hinder our ability to make progress on a project that is important to public safety and economic vitality.

Section 3 requires that the SR 520 bridge be no higher than 20 feet. I recognize it is important to local communities that the bridge have as low a profile as possible. Decisions regarding the dimensions of a transportation facility must

also be based on engineering standards, safety considerations, permitting requirements, and state and federal law. Section 3 potentially prevents the Department of Transportation from complying with Coast Guard requirements and eliminates any possibility of adjusting the size of the facility based upon design or permitting needs. As a result, I am vetoing this section and directing the Department to continue to work with neighborhoods and local governments to refine the preferred alternative design.

For these reasons, I have vetoed Sections 1 and 3 of Engrossed Substitute Senate Bill 6392.

With the exception of Sections 1 and 3, Engrossed Substitute Senate Bill 6392 is approved.

Respectfully submitted,  
Christine Gregoire  
Governor