

SENATE BILL REPORT

SB 6567

As of February 4, 2016

Title: An act relating to the state route number 2 trestle.

Brief Description: Concerning the state route number 2 trestle.

Sponsors: Senators Hobbs, Pearson, Lias, McCoy and McAuliffe.

Brief History:

Committee Activity: Transportation: 2/03/16.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Brian Connell (786-7346)

Background: State route number 2 (SR 2) was designated as a state highway in 1970. SR 2 begins at a junction with state route number 5 in Everett and extends easterly by way of Stevens Pass, Leavenworth, Spokane, and on to the Washington-Idaho boundary line.

The SR 2 trestle, also known as the U.S. 2 Everett trestle, is a concrete stringer bridge which extends on SR 2 between Interstate 5 and SR 204.

The eastbound portion of the trestle was originally built in the 1930s and was rebuilt in sections in the 1990s. The westbound structure was built in 1968.

The trestle replacement was listed in the 2015 update to WSDOT's Priorities for New Revenue - Unfunded System Investments.

Summary of Bill: The bill expresses the intent of the Legislature to provide \$3 million to the Washington State Department of Transportation (WSDOT) to conduct preliminary environmental, design, and cost estimate work necessary to eventually replace the SR 2 trestle.

Appropriation: None.

Fiscal Note: Not requested.

Committee/Commission/Task Force Created: No.

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.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony: PRO: It is time to start planning for the replacement of the westbound trestle which is more than 40 years old. The trestle is a critical east-west transportation connection in the region, carrying over 35,000 vehicles in each direction each day and more than 10 million tons of freight annually. The employers, residents, and economy of the region are dependent on the trestle as it is one of the few east-west connections in the region.

Funding for an interchange justification report and other preliminary work would ensure the project is shovel ready if funding becomes available. This preliminary work may also identify potential cost savings or segmented work options that could be pursued to improve the current conditions. The nearby cities, counties, and tribes are eager to partner with the state to help move this critical project forward as has been done previously with other projects in the region.

Persons Testifying: PRO: Senator Hobbs, primary sponsor; Patrick Pierce, President/CEO, Economic Alliance of Snohomish County; Crystal Donner, CEO, Perteet Inc.; John Spencer, Mayor, City of Lake Stevens; Steve Thomsen, Public Works Director, Snohomish County.

Persons Signed In To Testify But Not Testifying: No one.