



# SR 520 Legislative Workgroup

## SR 520 Legislative Workgroup

Sound Transit – Union Station, Ruth Fisher Board Room  
Wednesday, July 29, 2009



# SR 520 Legislative Workgroup

## Agenda

- **Welcome and Introductions**
- **Report on ESHB 2211 Requirements**
- **SR 520 Program Overview**
- **Action Items**
  - Election of co-chairs
  - Workgroup operating rules
  - West side subgroup members
  - Proposed work plan
  - Proposed outreach plan
- **Next steps**



# SR 520 Legislative Workgroup

## Welcome and Introductions



# SR 520 Legislative Workgroup

## Report on Engrossed Substitute House Bill 2211 Requirements



# SR 520 Legislative Workgroup

## SR 520 Bridge Replacement and HOV Program Overview





# SR 520 Legislative Workgroup

## SR 520 Program Legislative Highlights

### 2009:

- **ESHB 2211/Tolling:** Authorizes tolling on SR 520 in 2010 to open new SR 520 floating bridge in 2014, providing funding to begin pontoon construction.
- **ESHB 2211/SR 520 Workgroup:** Legislative group to finalize finance and west side design options for SR 520 corridor.
- **ESHB 1272/Bonds:** State general obligation bonds; pledges toll revenue collected on SR 520 to bond repayment.

### 2007/2008:

- ✓ **ESSB 6099/Mediation:** Mediation group identified options A, K and L; Project Impact Plan released in December 2008.
- ✓ **ESHB 6099/Finance Plan:** Identified potential cost savings (single row of pontoons and accelerated schedule) and outlined tolling scenarios to help fill the funding gap; delivered to Governor and Legislature in January 2008.
- ✓ **ESHB 3096/Tolling Implementation Committee:** Summary of robust public outreach effort and recommended tolling scenarios delivered to Governor and Legislature in December 2008.
- ✓ **ESHB 2878 & Eastside Transit and HOV Project:** Approval from FHWA to go forward with Eastside project.



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## Program Description

The SR 520 Bridge Replacement and HOV Program will replace the Portage Bay and Evergreen Point bridges and improve the existing roadway between I-5 in Seattle and SR 202 on the Eastside.

The SR 520 Bridge Replacement and HOV Program includes four projects:

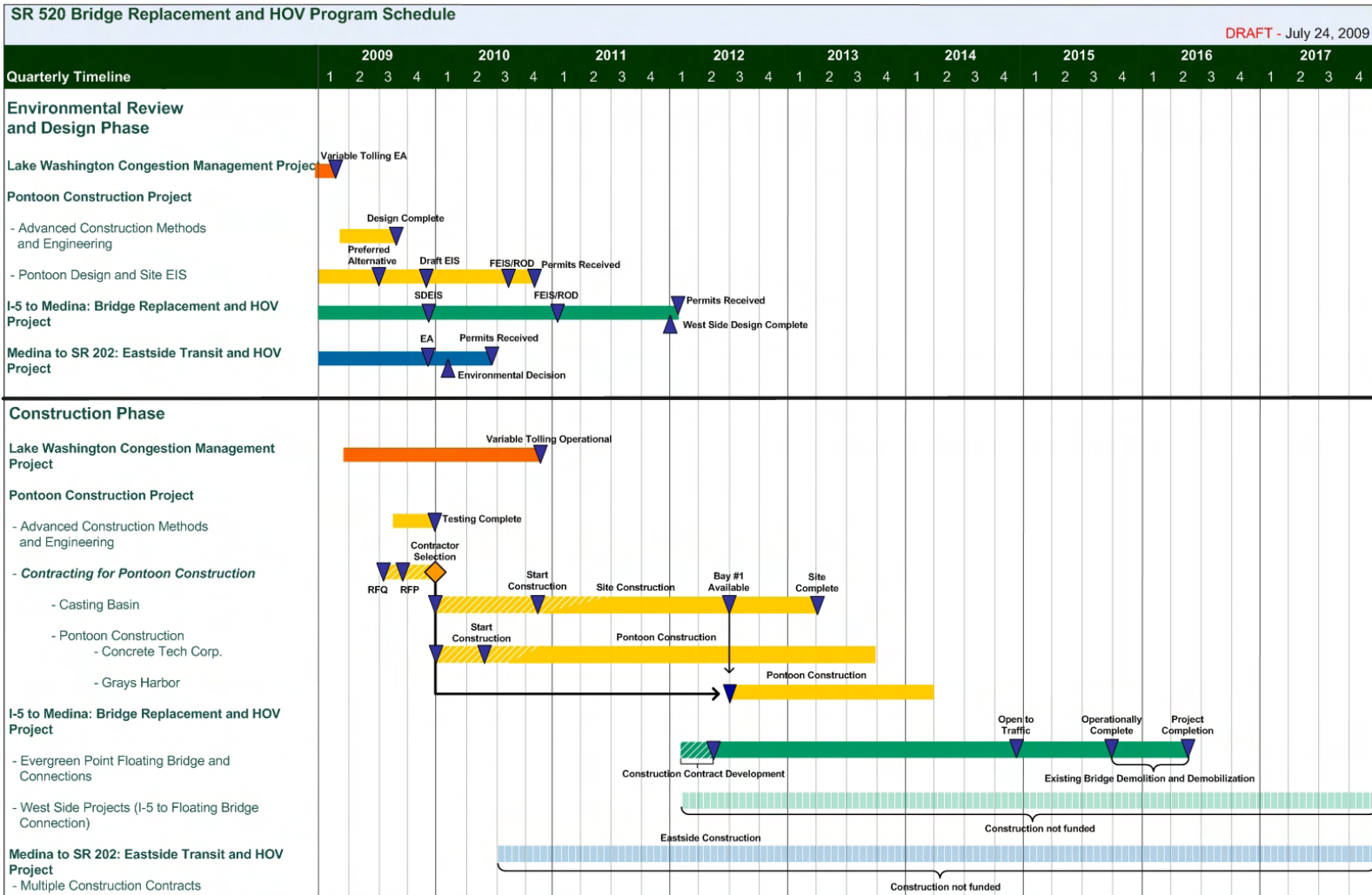
- I-5 to Medina: Bridge Replacement and HOV Project** – I-5 to the vicinity of Evergreen Point Road.
- Medina to SR 202: Eastside Transit and HOV Project** – Evergreen Point Road to SR 202.
- Lake Washington Congestion Management Project** – Traffic management and tolling from I-5 to I-405.
- Pontoon Construction Project** – pontoons for catastrophic failure planning.





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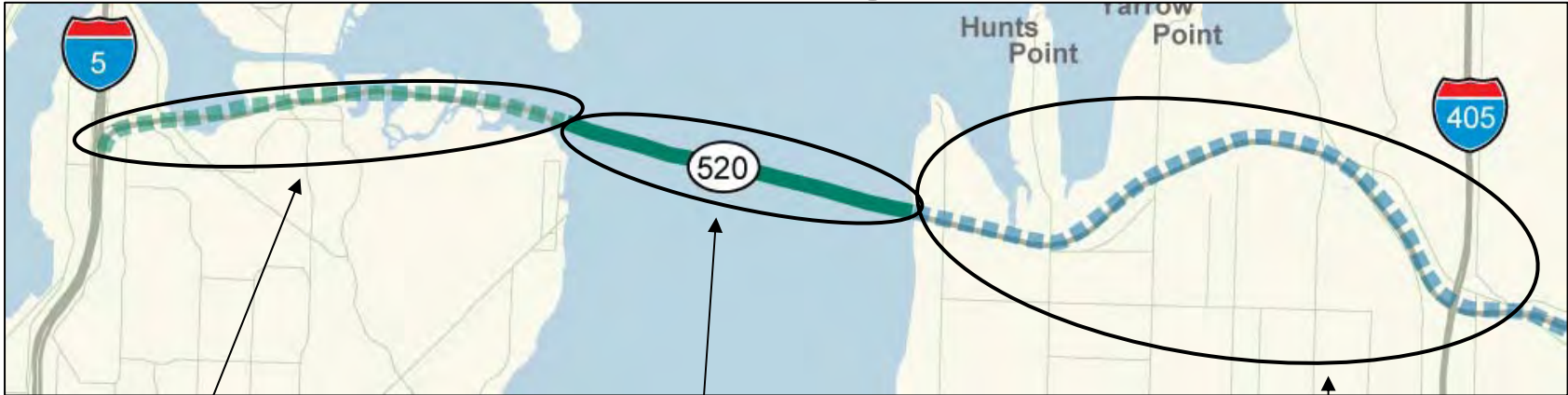
## Program Schedule





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## Funding Map



**NOT FUNDED\***

**FUNDED**

**NOT FUNDED\***

### I-5 to Medina: Bridge Replacement and HOV Project

Cost: \$2.0 – 4.2 billion  
Note: cost depends on which west side design option is selected.

### New six-lane floating bridge and connections

Cost: \$1.728 billion



### Medina to SR 202: Eastside Transit and HOV Project

Cost: \$776 million

Note: WSDOT applying for federal stimulus funds in fall 2009 to help close the gap

\* Completion of environmental documentation and limited preliminary design is funded.



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## Funding Sources

<b>Funding Sources</b>	<b>Amount</b>
State funding	\$552 million
Transportation Partnership Program	\$500 million
Nickel funding	\$52 million
Federal funds	\$242 million
SR 520 Account (tolling and future federal funding)	\$1,200 million
<b>Total funded</b>	<b>\$1,994 million</b>
<b>Program budget (2211 finance plan)</b>	<b>\$4,650 million</b>
Sales tax deferral	\$300 million
<b>Total unfunded</b>	<b>\$2,356 million</b>

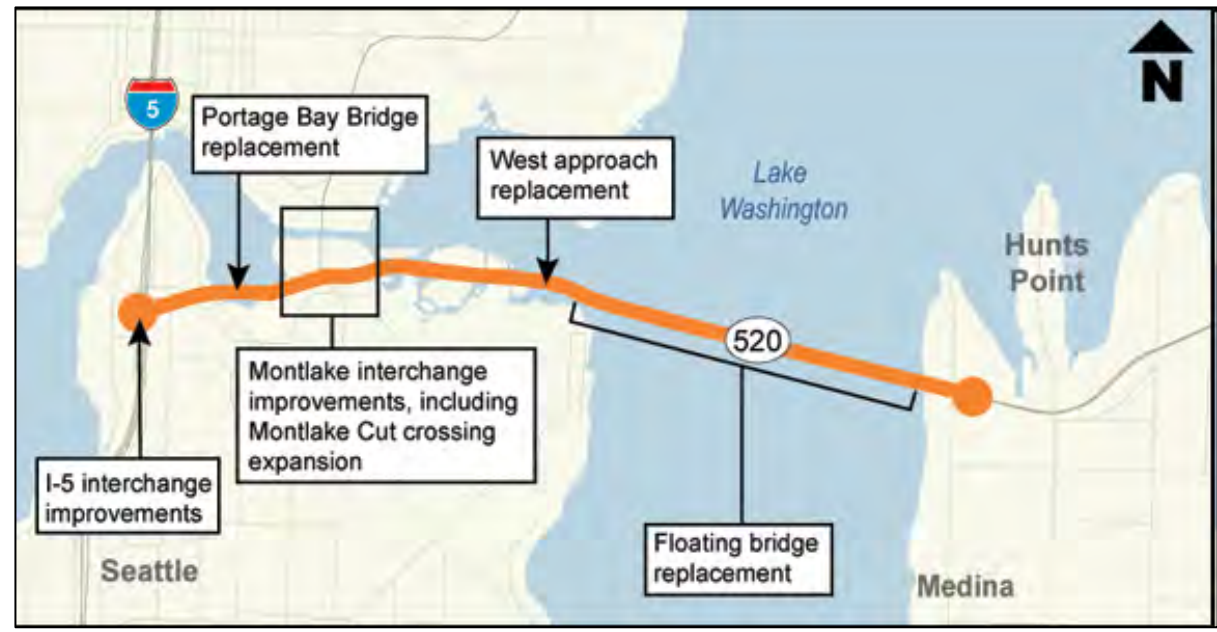


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## I-5 to Medina: Bridge Replacement and HOV Project

### Highlights:

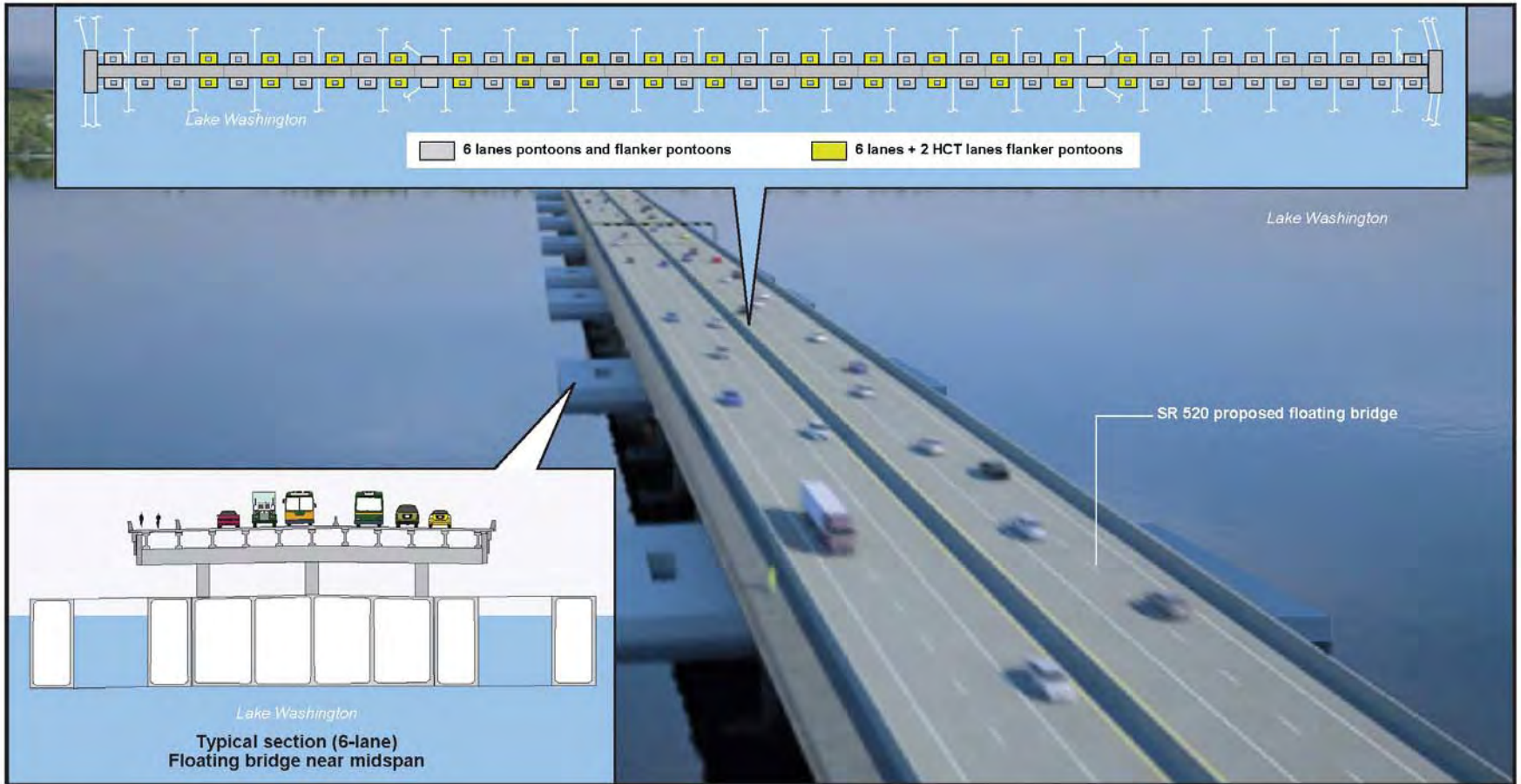
- **2008** – Mediation process resulted in three design options: A, K and L.
- **2009** – SR 520 Legislative Workgroup.
- **December 2009** – Publish supplemental draft environmental impact statement on options A, K and L.





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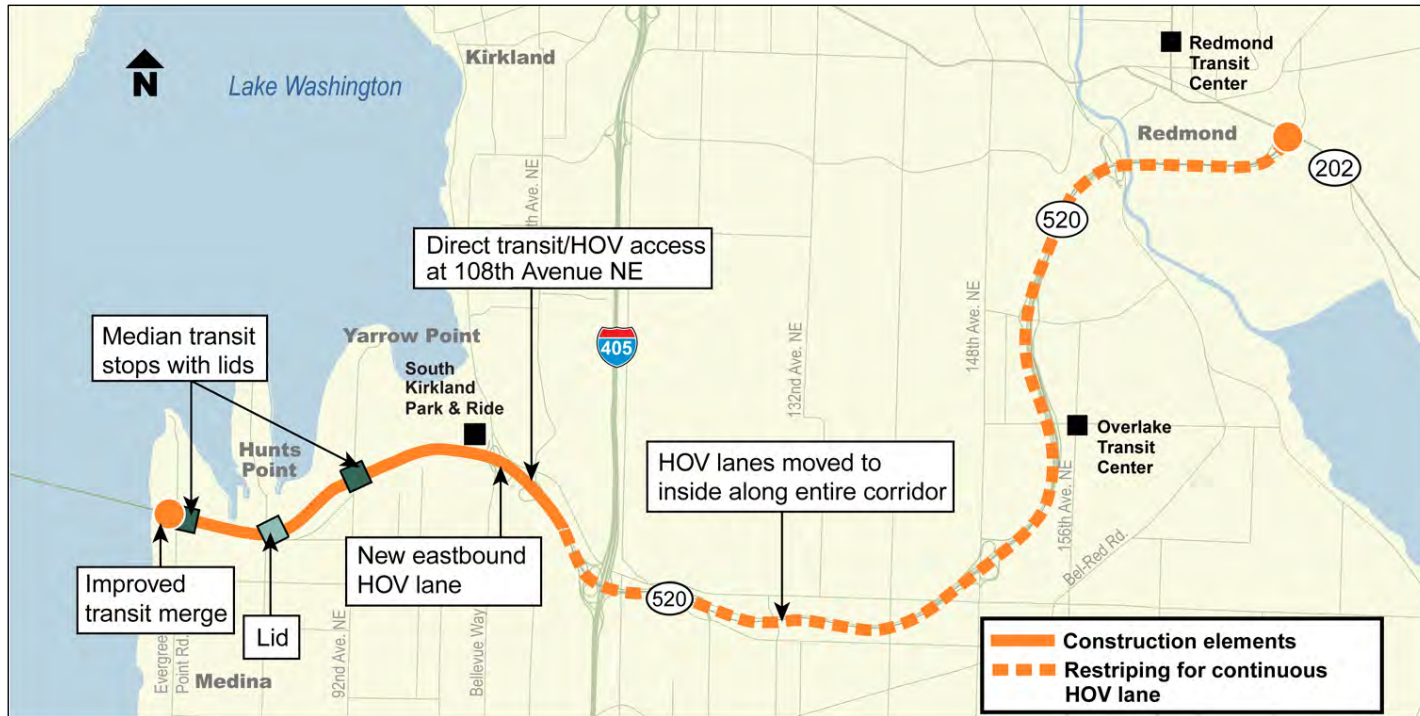
## Floating Bridge Design





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## Medina to SR 202: Eastside Transit and HOV Project



### Upcoming highlights:

- **September 2009** – Submit application for federal stimulus funding (ESSB 5352).
- **November 2009** - Publish environmental assessment.



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## Community Interests – Mediation 2007/2008


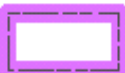




- Balancing and integrating across multiple issues, including community, regulatory, and other projects.
- Improving transit access in the SR 520 corridor.
- Avoiding, minimizing, or mitigating environmental impacts including wetlands, salmon, noise, air quality, and carbon emissions.
- Protecting and improving the park system.
- Improving how people and goods moving through the corridor.
- Designing a project that considers the surrounding community and future generations.
- Improving bicycle and pedestrian connectivity.
- Integrating with regional solutions.
- Minimizing and addressing construction impacts.



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## Natural and Built Environment Considerations



-  National Register of Historic Places (NRHP) Listed Structure
-  Historic District boundary
-  Foster Island Cultural Property
-  Park
-  Wetland
-  Stream



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## Option A: Base (Cost estimate: \$2.02 - \$2.29 billion)



- Direct access ramp to express 1-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- Adds parallel bascule bridge.



- Similar to today's interchange.
- Modifies and adds transit connections, including westbound transit-only off-ramp.

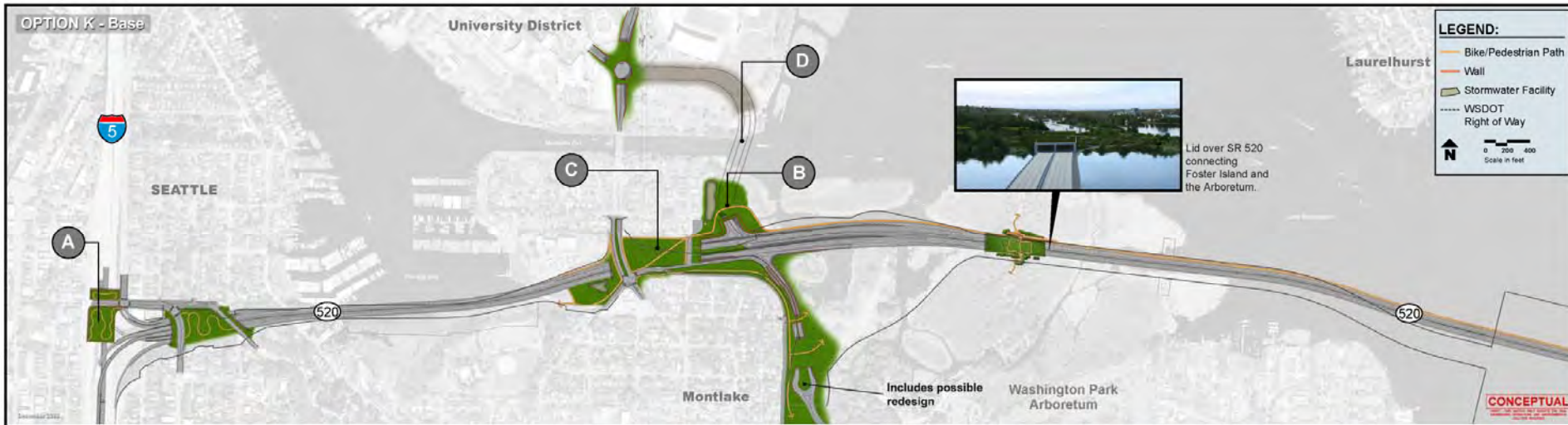


- Lid over SR 520 at McCurdy Park
- No Lake Washington Boulevard ramp connection



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## Option K: Base (Cost estimate: \$4.07 - \$4.17 billion)



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- One traffic signal for freeway access, including HOV direct access.



- Montlake Boulevard E. primarily serves local traffic.
- Full freeway access from north and south of Montlake Cut.

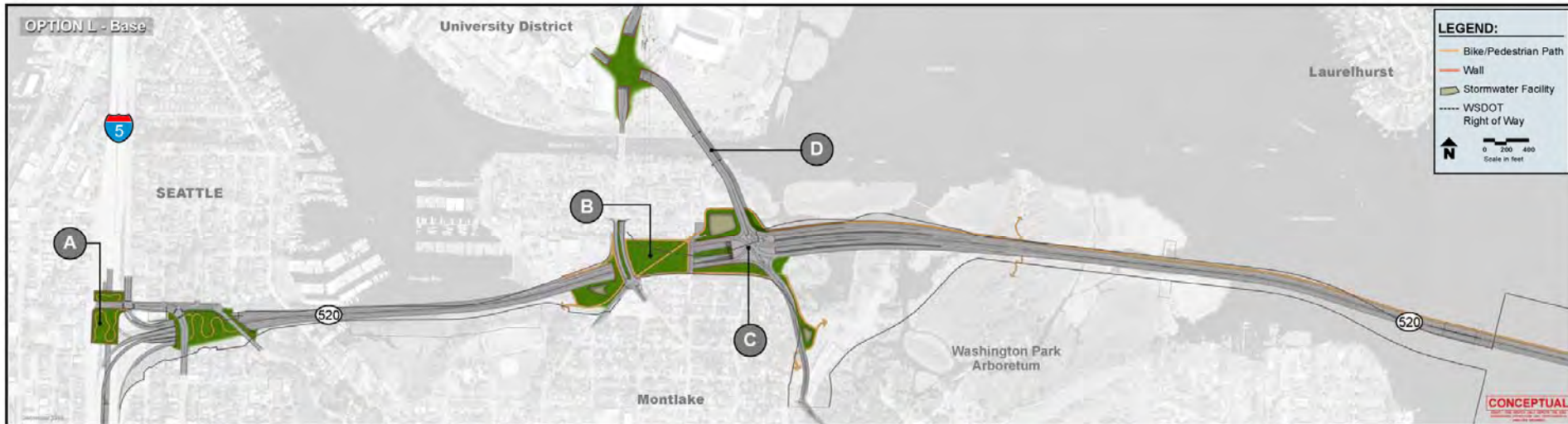


- Tunnel under the Montlake Cut.



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## Option L: Base (Cost estimate: \$2.56 - \$2.64 billion)



- Direct access ramp to express I-5 lanes.
- Lid above I-5.
- Lid at 10th Avenue E. and Delmar Drive E.



- Montlake Boulevard primarily serves local traffic.
- SR 520 connection to Lake Washington Boulevard E. and NE Pacific Street.



- One traffic signal for freeway access, including HOV direct access.
- Lid over SR 520 at Montlake.



- Adds second bascule bridge to east of existing Montlake bridge.



# SR 520 Legislative Workgroup

## Action Items

- Election of co-chairs
- Workgroup operating rules
- West side subgroup members
- Proposed work plan
- Proposed outreach plan



# SR 520 Legislative Workgroup

## Election of Co-chairs



# SR 520 Legislative Workgroup

## Workgroup Operating Rules



# SR 520 Legislative Workgroup

## West Side Subgroup Members





# SR 520 Legislative Workgroup

## Proposed Work Plan



# SR 520 Legislative Workgroup

## Proposed Outreach Plan

- **Key Dates**

- **May – October 2009**

- Continuing outreach with stakeholders to review workgroup process.
- Share SDEIS technical findings at community briefings.

- **July – November 2009**

- SR 520 Legislative Workgroup meetings, West side sub-group meetings and working sessions with community members invited to give input.

- **Late October 2009**

- Public open house featuring preview of environmental documents and workgroup process.

- **October 26 – November 10**

- Online questionnaire.

- **November 10 – December 4**

- Online public comment period on draft workgroup recommendations report.

- **Late December**

- Provide summary of public feedback.
- SDEIS published.

- **January 1, 2010**

- Workgroup recommendations report submitted to Legislature and Governor.
- SDEIS public comment period.



# SR 520 Legislative Workgroup

## Next Steps



# SR 520 Legislative Workgroup

**Thank you**

## **SR 520 Legislative Workgroup Contact Information**

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