



SR 520 Legislative Workgroup Draft Recommendations

Senator Rodney Tom
48th District – Workgroup Co-Chair

Representative Scott White
46th District – Workgroup Co-Chair

Barbara Gilliland
Workgroup Administrator

Town Hall Meeting
November 24, 2009
Center for Urban Horticulture



ESHB 2211 requirements

- 16 legislators and transportation officials.
- Representation from Eastside, Westside and Legislative Leadership.
- Co-chairs:
 - Senator Rodney Tom (Eastside).
 - Representative Scott White (Westside).
- Formed a Westside Subgroup to focus on Westside design options.

Two objectives

1. Recommend corridor design options within \$4.65 billion.
2. Recommend a financing strategy to meet that funding target.



Workgroup considerations

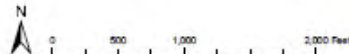
- Community and agency outreach and coordination.
 - Mediation proponents.
 - Other area stakeholders.
 - Regulatory and transit agencies.
 - Local jurisdictions.
- Independent Cost Expert Review Panel.
- Review of federal, state, regional and local funding sources.



What we heard: Natural and built environment



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



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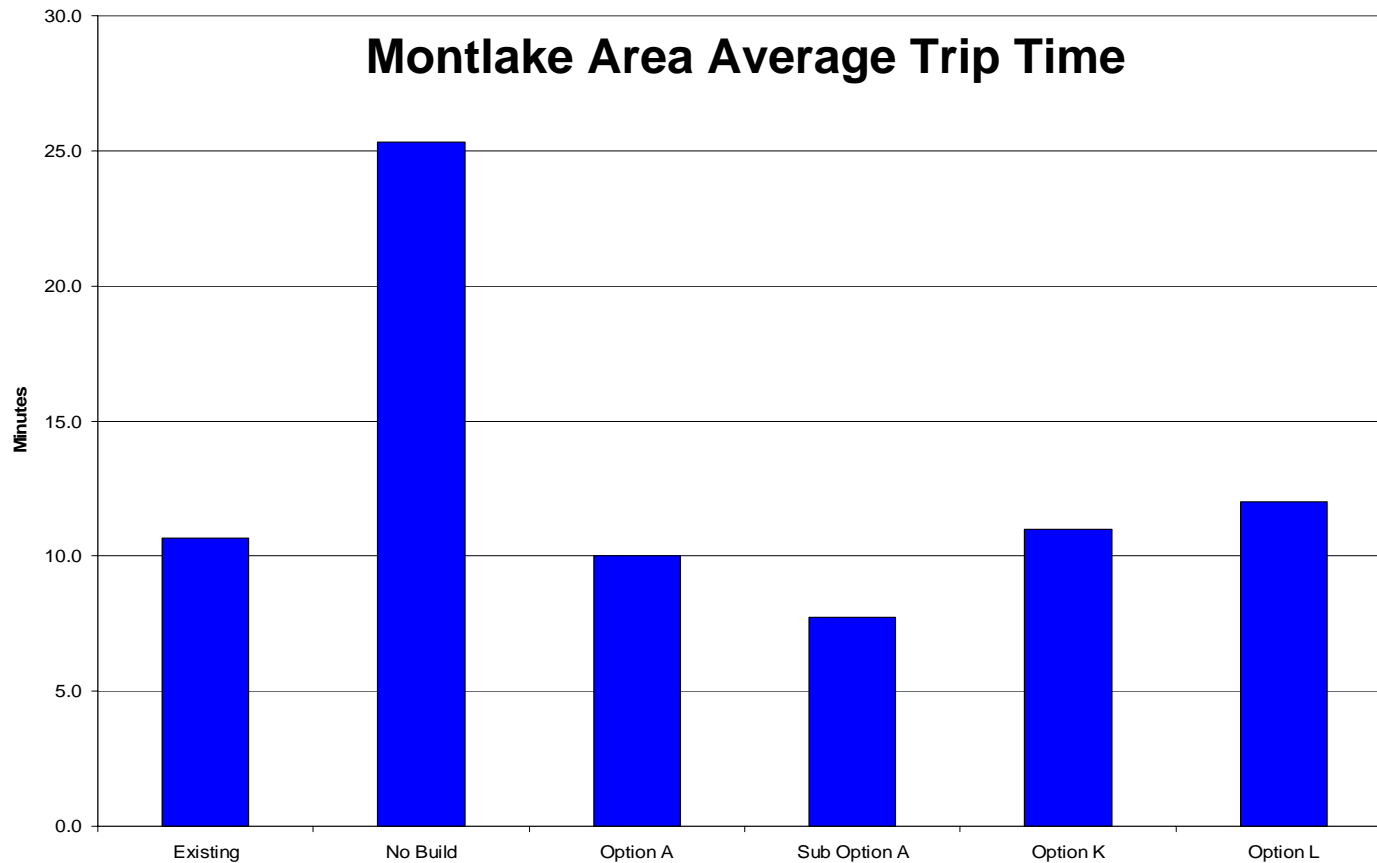
Source: King County (2008) GIS Data (Streams, Streets, Water Bodies), CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is

Environmental Resource Areas

I-5 to Medina: Bridge Replacement and HOV Project



What we heard: Traffic operations



Note: Data represents a summation of the volume weighted average travel time along 24 key travel paths in the Montlake Boulevard/Lake Washington Boulevard interchange area during a one hour period. Time period evaluated is the Year 2030 PM peak hour.



What we heard: Transit travel times

Option	Origin	Destination	Travel Time (minutes)
No Build	Madison Street	Montlake Triangle	45
	Montlake Triangle	McGraw	9
Option A	Madison Street	Montlake Triangle	18
	Montlake Triangle	McGraw	5
Option A with Sub-option	Madison Street	Montlake Triangle	10
	Montlake Triangle	McGraw	5
Option K	Madison Street	Montlake Triangle	23
	Montlake Triangle	McGraw	3
Option L	Madison Street	Montlake Triangle	28
	Montlake Triangle	McGraw	5



What we heard: Design

Option A+ (I-5 to floating bridge \$2.027 B to \$2.127 B)



This option has not been reviewed through a Cost Estimation Validation process (CEVP).

Costs development with Oct. 16 snapshot.

Risk and inflation costs were derived using the 2008 Cost Estimation Validation process results, most likely at year of expenditure.

Total program cost: \$4.531 B to \$4.631 B



What we heard: Design Option M (I-5 to floating bridge \$3.358 B)



This option has not been reviewed through a CEVP process.

Costs development with Oct. 16 snapshot.

Risk and inflation costs were derived using the 2008 CEVP results, most likely at year of expenditure.

Total program cost: \$5.862 B



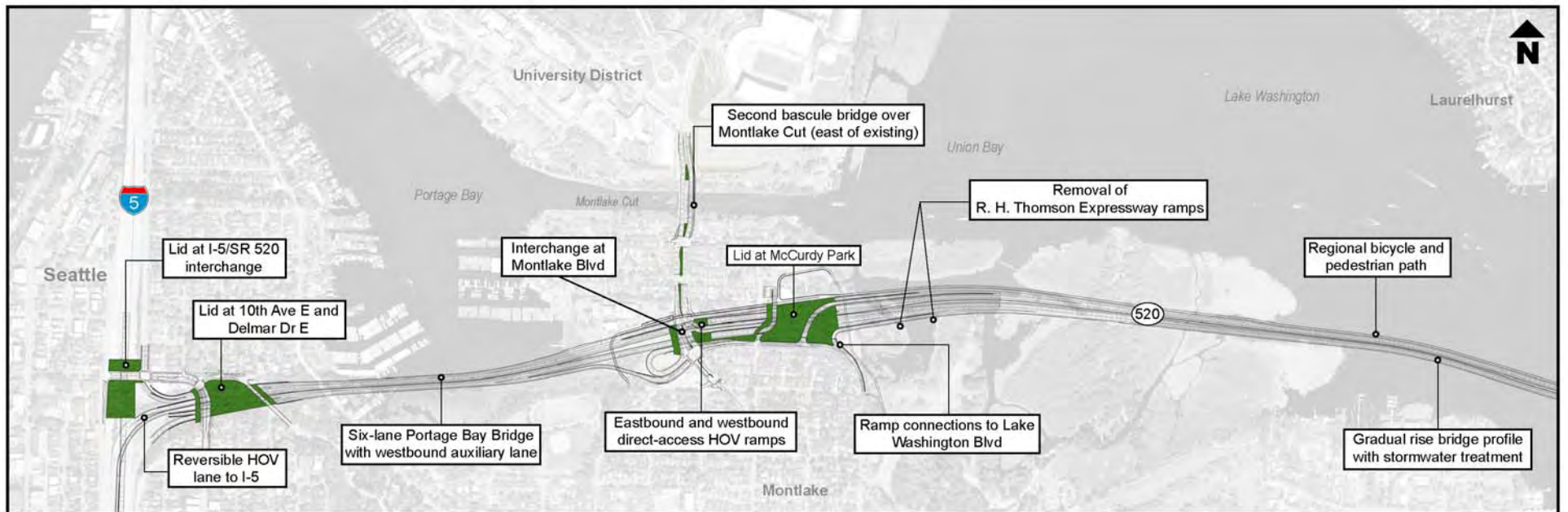
What we heard: Potential funding sources

- **State and federal sources considered:**
 - New State sources
 - New Federal sources
 - Federal TIGER grant
- **Tolling sources considered:**
 - SR 520 uncommitted toll funding
 - Higher SR 520 tolls
 - SR 520 segment tolls
 - I-90 express lane tolls
 - I-90 bridge tolls
- **Regional and local sources considered:**
 - Transportation Benefit District
 - Vehicle license fee
 - Sales and use tax
 - Property tax
 - Commercial and industrial impact fee
 - Motor Vehicle Excise Tax



Legislative Workgroup Draft Recommendation: Design

Option A+





Legislative Workgroup Draft Recommendation: Rationale for Option A+

- It meets the purpose and need of the project and complies with statutory requirements to implement a six-lane (four general purpose and two HOV lanes) bridge replacement project.
- It meets the transportation needs of the corridor with the least impact to the surrounding environment.
- It can be constructed within the \$4.65 billion financial threshold.
- The impacts are covered within the current Draft Supplemental Environmental Impact Statement.
- It meets the needs of transit providers within the SR 520 corridor and on local surface streets.
- It has broad based support from local communities including the University District Community Council, Ravenna Bryant, and Friends of Seattle's Olmstead Park and regional organizations including the University of Washington, Seattle Chamber, King County Metro, and the Eastside Transportation Partnership.



Legislative Workgroup Draft Recommendation: Finance

The Workgroup recommends to the Governor and Legislature a financing strategy that includes:

- Use of the base funding previously identified, including early tolling of SR 520.
- The creation of, and early tolling of HOT lanes on I-90 as soon as is practicable.
- The remaining gap to be filled by new FEDERAL or STATE revenue, to be identified in the next year or two.
- IF THAT DOESN'T HAPPEN, THEN general tolling of I-90 to fill the gap no sooner than 2014.
- The group also recommends the pursuit of cost savings by further refinement of cost estimates and design.

For more information:

SR 520 Legislative Workgroup Web site:

www.wsdot.wa.gov/partners/sr520legislativeworkgroup

SR 520 program Web site:

www.wsdot.wa.gov/projects/SR520Bridge



Remaining Public feedback opportunities on draft recommendations

- Online comments accepted through Dec. 4.

Next steps

- SR 520 Legislative Workgroup will meet:
 - Dec. 8, 10 a.m. - 12 noon
 - Sound Transit, Ruth Fisher Board Room
- Final report to Legislature and Governor by Jan. 1, 2010.