

SR 520 Bridge Replacement and HOV Program Expenditures to Date Summary (1997 – December 2016)

Program History

During the past 20 years, WSDOT has worked toward replacing the aging and vulnerable State Route 520 floating bridge and approaches, and improving the corridor from I-5 in Seattle to the Eastside.

This effort has included corridor planning, preliminary engineering, right of way (or property) acquisitions, and construction activities.

As legislative funding decisions were made over the years, WSDOT further defined specific corridor projects and segments for analysis, environmental review, design and construction. In 2003, the Legislature created the SR 520 Bridge Replacement and HOV Program. The SR 520 Program is officially defined as three projects:

- I-5 to Medina: Bridge Replacement and HOV Project
- Medina to SR 202: Eastside Transit and HOV Project
- Pontoon Construction Project (Grays Harbor County)

Work on the SR 520 corridor prior to 2003 was related to the Trans-Lake Study.

Key milestones to date include:

- Completion of the Trans-Lake Study (1997 to 2003).
- Compliance with seven legislative requirements for reports, studies, and/or processes.
- Completion of all nine environmental documents needed for construction permits.
- Purchase of properties necessary for construction or mitigation.
- Receipt of a \$300 million federal loan in 2012 that funds the West Approach Bridge North (WABN) construction phase.
- Completion reached in 2014: West Connection Bridge Project.
- Completion reached in 2015: Eastside Transit and HOV Project.
- Completion reached in 2015: Pontoon Construction Project.
- Open to traffic reached in 2016: Floating Bridge and Landings Project.
- In construction; open to traffic expected in 2017: West Approach Bridge North Project.
- Construction scheduled to begin in late 2018: Montlake Phase of all remaining corridor improvements in Seattle, or the “Rest of the West.”
- Authorized and funded in 2015: \$1.64 billion to construct all remaining SR 520 improvements in Seattle.

Costs to Date

In 2009, the Washington State Legislature set a program spending cap of \$4.65 billion for reconstructing SR 520. With the Legislature’s passage of the 2015 Connecting Washington transportation package, all elements of the \$4.56 billion SR 520 Program are now fully funded.

As of December 2016, the SR 520 Program has spent \$2.545 billion, or approximately 55 percent of the entire program’s \$4.65 billion spending cap. Additionally, \$22 million was spent on the Trans-Lake Study. The table below provides a summary of the total expenditures from 1997 through 2016, separated into three categories that are used to track WSDOT contracts and expenditures: Preliminary Engineering, Right of Way, and Construction.

Expenditures to Date	Approximate cost
Trans-Lake Study (1997-2003)	\$22 million
Sub-total	\$22 million
SR 520 Bridge Replacement and HOV Program (2003 – Dec. 2016)	
Preliminary Engineering (<i>design and environmental</i>)	\$410 million
Right of Way	\$129 million
Construction	\$2,006 million
Sub-total	\$2.545 billion
Grand total	\$2.567 billion

1997-2003 Trans-Lake Study

From 1997 to 2003, WSDOT spent approximately \$22 million planning for and studying how to move people and goods across and/or around Lake Washington in the most efficient way possible. This effort included analysis of the existing bridges (both I-90 and SR 520), locations for new bridge routes, ferry options, and multimodal approaches. The effort also included working with jurisdictions and elected officials on plans to replace the SR 520 floating bridge. The Trans-Lake Study, as this effort came to be known, was the primary result of this work. The study identified the need to replace the floating bridge and make additional safety and mobility improvements in the SR 520 corridor.

In 2002, Referendum 51 was presented to Washington voters to fund a range of transportation improvements, including \$100 million to continue planning on the SR 520 corridor. Voters rejected the referendum, leaving SR 520 corridor planning with no source of funding and putting on hold any momentum gained from the Trans-Lake Study.

July 2003 – December 2016: SR 520 Bridge Replacement and HOV Program

In 2003, the Legislature enacted the Nickel Package for transportation, and included \$52 million for the new SR 520 Bridge Replacement and HOV Project. Since that time, WSDOT has received additional funding from a variety of sources, bringing the total to \$4.56 billion – matching the currently estimated cost of completing the entire SR 520 Program. These funding sources include the 2005 Transportation Partnership Agreement (TPA) package, highway tolling revenue, a low-interest federal TIFIA loan, other federal funds, and the 2015 Connecting Washington transportation package. A table of these funding sources is shown below.

Funding overview	
SR 520 Program legislative spending cap (set in 2009)	\$4.65 billion
SR 520 Program cost estimate	\$4.56 billion
Funding received to date	\$4.56 billion
Funding sources	
State funding (primarily gas tax)	\$0.61 billion
State funding (Connecting Washington account)	\$1.64 billion
SR 520 Account (tolling and future federal funding)	\$1.65 billion
Federal TIFIA loan	\$0.30 billion
Other federal funding	\$0.20 billion
Deferred sales tax	\$0.16 billion

Updated: December 2015

From July 2003 through December 2016, WSDOT has spent approximately \$2.545 billion on the SR 520 Program. Please read on for additional details about these expenditures.

Preliminary Engineering: \$399 million spent through Dec. 31, 2016

- **Design:**
 - Corridor conceptual designs from I-5 in Seattle to SR 202 in Redmond, including a six-lane highway and bridge, initial designs for vulnerable bridges and structures, freeway lids, on- and off-ramps, transit access, stormwater facilities, and conceptual plans for mitigation.
 - Preliminary designs for pontoons and pontoon casting facility in Grays Harbor County, which allowed WSDOT to seek design-build construction proposals and award a \$367.3 million contract for the Pontoon Construction Project to Kiewit-General. Construction began in February 2011.
 - Jurisdiction and community design coordination and consensus with Bellevue, Redmond, Medina, Kirkland, Hunts Point, Yarrow Point and Clyde Hill for the Eastside Transit and HOV Project, which allowed WSDOT to seek design-build construction proposals and award a \$306 million contract to Eastside Corridor Constructors. Construction began in April 2011.
 - Multiple legislatively mandated processes conducted on the SR 520 Program to evaluate project effects and/or develop or evaluate design options:
 - 2003, ESHB 1163: Required a seven-member advisory committee to evaluate traffic impacts and options for the Portage Bay/Roanoke Park/North Capitol Hill neighborhoods.
 - 2004, ESHB 2474: Continued the seven-member advisory committee required in ESHB 1163.
 - 2006, ESSB 6241: Required appointment of an independent expert review panel to review the finance plans, review the implementation plan, and report to the governor, who was then required to submit findings to the Legislature about the panel's recommendations.
 - 2007, ESSB 6099: Required the Office of Financial Management to hire a mediator to evaluate I-5 to Medina design options. This mediation led to 12 freeway and interchange design proposals for the Montlake area. The group

narrowed the list to three design options (A, K and L) for complete analysis in the 2010 Supplemental Draft Environmental Impact Statement (SDEIS). The bill had three other key requirements: 1) for WSDOT to work with the University of Washington and transit agencies on a multimodal transportation plan; 2) submission of a project finance plan; and 3) development of a health impact assessment. This work resulted in several reports that were submitted to the Legislature and governor:

- *SR 520 Finance Plan (January 2008)*
 - *SR 520 Health Impact Assessment (September 2008)*
 - *Westside Project Impact Plan (December 2008)*
 - *SR 520 High Capacity Transit Plan (December 2008)*
- 2008, ESHB 2878: Required WSDOT to obtain a Record of Decision (ROD) prior to commencing construction on the SR 520 Bridge Replacement and HOV Project. It also required the department to develop a plan for improvements for traffic flow from the Lake Washington shoreline to 108th Avenue Northeast in Bellevue, including (a) near-term, low-cost enhancements that relocate HOV lanes to the inside, and (b) an accelerated improvement project for the construction of median transit stops, reconfiguration of interchanges, addition of direct-access ramps, community enhancement lids, and pedestrian/bike path connections. This work resulted in the *Accelerated Improvements to Address ESHB 2878* report that was submitted to the Legislature and governor in September 2008.
 - 2009, ESHB 2211: Created the SR 520 Legislative Workgroup, composed of legislators from the transportation committees and the SR 520 corridor, to recommend design options to include in the supplemental draft EIS, as well as to review financing options. The SR 520 Legislative Workgroup recommended “Option A+” for the Montlake interchange and freeway design. This work resulted in the *SR 520 Legislative Workgroup Recommendations Report*, which was submitted to the Legislature and governor in December 2009.
 - 2010, ESSB 6392: Directed WSDOT to convene three work groups, composed of various partners, and submit recommendations to the governor and Legislature on: design refinements, Arboretum mitigation options, transit recommendations, and planning and financing for high-capacity transit. This work resulted in several reports that were submitted to the Legislature and governor:
 - *ESSB 6392: Design Refinements and Transit Connections Workgroup Recommendations Report (October 2010)*
 - *ESSB 6392: High Capacity Transit Planning and Financing Findings and Recommendations Report (December 2010)*
 - *Washington Park Arboretum Mitigation Plan (December 2010)*
 - 2011-2012: Completed the Seattle Community Design Process, an interactive design process to shape and refine the project vision and gather public input on the west side of the corridor. More than 1,100 people attended seven public workshops and provided more than 1,600 public comments on a draft design report. A final report was published in December 2012.
 - 2014, ESSB 6001: Directed WSDOT to continue to work with the Seattle Department of Transportation in joint planning, design, outreach, and operation of the remaining west side elements including, but not limited to, the Montlake

lid, the bicycle/pedestrian path, the effective network of transit connections, and the Portage Bay Bridge of the SR 520 Bridge Replacement and HOV Project.

- 2015: Published draft Final Concept Design Report, following continued coordination with the city of Seattle and other key stakeholders on refinements to the design of the remaining project elements in Seattle.
- 2016: Hosted a public corridor conceptual design open house, and continued to work with design professionals and the public to share the latest project design information.

Environmental documentation

WSDOT has met all federal and state requirements to analyze and document the potential effects of the projects on the surrounding environment and affected communities. A total of nine environmental documents were required for the whole SR 520 Program, and are described below.

- All nine environmental impact analysis documents for the SR 520 Program are complete:
 - Completed 2006: Draft Environmental Impact Statement for the floating bridge and interchanges from I-5 in Seattle to 108th Avenue Northeast in Bellevue.
 - Completed 2009: Environmental Assessment for the Eastside Transit and HOV Project from Medina to SR 202 in Redmond.
 - Completed 2010: Supplemental Draft Environmental Impact Statement for the I-5 to Medina Bridge Replacement and HOV Project, adding and analyzing three interchange designs for Montlake and further analyzing transit operations and construction.
 - Completed 2010: Finding of No Significant Impact for the Eastside Transit and HOV Project from Medina to SR 202 in Redmond.
 - Completed 2010: Draft Environmental Impact Statement for pontoon casting facility and pontoon construction in Grays Harbor County.
 - Completed 2010: Final Environmental Impact Statement for pontoon casting facility and pontoon construction in Grays Harbor County.
 - Completed 2011: Record of Decision for pontoon casting facility and pontoon construction in Grays Harbor County.
 - Completed 2011: Final Environmental Impact Statement for the I-5 to Medina Bridge Replacement and HOV Project.
 - Completed 2011: Record of Decision for the I-5 to Medina Bridge Replacement and HOV Project.

Right of way purchases: \$129 million spent through Dec. 31, 2016

- WSDOT has purchased full or partial real estate properties and acquired rights for several others within the SR 520 Program.
- Some of the properties are needed for construction, while others are mitigation sites.

Construction: \$2.006 billion spent through Dec. 31, 2016

Major construction is underway in the SR 520 corridor, with significant progress made in 2015:

- Eastside corridor construction reached completion from Medina to I-405, which included new, fish-friendly culverts under the highway, new lid structures with in-line transit stations, a widened highway corridor with HOV lanes in both directions, and corridor

noise walls and retaining walls. The new and improved corridor is open to drivers, transit riders, bicyclists and pedestrians.

- Pontoon construction was completed in Aberdeen, as crews floated out the sixth and final cycle of pontoons from the casting basin in March 2015.
- Floating bridge construction continued on Lake Washington and Kenmore. Crews opened the new floating bridge to traffic in April 2016, and continued work to remove the old bridge from the lake.
- Construction of the West Approach Bridge North began in fall 2014. By the end of 2015, around half of the bridge's steel casings and concrete support shafts had been completed in Lake Washington. Crews also built most of the work bridge that gives them over-water access for constructing the permanent WABN structure. The WABN mainline lanes, westbound off-ramps, and bicycle and pedestrian trail are expected to open in 2017.
- Implementation of environmental projects at a variety of sites to mitigate for the effects of SR 520 construction.
- The Rest of the West elements are not yet in construction, but with full funding now in place, preconstruction planning is moving forward, including planning for procurement of a new design-build contractor of the first phase, known as the Montlake Phase.