

SHB 1299 - H AMD 354

By Representative Wylie

ADOPTED 04/09/2015

1 On page 10, line 24, increase the Motor Vehicle Account--State
2 Appropriation by \$100,000

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4 On page 10, line 27, correct the total.

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6 On page 13, after line 19, insert the following:

7 "(5)(a) \$100,000 of the motor vehicle account-state appropriation
8 is provided solely for a bi-state project legislative work group
9 coordinated and staffed by the transportation commission.

10 (b) The legislature finds that both Washington and Oregon
11 recognize the need for improving the capacity of Interstate 5 adjacent
12 to and over the Columbia river and that the legislatures of each state
13 need basic oversight of the process. The legislature recognizes that
14 the development of a bi-state project takes years of hard work and
15 difficult decisions and to achieve development of a successful bi-
16 state project it must be pursued in a manner that will build and
17 maintain bi-state trust and positive working relationships to ensure
18 economic growth and productivity in the entire region prior to
19 reaching a federal record of decision. The legislature also recognizes
20 that area legislators will be called upon to seek funding of any
21 project developed, and therefore must be involved in the development
22 of the project from the beginning.

23 (c) The legislature further finds that in order to accomplish the
24 findings in subsection (b), it is necessary to form a bi-state bi-
25 partisan project legislative work group, and that it may be beneficial
26 to consult with the William D. Ruckelshaus Center and the Oregon
27 Consensus Center to act as a neutral resource to gather input, provide

1 scoping of potential stakeholders to engage diverse interests, and
2 help facilitate the creation of the work group. Although the primary
3 purpose of this facilitated effort is to establish a process that
4 includes appropriate legislative involvement, it is not the intention
5 to exclude stakeholders or existing expertise or useful work products
6 already established. The work group will define and recommend the
7 ongoing legislative role in moving forward with the bi-state project
8 and report that recommendation to the legislature for any required
9 action.

10 (d) The bi-state project legislative work group shall facilitate
11 strong public participation and input throughout the initial
12 development stages to identify the most affordable, efficient project
13 that improves freight mobility, safety, relieves traffic congestion,
14 and meets the future needs of the region and the transportation
15 corridor.

16 (e) The bi-state project legislative work group shall consist of
17 bi-partisan members of the Washington and Oregon state legislatures
18 who represent the districts adjacent to the project and be members of
19 their respective transportation committees. Each legislative member
20 will have an equal vote on matters considered by the committee. The
21 work group will consider options for capacity, safety, sufficiency,
22 public support, and cost effectiveness in developing a solution to
23 meet the needs of the corridor. To the extent feasible, the design
24 shall incorporate existing infrastructure and allow for its future
25 maintenance and improvement.

26 (f) While not official voting members of the bi-state project
27 legislative work group, it is assumed that local, regional, technical,
28 legal, and other planning and transportation resources and
29 stakeholders required for a project of this type will not be
30 supplanted or precluded from appropriate involvement.

31 (g) The bi-state project legislative work group must report its
32 final recommendations to the transportation committees of the
33 legislature by December 1, 2016 and will provide annual updates on the
34 project to the legislature thereafter until the project is complete."

EFFECT:

- Provides \$100,000 for the Washington State Transportation Commission to coordinate and staff a bi-state project legislative work group.
- Provides several legislative findings, including that it may be beneficial for the work group to consult with the William D. Ruckleshaus Center and the Oregon Consensus Center to act as neutral facilitators for the creation of the work group.
- Requires the work group to facilitate strong public participation and input throughout the initial development stages of the project.
- Specifies that the work group should be made up of a bi-partisan group of legislators from Washington and Oregon whose districts are adjacent to the project and are members of their respective transportation committees.
- Requires each member of the work group to have an equal vote and specifies that the work group must look at project design options for capacity, safety, sufficiency, public support, and cost effectiveness.
- Requires the work group to report its final recommendations to the Transportation Committees of the legislature by December 1, 2016 and annually thereafter until the project is complete.

FISCAL IMPACT:

Increases Motor Vehicle Acct - State appropriation by \$100,000.

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