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**SHB 1299** - H AMD **354**

By Representative Wylie

**ADOPTED 04/09/2015**

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

On page 10, line 27, correct the total.

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

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

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

(c) The legislature further finds that in order to accomplish the findings in subsection (b), it is necessary to form a bi-state bi-partisan project legislative work group, and that it may be beneficial to consult with the William D. Ruckelshaus Center and the Oregon Consensus Center to act as a neutral resource to gather input, provide scoping of potential stakeholders to engage diverse interests, and help facilitate the creation of the work group. Although the primary purpose of this facilitated effort is to establish a process that includes appropriate legislative involvement, it is not the intention to exclude stakeholders or existing expertise or useful work products already established. The work group will define and recommend the ongoing legislative role in moving forward with the bi-state project and report that recommendation to the legislature for any required action.

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

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

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

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

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|  | 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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