

SHB 1864 - H AMD 423

By Representative Pike

FAILED 04/16/2013

1 On page 31, line 38, after "(400506A)." insert "The funding
2 provided may only be spent on preparing a supplemental environmental
3 impact statement."

4

5 On page 32, beginning on line 1, after "(b)" strike all material
6 through "July 1, 2014" on page 33, line 20, and insert "The
7 legislature finds that the design alternative selected by the state
8 department of transportation, the federal highway administration, and
9 the federal transit administration for a new Interstate 5 bridge that
10 connects Vancouver, Washington to Portland, Oregon is not acceptable
11 as currently designed. As stated by an independent review panel of the
12 Columbia river crossing project, "Complexities in design and
13 construction produce great uncertainties in ultimate costs required
14 and, even under full available funding, the time to construct will be
15 lengthy, further increasing risk of affordability." The legislature
16 further finds that:

17 (i) The United States coast guard has not approved the design
18 alternative due to a lack of clearance between the Columbia river and
19 the bridge deck, which will adversely affect the free movement of
20 maritime freight and future economic development;

21 (ii) The inclusion of light rail in the design alternative results
22 in a cost increase to the project of over nine hundred twenty-five
23 million dollars for taxpayers, while imposing a commute time penalty
24 of one hundred twenty-five percent for Vancouver transit riders;

25 (iii) The citizens of Clark county voted in November 2012 not to
26 fund the costs of operating and maintaining light rail;

27

1 (iv) The current design alternative will not reduce congestion as
2 it only offers three full span vehicular lanes in each direction,
3 which is the same as the current Interstate 5 bridge; and

4 (v) The current contractor responsible for the environmental
5 impact statement has repeatedly exceeded the deadlines and budgetary
6 constraints.

7 (c) Therefore, it is the intent of the legislature that no funds
8 be spent to further the selected design alternative as described in
9 the December 7, 2011, record of decision. Within the amounts provided
10 for the Columbia river crossing project, the department must prepare a
11 new design alternative and a supplemental environmental impact
12 statement, that should be completed in not more than twelve months,
13 that includes the following:

14 (i) A clearance height between the bridge deck and the Columbia
15 river that accommodates all existing and future river users and
16 accommodates those river users' reasonable and foreseeable future
17 needs;

18 (ii) A third bridge in addition to the Interstate 5 and Interstate
19 205 bridges to accommodate additional lanes of traffic. The design
20 alternative must not include light rail. Any new design must either
21 expand general lane capacity or create a measurable improvement of
22 congestion and commute times; and

23 (iii) Consider the inclusion of a reversible span that will help
24 move traffic during peak commute hours.

25 (d) The department is prohibited from utilizing the current
26 contractor on the Columbia river crossing project to complete or
27 assist with preparation of the supplemental environmental impact
28 statement.

29 (e) The department shall maximize federal funds available for the
30 design, construction, or other costs relating to the bridge structure,
31 general purpose lanes, and bridge landings.

32 (f) It is the intent of the legislature that Washington and Oregon
33 have equal funding commitments and equal total expenditures to date on
34 the shared components of the Columbia river crossing project. The

1 department shall provide quarterly reports on this project, beginning
2 June 31, 2013. The report shall include:

3 (i) The status of the supplemental environmental impact statement,
4 which must include updated expenditures and project timeframes;

5 (ii) Identification of shared and non-shared portions of the
6 project; and

7 (iii) Amounts expended to date by the state of Washington and the
8 state of Oregon on each respective states' non-shared obligations.

9 (g) It is also the intent of the legislature that Washington and
10 Oregon have equal funding commitments and equal total expenditures on
11 any the portions of the Columbia river crossing project which have not
12 already been designated as shared project responsibilities. It is
13 further the intent of the legislature that Washington state shall in
14 no way be obligated to pay, either directly or indirectly, for
15 improvements or construction to any interchanges, roads, or any other
16 part of the project within the state of Oregon, other than those
17 portions including the bridge and approaches which have to date been
18 designated as shared project responsibilities"

19

20 Renumber the remaining subsections consecutively and correct any
21 internal references accordingly.

??

EFFECT: Prohibits the department from spending any further
money on the bridge as currently designed, requires the department
to prepare a supplemental environmental impact statement with a new
design that does not include light rail, and reiterates the intent
that Washington and Oregon must contribute equal amounts of money to
the project and that Washington must not pay for any part of the
project in the state of Oregon other than the bridge structure and
landings.

FISCAL IMPACT: No net change to appropriated levels.

--- END ---