

Jobs Now

The Washington Legislature is Unlikely to Provide Funding for the CRC this Year. Amend HB 2800 to Jumpstart Oregon Jobs on Less Controversial CRC Elements

Key elected officials in Washington reject the current design of the CRC

In a January 31, letter to Gov. Jay Inslee, **Sen. Curtis King, Co-Chair of the Senate Transportation Committee, writes “the unworkable current Record of Decision should be rescinded... I don’t believe we can consider funding \$450 million for the current CRC project until (Sen. King’s) changes have been made.”** Sen. King is calling for a new SEIS to rework the current project. Sen. King joins U.S. Rep. Jaime Herrera Beutler and the majority of the Board of Clark County Commissioners in calling for a new design.

Without Washington’s Share, Existing Funding Conditions in HB 2800 Make the Bill an Empty Gesture

House Bill 2800, as introduced, states that the Oregon “Department of Transportation may not request and the State Treasurer may not issue any bond to finance the Interstate 5 bridge replacement project unless,” among other conditions, “the State of Washington has appropriated, authorized or otherwise committed sufficient funds to satisfy the United States Department of Transportation requirement for a proposed full funding grant agreement application no later than September 30, 2013.”

Amend HB 2800 to Jumpstart Oregon Jobs

- Construct the following less controversial elements of the CRC:
 - A multimodal bridge between mainland Oregon and Hayden Island;
 - A light rail station on Hayden Island;
 - Local road improvements in the area of the Expo Center;
 - I-5 braided on- and off-ramps at Victory Boulevard.
- Pay for these projects through existing CRC funds held by ODOT and through future revenue.
- Receive credit toward a larger CRC build-out from the Federal Transit Agency and the state of Washington for these project elements.

OREGON’S 2013 CRC CONTRIBUTION: PROJECTS OREGONIANS WANT, CONSTRUCTED BY OREGON WORKERS STARTING THIS YEAR

Suggested legislative language to incorporate the above projects into HB 2800 appears below on page two of this document.

Suggested legislative language to incorporate the above projects into HB 2800 adds subsections 5, 6 and 7 to section 3 of the bill, as introduced:

SECTION 3

(5) Subsection (4) of this section shall not apply to the following elements of the Interstate 5 bridge replacement project, as outlined in the Columbia River Crossing Project Final Environmental Impact Statement, published in September 2011:

- (a) The North Portland Harbor bridge and its approach from Expo Center, East Marine Drive and Expo Road, described as part of Locally Preferred Alternative A, comprising a two-lane local multimodal bridge for local traffic to and from Hayden Island, light rail transit, bicycle lanes and sidewalks;
- (b) Improvements to Marine Drive required to raise Marine Drive over the approach to the new North Portland Harbor bridge described in subsection (a);
- (c) A dual-track at-grade terminus light rail station on Hayden Island, the location of which shall accommodate the potential future Hayden Island light rail track alignment and station described in the Columbia River Crossing Project Final Environmental Impact Statement, and related light rail traffic control and transit systems;
- (d) Improvements to Expo Road; and
- (e) Construction of the I-5 braided on- and off-ramps at Victory Boulevard.

(6) Upon passage of this Act, the Department of Transportation shall limit its expenditure of any funds designated for the Interstate 5 bridge replacement project to those project elements in subsection (5) of this section. The Department shall not expend any additional funds beyond those designated for the project at the time of the passage of this Act, including the project elements in subsection (5) of this section, without the Oregon Legislature and Governor further appropriating such funds.

(7) Agreements related to the funding of project elements in subsection (5) of this section:

- (a) The Oregon Department of Transportation shall attempt to enter into an agreement on a letter of no prejudice with the Federal Transit Agency for credit for transit portions of the project elements in subsection (5) of this section, should the Interstate 5 bridge replacement project secure a grant from the Federal Transit Agency in the future.
- (b) The Oregon Department of Transportation shall attempt to enter into an agreement with the Washington State Department of Transportation stating that project elements in subsection (5) of this section will be considered part of the State of Oregon's contribution to the Interstate 5 bridge replacement project, should the project contain bi-state elements in the future.