

**Enrolled**  
**Senate Joint Resolution 15**

Sponsored by COMMITTEE ON BUSINESS, TRANSPORTATION AND WORKFORCE DEVELOPMENT

Whereas Interstate 5 is the only continuous north-south highway on the West Coast and provides a vital commerce and travel corridor that links Mexico, Canada and the United States, including the states of California, Oregon and Washington; and

Whereas operation of the Interstate 5 crossing over the Columbia River is directly influenced by the five-mile segment of I-5 between State Route 500 in Vancouver and Columbia Boulevard in Portland and includes interchanges with three state highways (State Routes 14, 500 and 501) and five major arterial roadways; and

Whereas the existing Interstate 5 crossing of the Columbia River consists of two side-by-side bridges, built in 1917 and 1958, that do not meet current seismic standards, leaving them vulnerable to failure in an earthquake; and

Whereas the Interstate 5 bridges served 30,000 vehicles per day in the 1960s and now serve 125,000 vehicles per day on weekdays; and

Whereas traffic on the Columbia River Crossing is anticipated to reach 180,000 vehicles per day by 2020 and regional truck traffic is projected to increase by approximately 130 percent in the next 25 years; and

Whereas congestion on the Columbia River Crossing is projected to grow to 13 hours a day by 2020, making congestion a nearly continuous condition during daylight hours; and

Whereas the Portland/Vancouver I-5 Transportation and Trade Partnership, commenced in 2001, brought Washington and Oregon citizens together to develop a plan to address congestion on I-5 between Portland and Vancouver; and

Whereas the Washington State Department of Transportation is currently widening Interstate 5 in the Salmon Creek area of north Vancouver and the Oregon Department of Transportation is on track to begin construction of the Delta Park Interstate 5 widening project in late 2008; and

Whereas bistate cooperation has enabled the process of drafting a Columbia River Crossing Environmental Impact Statement for the river crossing and other improvements in the five-mile segment of Interstate 5 connecting Oregon and Washington; and

Whereas the Oregon and Washington legislatures have independently enacted public-private partnership legislation that may apply to construction of a new Interstate 5 crossing of the Columbia River; and

Whereas the Columbia River Crossing is a crucial transportation project that will contribute to the economic vitality of the Northwest and the nation as a whole by ensuring safe and efficient movement of goods and people; now, therefore,

**Be It Resolved by the Legislative Assembly of the State of Oregon:**

That we, the members of the Seventy-fourth Legislative Assembly, recognize that completion of the Columbia River Crossing Project will require strong partnerships among all levels of government, the private sector and the citizens of Oregon and Washington; and be it further

Resolved, That we support members of the Oregon and Washington legislatures coming together to work toward a common project through continuing education and study; and be it further

Resolved, That we support the continuation of bistate and bipartisan efforts in planning, coordinating and funding the Columbia River Crossing Project; and be it further

Resolved, That we recognize the importance of addressing the impacts of the project on marine, rail, air, freight and pedestrian transit as well as on the needs of business centers and neighborhoods affected by the project; and be it further

Resolved, That we support the cooperation of the federal government and federal regulatory agencies to streamline the regulatory process and remove unnecessary impediments to the completion of the project; and be it further

Resolved, That we support advocacy by the Oregon and Washington Congressional Delegations for the Columbia River Crossing Project and the delegations' work to obtain federal funding and other assistance to advance this project of regional and national significance.

---

Adopted by Senate February 28, 2007

---

Secretary of Senate

---

President of Senate

Adopted by House June 7, 2007

---

Speaker of House