

Senate Joint Resolution 15

Sponsored by COMMITTEE ON BUSINESS, TRANSPORTATION AND WORKFORCE DEVELOPMENT

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Declares legislative support of Columbia River Crossing Project.

JOINT RESOLUTION

1
2 Whereas Interstate 5 is the only continuous north-south highway on the West Coast and pro-
3 vides a vital commerce and travel corridor that links Mexico, Canada and the United States, in-
4 cluding the states of California, Oregon and Washington; and

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

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

12 Whereas the Interstate 5 bridges served 30,000 vehicles per day in the 1960s and now serve
13 125,000 vehicles per day on weekdays; and

14 Whereas traffic on the Columbia River Crossing is anticipated to reach 180,000 vehicles per day
15 by 2020 and regional truck traffic is projected to increase by approximately 130 percent in the next
16 25 years; and

17 Whereas congestion on the Columbia River Crossing is projected to grow to 13 hours a day by
18 2020, making congestion a nearly continuous condition during daylight hours; and

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

22 Whereas the Washington State Department of Transportation is currently widening Interstate
23 5 in the Salmon Creek area of north Vancouver and the Oregon Department of Transportation is
24 on track to begin construction of the Delta Park Interstate 5 widening project in late 2008; and

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

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

31 Whereas the Columbia River Crossing is a crucial transportation project that will contribute to
32 the economic vitality of the Northwest and the nation as a whole by ensuring safe and efficient

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.
New sections are in **boldfaced** type.

1 movement of goods and people; now, therefore,

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

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

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

8 Resolved, That we support the continuation of bistate and bipartisan efforts in planning, coordinat-
9 ing and funding the Columbia River Crossing Project; and be it further

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

13 Resolved, That we support the cooperation of the federal government and federal regulatory
14 agencies to streamline the regulatory process and remove unnecessary impediments to the com-
15 pletion of the project; and be it further

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

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