

HOUSE AMENDMENTS TO HOUSE JOINT MEMORIAL 22

By COMMITTEE ON TRANSPORTATION AND ECONOMIC DEVELOPMENT

April 26

1 On page 1 of the printed joint memorial, delete lines 9 through 31 and insert:

2 “Whereas Interstate 5, as it leaves Vancouver, Washington, and enters Portland, Oregon,
3 crosses the one-half mile wide Columbia River, which separates these two metropolitan cities; and

4 “Whereas the segment of Interstate 5 between these two cities contains seven interchanges and
5 two bridges known as the ‘Columbia Crossing’; and

6 “Whereas more than \$40 billion dollars in interstate and international commerce flows over the
7 Columbia Crossing to nearby ports, businesses and distribution facilities annually; and

8 “Whereas the current design and condition of the Interstate 5 bridges, interstate highway and
9 interchanges within the Columbia Crossing present serious safety, quality of life, economic vitality
10 and environmental issues that greatly affect the region and the State of Oregon; and

11 “Whereas the existing Interstate 5 bridges and interchanges within the Columbia Crossing are
12 not constructed to modern building standards and would be vulnerable to a major earthquake; and

13 “Whereas the design and condition of the Columbia Crossing contribute to over 400 traffic ac-
14 cidents annually, contribute to significant congestion and impede freight mobility; and

15 “Whereas the States of Oregon and Washington, after 10 years of concerted effort, have devel-
16 oped a proposal known as the ‘Columbia River Crossing Project’ to address these issues; and

17 “Whereas the Columbia River Crossing Project, when approved, would constitute a Project of
18 National and Regional Significance and a crucial transportation project that would expand the ca-
19 pacity of the Interstate 5 bridges, interchanges and highway within the Columbia Crossing; and

20 “Whereas the Columbia River Crossing Project would create many new and sustainable jobs by
21 providing vastly improved access to ports, the metropolitan areas and interstate highways; and

22 “Whereas the Columbia River Crossing Project must meet both the needs of local residents and
23 the needs of Oregon’s and Washington’s statewide business communities to move people to work and
24 products to market safely and effectively; and

25 “Whereas the Columbia River Crossing Project is one solution that addresses the major issues
26 of public safety, economic vitality and the environment; and

27 “Whereas the Oregon Legislative Assembly acknowledges that the Columbia River Crossing
28 Project, when finalized and approved, would be paid for by federal, state and local funding; and

29 “Whereas the State of Oregon and the State of Washington, to provide clear accountability and
30 responsibility for decision-making, are together developing and finalizing a governing structure for
31 the Columbia River Crossing Project that must be reviewed and approved by the legislatures of both
32 states; and

33 “Whereas the taxpayers of Oregon expect the Oregon Legislative Assembly to retain oversight
34 and authority over major Columbia River Crossing Project decisions and all decisions regarding
35 payment of the cost of the Columbia River Crossing Project; and

