
SUBSTITUTE SENATE CONCURRENT RESOLUTION 8405

State of Washington 60th Legislature 2007 Regular Session

By Senate Committee on Transportation (originally sponsored by Senators Haugen, Swecker, Murray and Rasmussen)

READ FIRST TIME 03/05/07.

1 WHEREAS, Interstate 5 is the only continuous north-south interstate
2 highway on the West Coast and provides a vital commerce and travel
3 corridor linking the United States, Canada, and Mexico, as well as the
4 states of California, Oregon, and Washington; and

5 WHEREAS, The five-mile segment of Interstate 5 between Columbia
6 Boulevard in Portland, Oregon and State Route 500 in Vancouver,
7 Washington, including the Columbia River bridge, contains eight
8 interchanges connecting four state highways (SR 14, SR 500, SR 501, and
9 OR 99E) with several major arterials; and

10 WHEREAS, One Interstate 5 bridge crossing the Columbia River was
11 built in 1917 and the other in 1958, and neither meets appropriate
12 earthquake standards; and

13 WHEREAS, The Columbia River Interstate 5 bridges served 30,000
14 vehicles per day in the 1960s and now serve 125,000 vehicles per day on
15 weekdays; and

16 WHEREAS, Traffic on the bridges in 2020 is anticipated to reach
17 180,000 vehicles per day, and regional truck traffic is projected to
18 increase by approximately 130 percent in the next 25 years; and

19 WHEREAS, Congestion on the bridges is projected to grow to 13 hours

1 a day by 2020, making traffic congestion a nearly continuous condition
2 during daylight hours; and

3 WHEREAS, The Portland/Vancouver I-5 Transportation and Trade
4 Partnership brought Washington and Oregon citizens together beginning
5 in 2001 to develop a plan for addressing problems in this corridor; and

6 WHEREAS, Bistate cooperation continues through the Columbia River
7 Crossing Project, which has begun the environmental impact statement
8 process for the river crossing and Interstate 5 improvements in the
9 five-mile area; and

10 WHEREAS, Both Washington and Oregon have enacted independent and
11 separate "public-private partnership" legislation that may have
12 applicability to the construction of any new bridge facility crossing
13 the Columbia River on Interstate 5; and

14 WHEREAS, The Columbia River Crossing is a crucial transportation
15 project that will contribute to the economic vitality of the northwest
16 and the nation as a whole by serving the national purpose of ensuring
17 safe and efficient movement of goods and people; and

18 WHEREAS, The Washington state legislature recognizes that
19 completion of the Columbia River Crossing Project will require strong
20 partnerships between all levels of government and with the private
21 sector and citizens of Oregon and Washington;

22 NOW, THEREFORE, BE IT RESOLVED, By the Senate of the state of
23 Washington, the House of Representatives concurring, That the Senate
24 and House of Representatives standing committees on transportation
25 shall study any outstanding legislative issues, including financial
26 issues, that may apply regarding the Columbia River Crossing Project,
27 and work cooperatively with interested legislators from Oregon's
28 Legislative Assembly to work towards a common project; and

29 BE IT FURTHER RESOLVED, That the Senate of the state of Washington,
30 the House of Representatives concurring, support:

31 (1) Continuation of bistate, bipartisan, and multijurisdictional
32 efforts in planning, coordination, and funding;

33 (2) Recognizing and addressing vital roles and impacts on marine,
34 rail, transit, air, freight, and pedestrian modes;

35 (3) Recognizing the importance of, and addressing the needs of,
36 affected business centers and neighborhoods;

37 (4) Continuation and increasing focus on short and long-term demand
38 management strategies;

1 (5) Joining of state and local government agencies and the private
2 sector in a strong partnership that contributes to completion of the
3 project;

4 (6) The federal government, including the United States Department
5 of Transportation and regulatory agencies involved in the project,
6 engaging in a spirit of cooperation to streamline the regulatory
7 process and remove unnecessary impediments to the speedy development
8 and delivery of the project; and

9 (7) The congressional delegations of Oregon and Washington strongly
10 advocating for the Columbia River Crossing Project and working to
11 provide federal funding and other assistance that will advance this
12 project of national and regional significance.

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