
SENATE CONCURRENT RESOLUTION 8405

State of Washington 60th Legislature 2007 Regular Session

By Senators Haugen, Swecker, Murray, Zarelli and Rasmussen

Read first time 02/07/2007. Referred to Committee on Transportation.

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, As a result of this plan, the Washington Department of
7 Transportation is currently widening Interstate 5 in the Salmon Creek
8 area of North Vancouver and the Oregon Department of Transportation is
9 currently on track to begin construction of the Delta Park Interstate
10 5 widening project in late 2008; and

11 WHEREAS, Bistate cooperation continues through the Columbia River
12 Crossing Project, which has begun the environmental impact statement
13 process for the river crossing and Interstate 5 improvements in the
14 five-mile area; and

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

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

23 WHEREAS, The Washington state legislature recognizes that
24 completion of the Columbia River Crossing Project will require strong
25 partnerships between all levels of government and with the private
26 sector and citizens of Oregon and Washington;

27 NOW, THEREFORE, BE IT RESOLVED, By the Senate of the state of
28 Washington, the House of Representatives concurring, That a joint
29 interim work group regarding the Columbia River Crossing Project be
30 established to educate citizens and legislators on the importance of
31 the project, to continue to study any outstanding legislative issues
32 that may apply regarding the project, and to work cooperatively with
33 interested legislators from Oregon's Legislative Assembly to work
34 towards a common project; and

35 BE IT FURTHER RESOLVED, That the work group consist of eight
36 members, four members each selected by the President of the Senate and
37 the Speaker of the House of Representatives; and

1 BE IT FURTHER RESOLVED, That the work group, in order to help
2 facilitate carrying the project to successful completion, support:

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

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

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

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

11 (5) Joining of state and local government agencies and the private
12 sector in a strong partnership that contributes to completion of the
13 project;

14 (6) The federal government, including the United States Department
15 of Transportation and regulatory agencies involved in the project,
16 engaging in a spirit of cooperation to streamline the regulatory
17 process and remove unnecessary impediments to the speedy development
18 and delivery of the project; and

19 (7) The congressional delegations of Oregon and Washington strongly
20 advocating for the Columbia River Crossing Project and working to
21 provide federal funding and other assistance that will advance this
22 project of national and regional significance; and

23 BE IT FURTHER RESOLVED, That the work group report its findings and
24 recommendations to the legislature at the regular session held in 2008.

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