

Klickitat County Port District No. 1
RESOLUTION NO. 2-2018

A Resolution of the Port of Klickitat Commission
SR-35 Interstate Bridge Declaration of Intent

WHEREAS, a bridge across the Columbia River connecting State Route 14 and the cities of Bingen and White Salmon with Interstate 84 and the city of Hood River is a critical component of the regional transportation system and necessary to facilitate freight movement, economic development, and the general health and welfare of western Klickitat County; and

WHEREAS, there exists no suitable alternative to the existing Hood River bridge with the closest crossings located approximately 25 miles or 30 minutes west (Bridge of the Gods) and 20 miles or 25 minutes east (The Dalles Bridge); and

WHEREAS, the existing bridge is nearly one hundred years old, employs an undersized deck and travel lanes that fail to meet American Association of State Highway and Transportation Officials (AASHTO) width standards, lacks pedestrian and bicycle facilities, and requires height and weight restrictions; and

WHEREAS, a new bridge crossing the Columbia River will be an interstate bridge with the south half located in Hood River County, Oregon, and the north half located in Klickitat County, Washington; and

WHEREAS, a new State Route 35 interstate bridge would rectify the deficiencies described above, maintain the current transportation system, and continue to meet the needs of residents and businesses that depend upon the existing bridge for the next fifty to one hundred years; and

WHEREAS, the Port Commission wishes to clarify its long-term objectives concerning a new bridge in order to inform its constituents and provide direction to its staff;

NOW, THEREFORE, BE IT RESOLVED that the Port Commission does hereby declare its intent to work jointly and in cooperation with Klickitat County, the City of Bingen, and the City of White Salmon so as to:

1. Advance a regional effort to replace the existing Hood River bridge;
2. Encourage the allocation of all current revenue generated by the existing bridge exclusively to its operation, maintenance, repair, and future removal;
3. Ensure a new bridge meets the transportation needs of the region and is managed to the fair and equitable benefit of all its users;
4. Engage with Hood River County, the City of Hood River, and/or the Port of Hood River to chart a regionally acceptable course of action;
5. Support the establishment of a SR-35 bridge steering committee responsible for all planning, coordination, and decision-making concerning a new bridge and comprised of an equal number of Oregon and Washington representatives;
6. Develop a framework for long-term bi-state ownership, administration, and operation of a new bridge by the states of Oregon and Washington or their political subdivisions or by an authority, commission, or other governing body comprised of an equal number of Oregon and Washington representatives;
7. Identify the local resources, including funds and personnel, needed to support planning, financing, and constructing a new bridge and evaluate how these might be provided;

8. Secure the support of Washington State legislators and congressional representatives, applicable agencies, commissions, and boards, and any other entities in the state able to assist in the construction of a new bridge; and
9. Ensure all future revenue generated by a new bridge is entirely and exclusively used for its administration, financing, operation, maintenance, repair, and ultimate replacement.


ADOPTED IN OPEN SESSION this 20th day of February, 2018.

ATTEST:




Margie Ziegler, Port Auditor

PORT OF KLICKITAT COMMISSION



Wayne Vinyard, President



Bill Schmitt, Vice-President



Jim Herman, Secretary

PORT SEAL