

**PORT OF HOOD RIVER**  
**Resolution No. 2017-18-2**

**WHEREAS**, the Hood River-White Salmon Interstate Bridge ("Bridge") is a critical transportation facility in the Mid-Columbia Region, and the Port of Hood River ("Port") must manage, maintain, inspect and operate the Bridge in a safe manner for the long-term use of residents, visitors, and businesses; and

**WHEREAS**, the Bridge is beyond its design life, is functionally obsolete and insufficient for modern vehicle and marine freight configurations, is subject to impacts of heavy trucks, traffic volumes and costs to maintain and operate the facility continue to increase; and

**WHEREAS**, an engineering assessment completed in 2011 and updated in 2017 demonstrated that capital and operational expenditures to keep the existing Bridge in good repair, safe, and operational, will continue to increase significantly; and

**WHEREAS**, in 2016 the Port commenced a sustained effort to construct a new bridge as soon as reasonably possible, and in July 2017 obtained a financial commitment from the Oregon Legislature to complete a Final Environmental Impact Statement and carry out other pre-construction efforts to identify the most appropriate method for financing and developing of a new Bridge; and

**WHEREAS**, financing the capital and operational costs of the existing Bridge or constructing a new Bridge, whether it is publicly-funded or through a public/private partnership (P3) will need to be partially or wholly funded by Bridge tolls ("Toll" or "Tolls"); and

**WHEREAS**, on June 15, 1993 the Port established a Bridge Repair and Replacement Fund ("Bridge Fund") per Resolution No. 1992-1993-5 to finance studies, engineering, repair projects, and moneys for replacement; and

**WHEREAS**, on December 6, 1994 the Port approved Resolution No. 1994-1995-3 which increased the cash toll from \$.50 per axle to \$.75 per axle, with the sole purpose of additional revenue to fund the Bridge Fund, excepting some restrictive discounted tickets; and

**WHEREAS**, on October 18, 2011 the Port Commission approved Resolution No. 2011-12-1 which increased cash tolls to \$1 and increased the electronic toll to \$.80 effective January 1, 2012 and dedicated the increase to the Bridge Fund; and

**WHEREAS**, the use of revenues derived from the 1994 and 2012 toll increases were limited to (a) payment of Bridge expenditures, including capital projects, maintenance, operations (including direct and overhead expenses), equipment, reserves, financing costs (including debt service), and expenses to promote mass transit use of the Bridge, and (b) expenses associated with borrowings and any bond covenants, authorized by the Port Board of Commissioners; and

**WHEREAS**, the net revenues derived from the 1994 and 2012 toll increases have been transferred to the Bridge Fund and utilized exclusively for those purposes; and

**WHEREAS**, the Port of Hood River Commission finds it is necessary to increase Bridge toll rates to provide additional revenue to meet the increasing costs for repair and capital upgrades to the existing

bridge, estimated to total about \$50 million based on an analysis prepared in September 2017 by HDR Engineering, as well as future efforts to replace the Bridge;

NOW, THEREFORE, BE IT

**RESOLVED**, the Port Board of Commissioners hereby adopts and incorporates by reference Attachment 'A' attached hereto, and approves new toll rates listed in Exhibit "A" which shall be effective beginning February 1, 2018;

**RESOLVED**, that the Bridge Repair and Replacement Fund ("Fund") continue as one fund instead of two separate funds. Net revenues derived from the 1994, 2012, and 2018 toll increases shall be deposited in the Fund and their use limited to the following:

- (a) Payment of any expenditure for capital improvement, maintenance or repair projects associated with the Bridge, including, direct and overhead expenses,
- (b) Payment of any expenditure associated with promotion and utilization of mass transit across the Bridge;
- (c) Payment of any expense (including without limitation payment of debt service, premium costs, and issuance costs) or meeting any other bond requirements (including without limitation coverage and reserve requirements) associated with borrowings authorized by the Port Board of Commissioners;
- (d) Payment of any expense associated with any activity related to replacement of the existing Bridge with a new bridge including but not limited to engineering, financial feasibility analyses, permitting, advocacy, construction, grants, loans, debt or debt related expenses, project management, traffic analyses, bid, quote or proposal solicitation and evaluation, and associated staff expenses and overhead.

As used in this resolution, net revenues are defined as earned toll revenues less payment of any Port operating or indirect expenditure associated with the Port's Bridge tolling operations and administration; and

**RESOLVED**, that this Resolution supplements and modifies the 1993, 1994 and 2012 Resolutions. If there is a conflict with these prior Resolutions, the terms of this Resolution shall be followed.

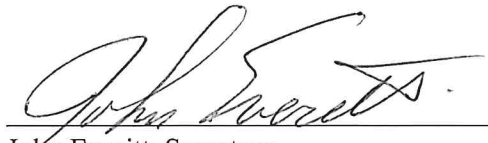
ADOPTED BY THE PORT BOARD OF COMMISSIONERS on this 5th day of December, 2017.

  
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Hoby Streich, President




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Brian Shortt, Vice President




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John Everitt, Secretary



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Ben Sheppard, Treasurer



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David Meriwether, Commissioner

Attachment 'A'  
2018 Toll Rates  
Approved: December \_\_, 2017  
Effective February 1, 2018

**Cash Tolls**

Class 0 Vehicles (Motorcycles)	\$ 1.00
Class 1 Vehicles	\$ 2.00
Class 2 & above Vehicles (per axle)	\$ 3.00

**Electronic Tolls**

Class 0 Vehicles (Motorcycles)	\$ 0.75
Class 1 Vehicles	\$1.00
Class 2 Vehicles (per axle)	\$ 2.00