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**PROPOSED
EAST COUNTY TOLL-FREE BRIDGE RESOLUTION 2013-07-21**

A resolution to create a policy of the Board of Commissioners to support a proposed East County Toll-Free Columbia River Bridge as defined in this resolution.

Because the Clark County Board of Commissioners, as representatives of the Citizens of Clark County, serve as members of various governing boards that consider transportation projects; and

Because any major transportation project serving Clark County would affect the public health, safety and welfare of the Citizens; and

Because such projects should start by asking the people if they would support the proposed direction and that the wishes of the electorate in this instance are best represented by a County-wide vote, which is referred to as an advisory vote; and

Because a third toll-free bridge across the Columbia River may be in the best interests of the citizens of Clark County; and

Because this matter was considered at a duly advertised public hearing, where the Board of County Commissioners concluded that adoption of this policy would be in the best interests of the public health, safety and welfare of the Citizens, now therefore:

BE IT ORDERED AND RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON AS FOLLOWS:

The Board should adopt a policy to propose and support an East County Toll-Free Columbia River Bridge WHICH WOULD:

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1. Provide a third free-flowing highway between Oregon and Washington that enhances interstate commerce, relieve traffic congestion across the Glenn Jackson I-205 Bridge and in turn, relieve traffic congestion across the I-5 Columbia River Bridge; and
 2. Better connect Clark County at SR-14 at NE 192nd Ave to I-84 at exit 13 via Airport Way and 181st Avenue in Gresham, Oregon; and



- 39 3. Ensure that the total cost for the whole project is less than \$900 million including
40 all studies and planning, and that the bridge remains toll-free in order for the
41 Board of Commissioners to support the project; and
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- 43 4. Be about 4 miles east of the I-205 Glenn Jackson Bridge; and
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- 45 5. Have two to three through lanes in each direction plus shoulders for cars, trucks
46 and buses plus paths for bicycles and pedestrians; and
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- 48 6. Not be designed for trains or train tracks; and
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- 50 7. Meet or exceed Columbia River ship navigation clearances accommodated by
51 the Glenn Jackson I-205 Bridge; and
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- 53 8. Be a model of integrity, transparency, forthrightness; and
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- 55 9. Utilize open competitive proposals from a wide variety of private companies
56 during an investigation phase and during subsequent design/build phase before
57 spending substantial funds; and
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- 59 10. Minimize the work done and the money spent by public agencies; and
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- 61 11. Follow financial management and accounting practices recommended by
62 forensic accountants including periodic audits; and
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- 64 12. Genuinely seek input from local elected representatives and citizens through
65 open dialog and meaningful two-way interactions to improve the design to best
66 serve the citizens; and
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- 68 13. Once a clear project is defined, including the financing plan, allow Clark County
69 citizens to voice their approval or rejection of the project in a county-wide
70 advisory vote election; and
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- 72 14. It shall be the policy of the Clark County Board of Commissioners to clearly
73 support, provide leadership and champion the proposed bridge project; and

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80 15. To uphold this policy as board members of C-Tran, the Southwest Washington
81 Regional Transportation Council, the Metropolitan Policy Advisory Committee
82 (MPAC), and the Joint Policy Advisory Committee on Transportation (JPACT).

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84 ADOPTED this 21st day of January, 2014.
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Attest:

Board of Clark County Commissioners:



Rebecca Tilton,
Clerk to the Board

Steve Stuart, COMMISSIONER

Approved as to Form Only:

ANTHONY GOBIK



Clark Co. Prosecuting Attorney
By his Deputy, Lori L. Volkman



Tom Mielke, CHAIR

David Madore, Commissioner