

Hood River – White Salmon Bridge Replacement

PORT OF HOOD RIVER

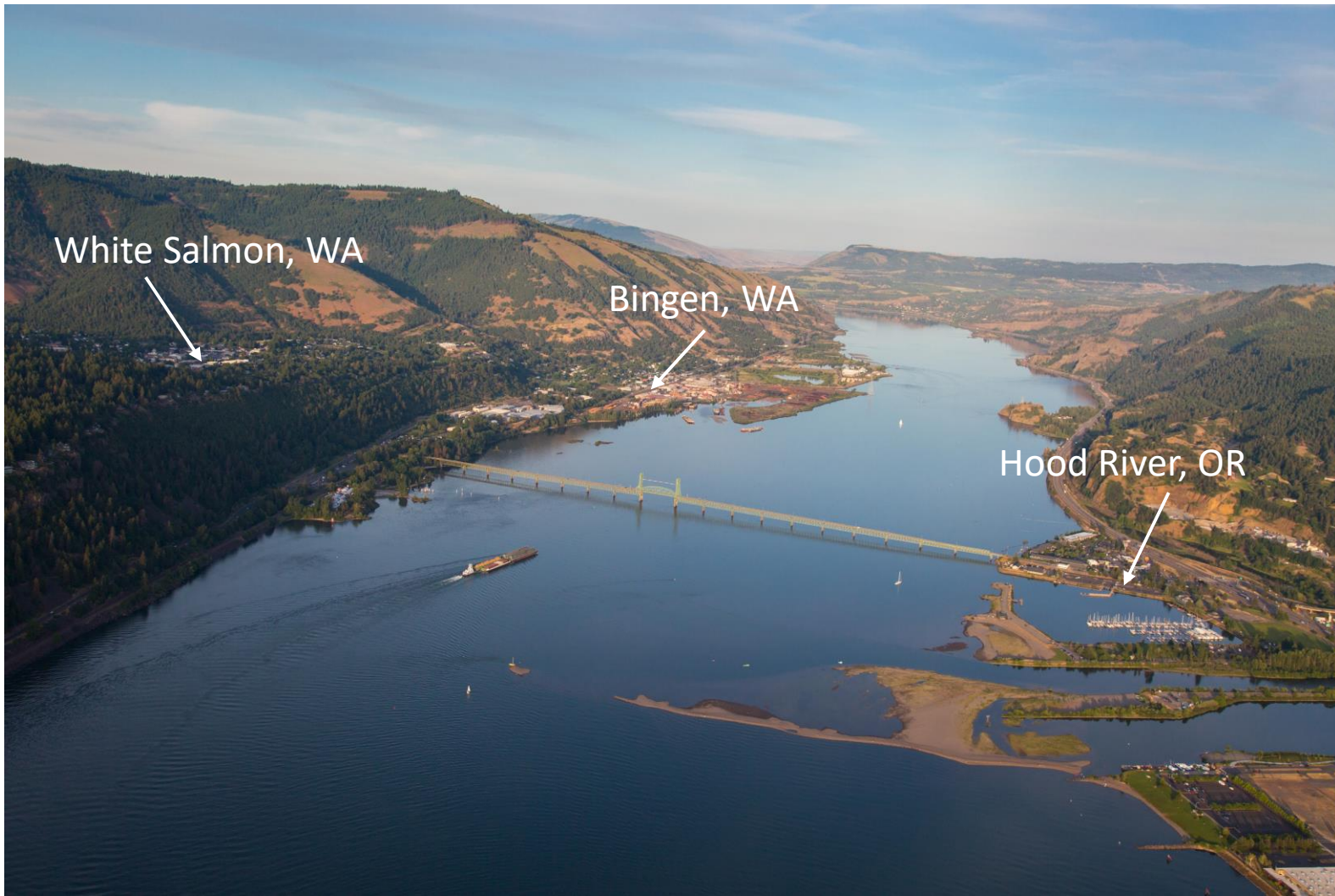
Michael McElwee, Executive Director

John Everitt, Commission President

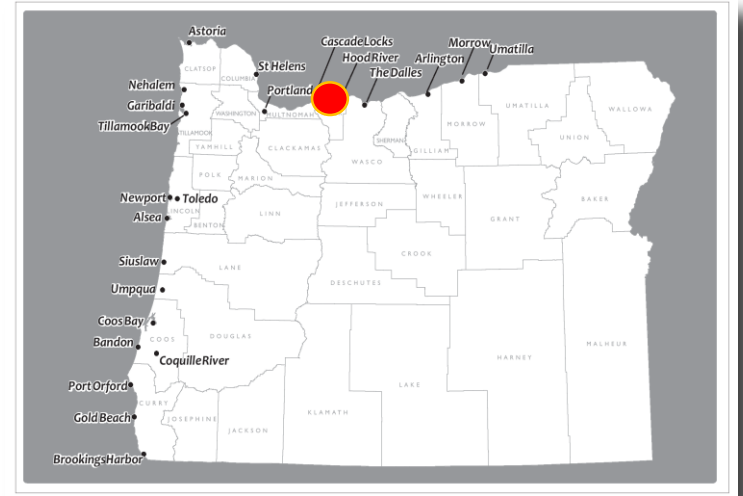
Kevin Greenwood, Project Director



JOINT TRANSPORTATION COMMITTEE / MARCH 25, 2021



- Columbia River Mile 169
- Regional Facility – nearest river crossing is 22 miles



PROJECT LOCATION



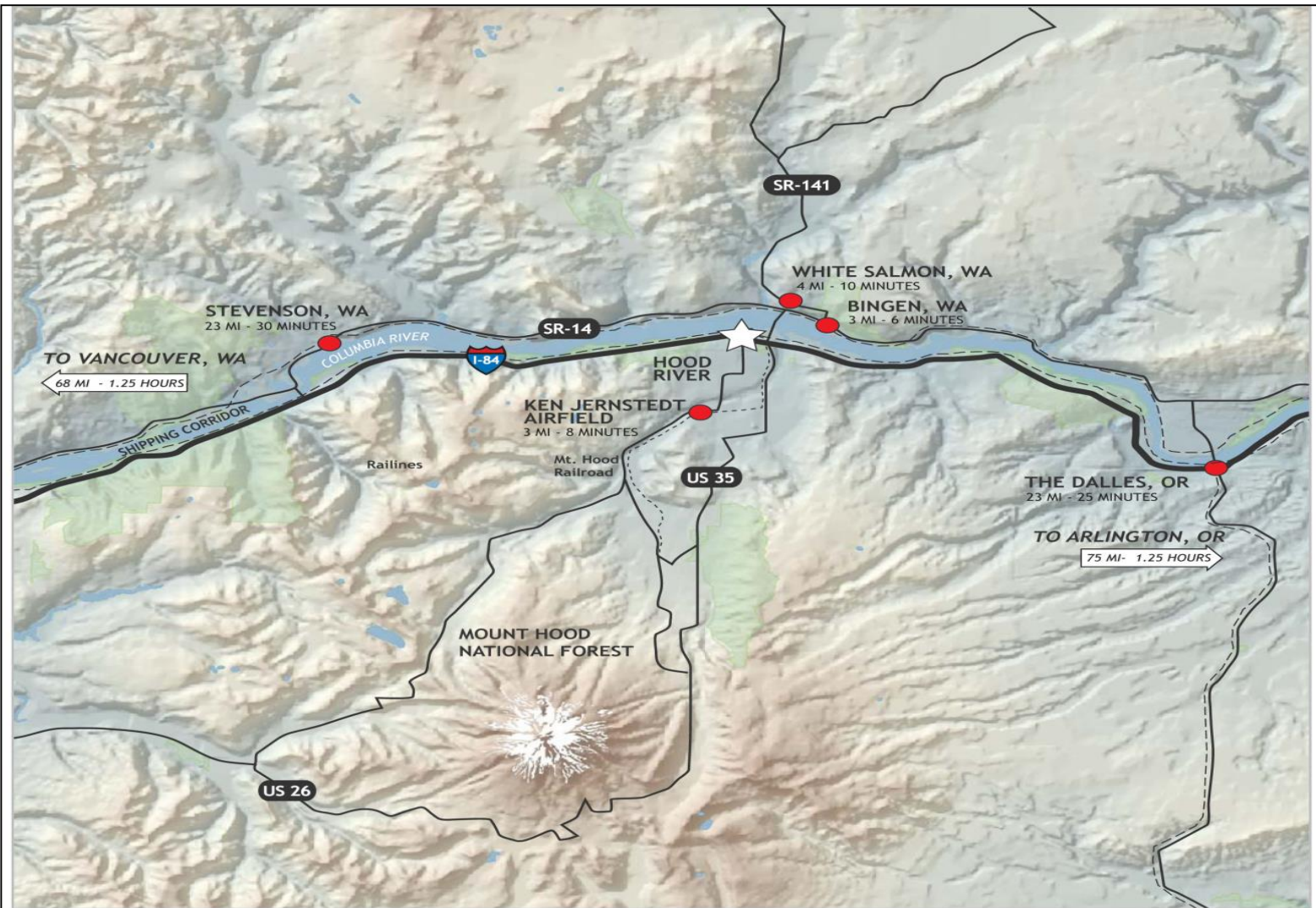
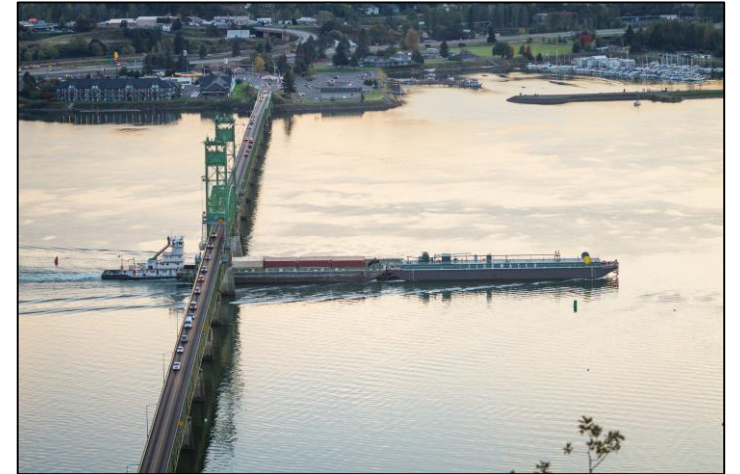


figure 1: distance from the site to insitu facilities in the gorge

- Critical Vehicle Freight Network facility
- Critical Commuter and Business Transportation Link
- Federal Waterway



PROJECT LOCATION

- **1924 – Bridge opens**
- **1937 – Bonneville Dam constructed**
- **1938 – Bridge lift span installed due to higher water level**
- **1949 – OR Legislature permits acquisition of interstate toll bridges by municipalities**
- **1950 – Port of Hood River purchases bridge**
- **2000-2009 – Significant capital improvements**
- **2006 – “BreezeBy” Electronic tolling initiated**
- **2018 – LPR Technology Installed**



HISTORY



NO TURNING
OR LOITERING

SPEED LIMIT
15 MILES

SCHEDULE OF TOLLS

AUTOMOBILES <small>Including Driver</small>	60¢
PASSENGERS <small>on all Vehicles</small>	10¢
AUTO TRAILERS	25¢
TRUCKS <small>Net over 1 1/2 Tons</small>	75¢
" <small>Over 1 1/2 Tons not over 2</small>	1.00
" <small>Over 2 Tons not over 4</small>	1.50
" <small>Over 4 Tons</small>	2.50
TRUCK TRAILERS	50¢
BUSSES	75¢
MOTORCYCLES	25¢
HORSE DRAWN VEHICLES	75¢
BICYCLES	20¢
PEDESTRIANS	10¢

HOOD RIVER TOLL BRIDGE

WEIGHT LIMIT 20 TONS



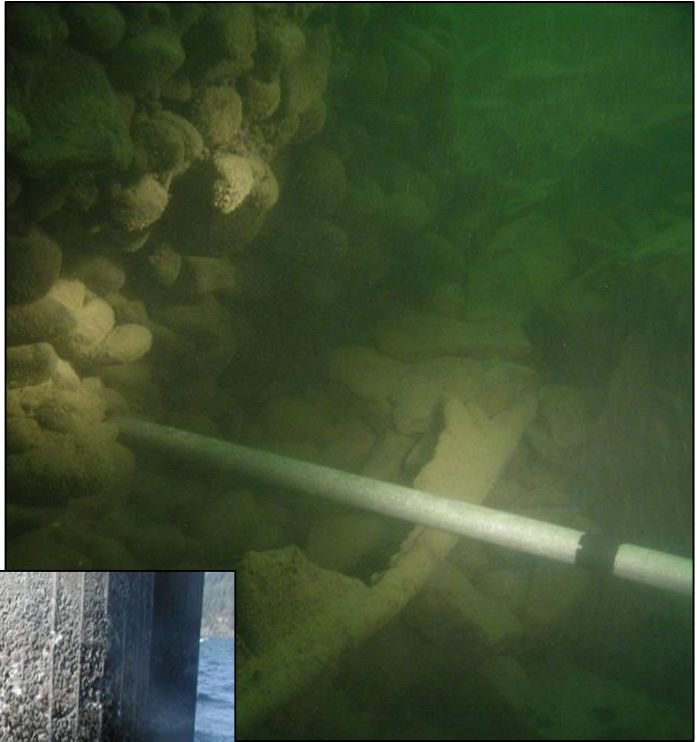
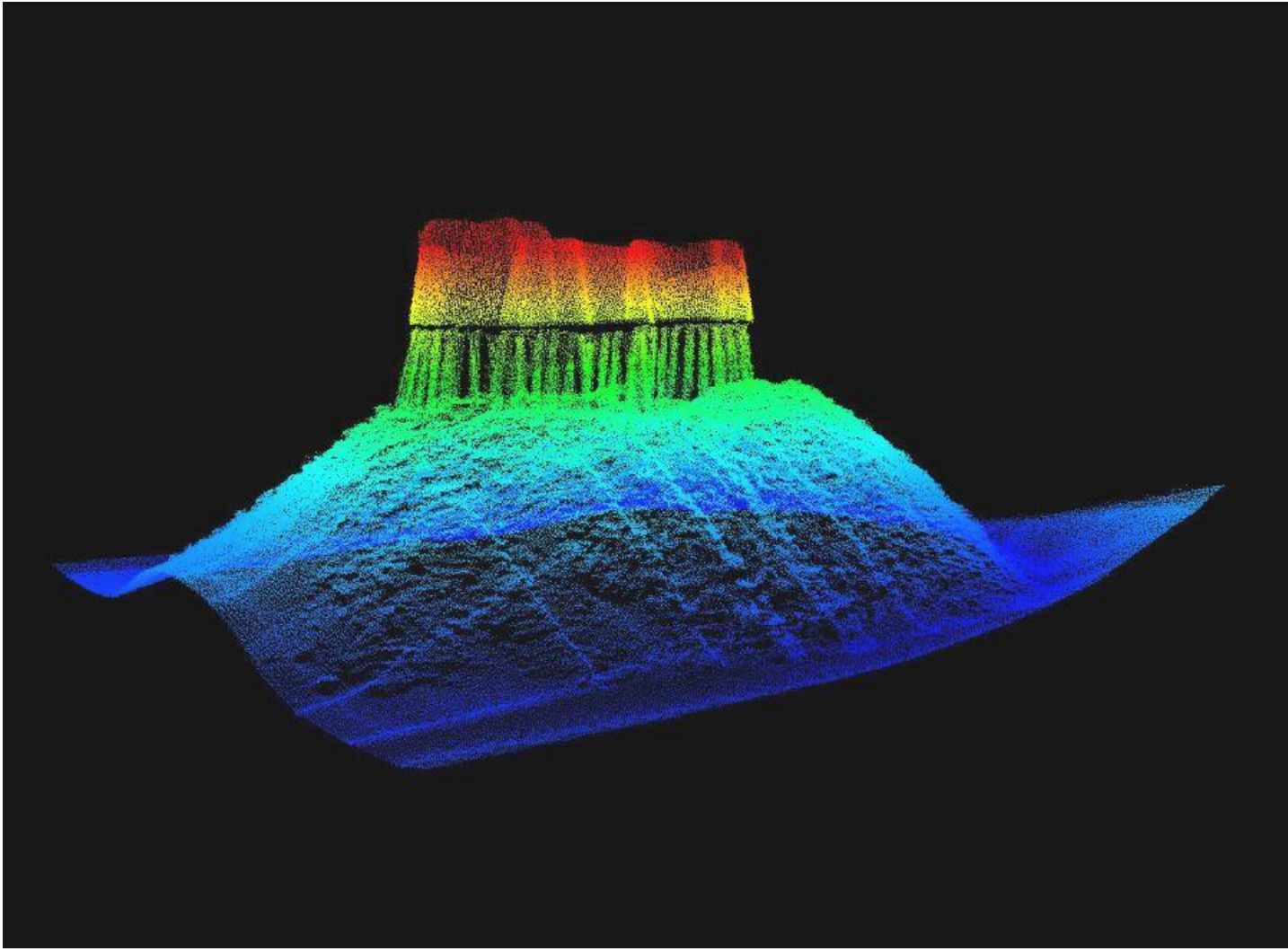
The bridge has always been a tolled facility.

The toll for an automobile in 1924 was 75 cents.

The ETC for passenger cars today is \$1. Cash toll is \$2.



HISTORY



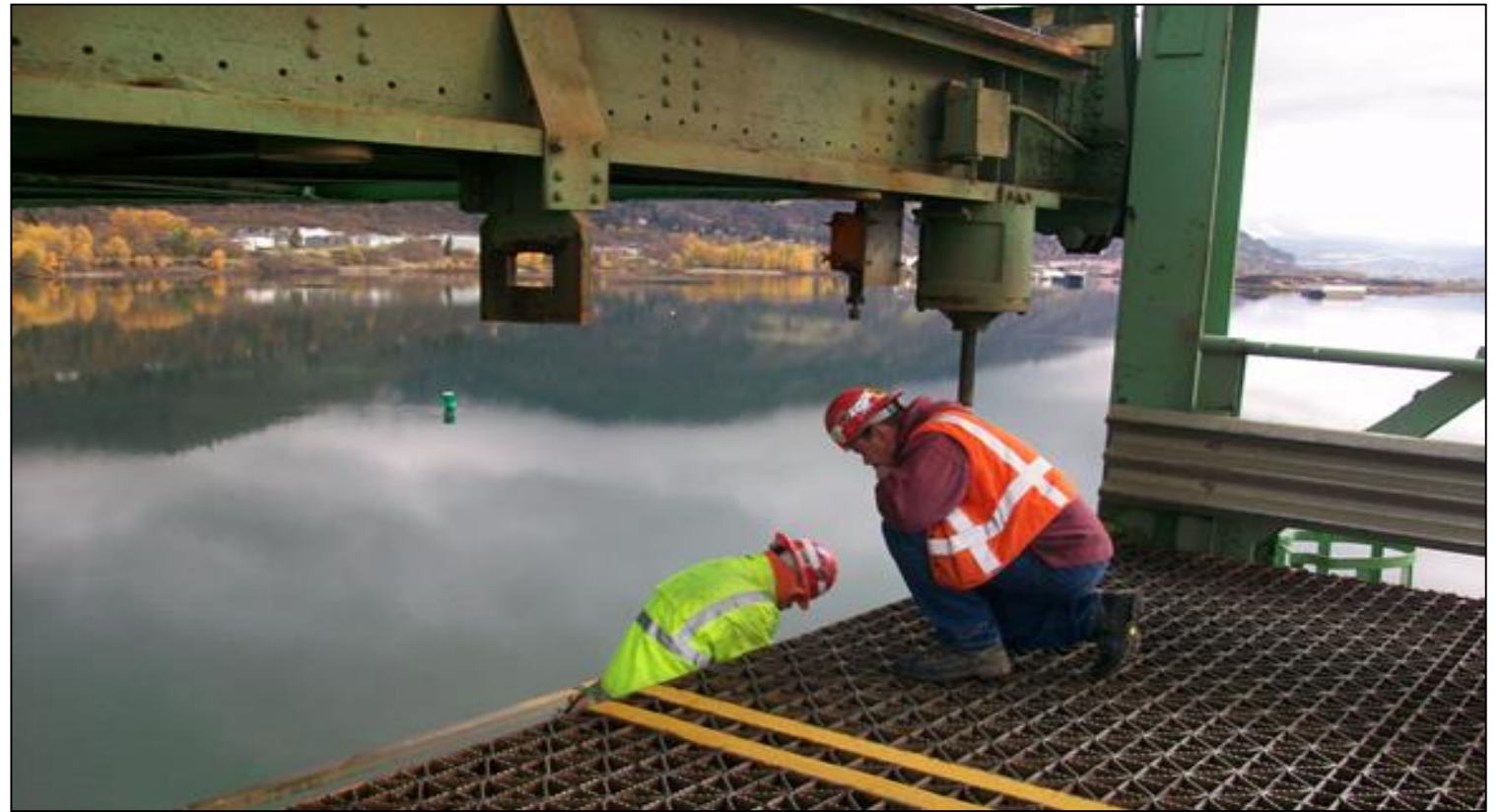
CURRENT CONDITIONS



- Insufficient navigation clearance
- Narrow lane width, no shoulders
- Weight limit reduced March, 2021
- Low Sufficiency Rating - 48.7

CURRENT CONDITIONS





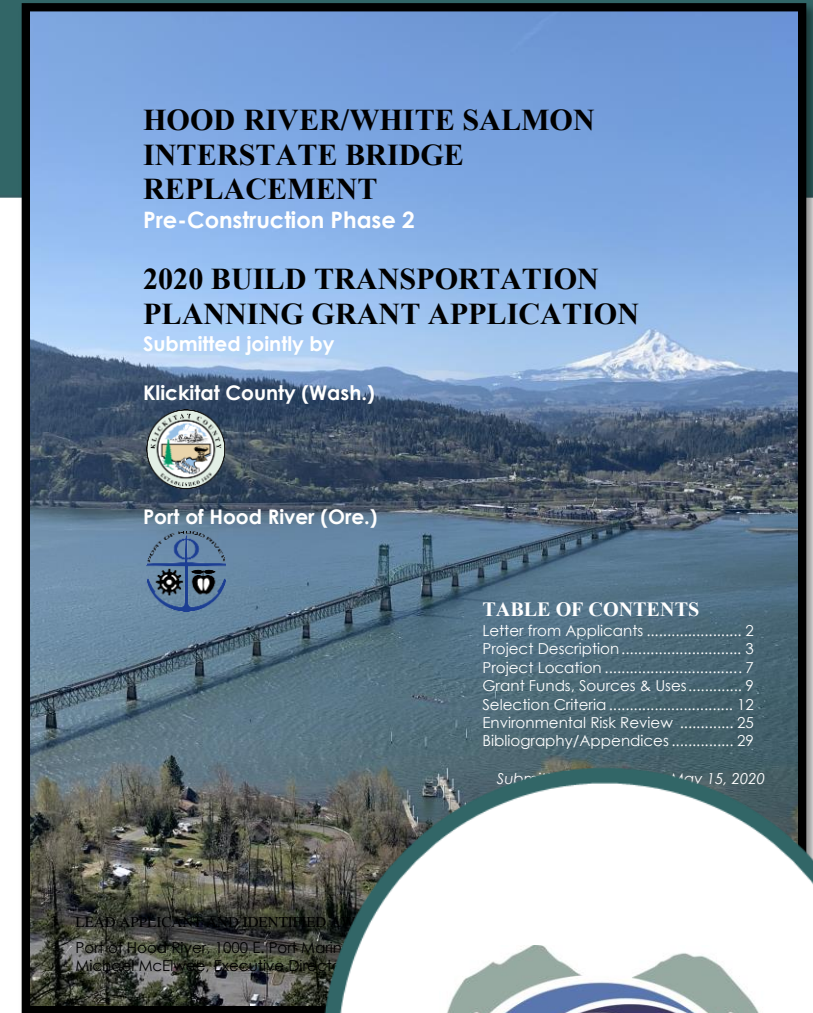
- Lift span mechanical & electrical controls
- Safety systems & lighting
- Steel grated bridge deck maintenance & repair welding occurs twice a year



CURRENT CONDITIONS

Previous Efforts

- Preliminary Environmental Impact Statement - 2006
- Type, Size & Location Study – 2011
- Added to National Highway System
- FAST Act NSA Recognition
- HB2017 Tolling Authority
- P-3 Rules Adopted - 2018



Replacement Bridge




Current Progress

- Completed Supplemental DEIS
- Final EIS/ROD nearing completion
- Bi-State Working Group Established to Oversee Project
- Awarded \$5M Federal BUILD Grant
- POHR Committed \$1.25M to Project



**HOOD RIVER/WHITE SALMON
INTERSTATE BRIDGE
REPLACEMENT**
Pre-Construction Phase 2

**2020 BUILD TRANSPORTATION
PLANNING GRANT APPLICATION**
Submitted jointly by

Klickitat County (Wash.)



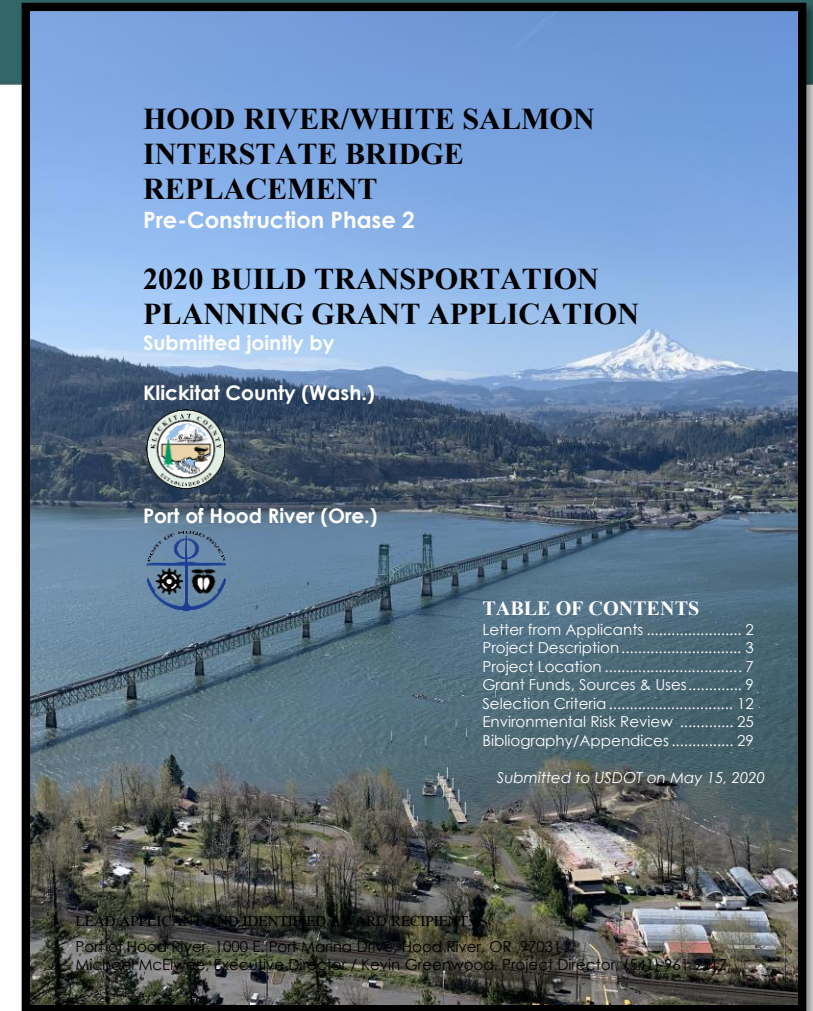
Port of Hood River (Ore.)


TABLE OF CONTENTS

Letter from Applicants	2
Project Description	3
Project Location	7
Grant Funds, Sources & Uses	9
Selection Criteria	12
Environmental Risk Review	25
Bibliography/Appendices	29

Submitted to USDOT on May 15, 2020

LEAD APPLICANT AND IDENTIFIED AWARD RECIPIENT:
Port of Hood River, 1600 E. Port Marina Drive, Hood River, OR 97031
Michael McEwen, Executive Director / Kevin Greenwood, Project Director (503) 961-2317



Bi-State Working Group

Alignment of interests, active and engaged leadership, and unified advocacy on both sides of the river is paramount to successful project completion



Bi-State Governance Structure

- Entity to develop, finance, construct, and operate Replacement Bridge
- Insulates the local governments from liability and allows compact to secure investment-grade credit rating for toll financing.
- Creates a clear legal framework for financing, project administration, and operations
- Board members could be appointed by the governors, legislatures and surrounding local governments of each state

Phase 2 Work Plan: January 2021-June 2023

- Bi-State Bridge Compact Established
- Project Delivery Evaluation
- Complete DAP Engineering and Update Cost Estimates
- Traffic and Toll Revenue Study
- Public Private Partnership Evaluation
- Preliminary Financial Plan

TOTAL COST: \$16.25M



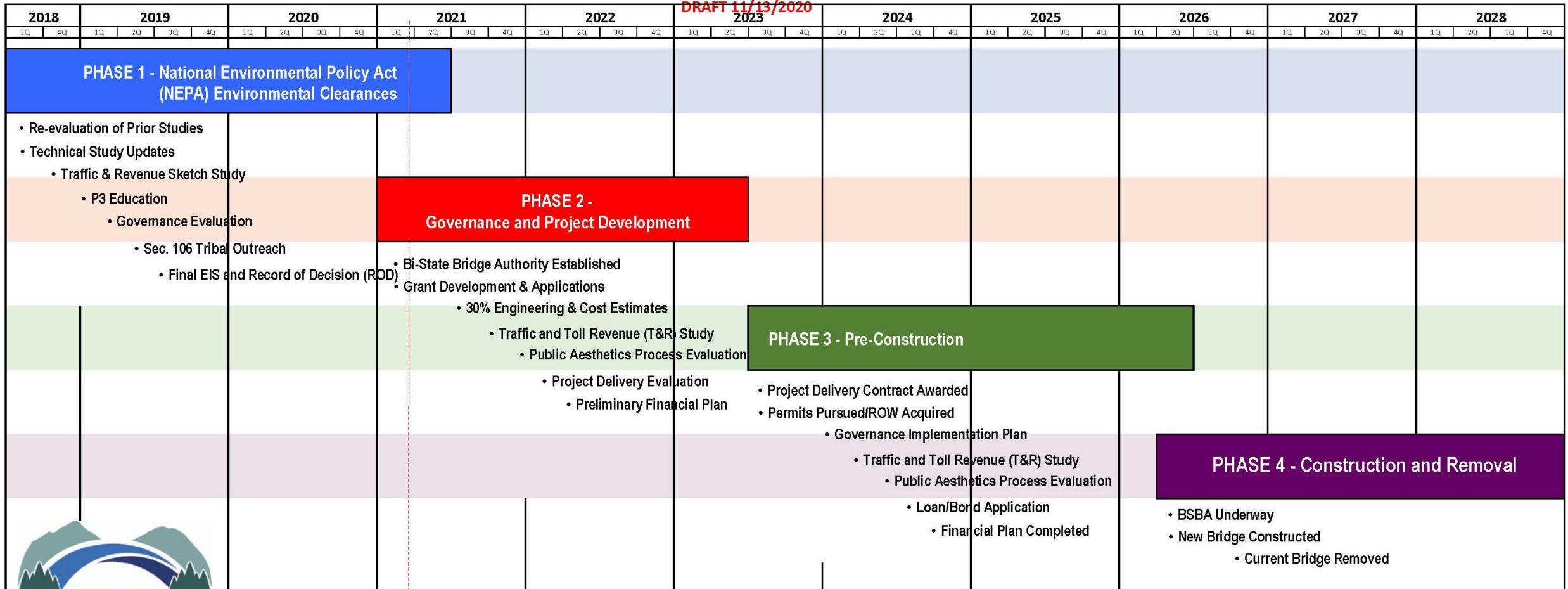
Phase 2 Funding Approach

- \$5.00M Federal BUILD Grant Award
- \$1.25M POHR/Remaining HB2017 Commit
- \$5.00M Appropriation from Oregon (Requested)
- \$5.00M Appropriation from Washington (Requested)

\$16.25M Total Phase 2 Budget

Next Steps – Concept Schedule

CONCEPTUAL PHASING SCHEDULE HOOD RIVER-WHITE SALMON INTERSTATE BRIDGE REPLACEMENT





Hood River – White Salmon

BRIDGE REPLACEMENT PROJECT

Kevin Greenwood

Bridge Replacement Project Director

Port of Hood River

kgreenwood@portofhoodriver.com

(541) 436-0797

Questions?
