

April 15, 2021

Senator Betsy Johnson, Co-Chair  
Senator Elizabeth Steiner Hayward, Co-Chair  
Representative Dan Rayfield, Co-Chair  
Joint Committee on Ways and Means  
Oregon State Legislature  
900 Court St. NE  
Salem, OR 97301

Co-Chair Johnson, Co-Chair Steiner Hayward, Co-Chair Rayfield and Members of the Committee:

I am writing to support the Port of Hood River's request to the Oregon Legislature for \$5 million to help fund Phase 2 of the Hood River/White Salmon Interstate Bridge replacement project. The current toll bridge is a critical link for our regional bi-state economy, but it is also functionally obsolete, weight-restricted and seismically deficient. If construction of the replacement bridge is not underway by 2026, the existing bridge will need \$50 million in repairs and rehabilitation over the next 15 years in order to remain safe and operational. Phase 2 of the bridge replacement needs to begin in 2021 in order to keep the project on schedule.

The bridge replacement project is important due to the following reasons:

- Economic importance of bridge to flow of goods and services between business in Oregon and Washington.
- Narrow travel lanes and the recent reduction in vehicle weight limit from 80,000 lbs. to 64,000 lbs.
- Add transportation costs to our business activities by operating through The Dalles adding to traffic and congestion on those routes.

I am strongly supportive of the Port of Hood River's efforts to secure \$5 million from Oregon this session. This funding would match a \$5 million federal BUILD grant, \$5 million from Washington state, and \$1.25 million from the Port to fund the \$16.25 million total cost of Phase 2 of this vital project.

Thank you for your consideration.

Scott DeHart  
Hood River Sand & Gravel

CC: Rep. Tina Kotek, Speaker of the House  
Sen. Peter Courtney, Senate President  
Sen. Lee Beyer, Co-Chair of the Joint Committee on Transportation  
Rep. Susan McLain, Co-Chair of the Joint Committee on Transportation