



**Hood River – White Salmon**

**BRIDGE REPLACEMENT PROJECT**

**SWRTC Board Meeting**

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May 7, 2019

# Introduction

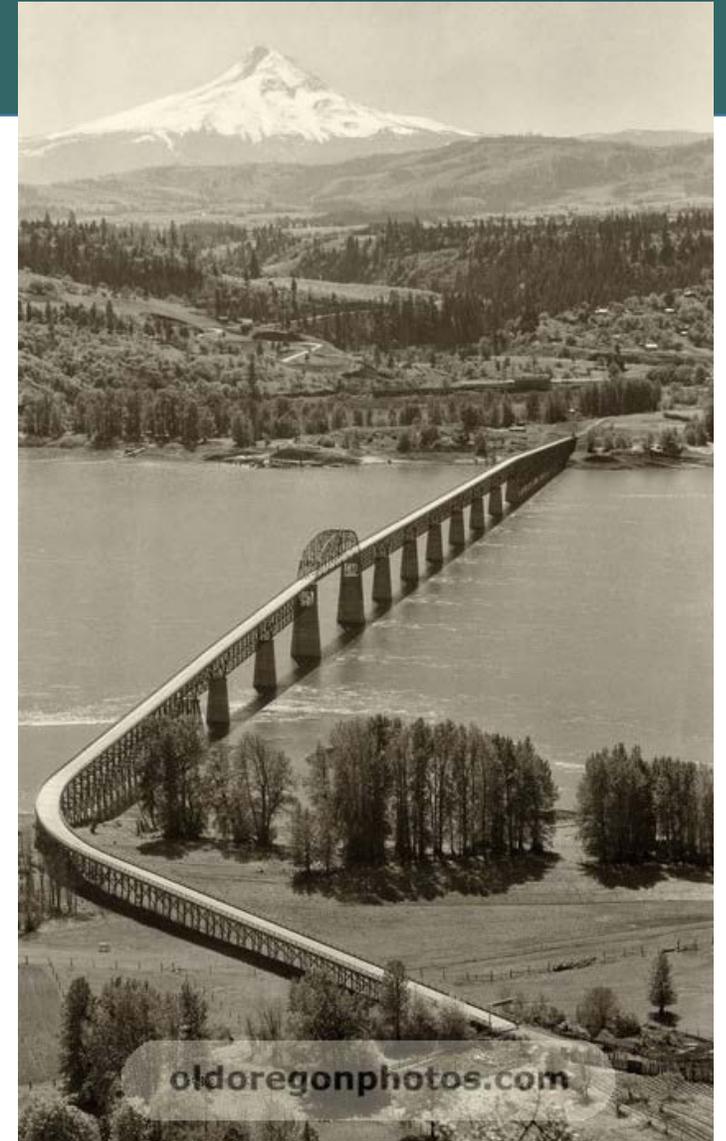
- History of the Hood River – White Salmon Bridge
- Review of Prior Bridge Replacement work
- 2017 Oregon Legislature’s Transportation Plan
- Current NEPA Schedule
- Environmental Impact Statement Working Group (EISWG)
- Conclusion



# Bridge History

- 1924 – Bridge Opened
- 1937 – Bonneville Dam Opened
- 1938 – Lift Span Installed
- 1950 – Port Purchases for \$800k
- 1994 – Toll increased to 75¢
- 2007 – BreezeBy Transponders introduced
- 2008 – MOU between bi-state local governments
- 2012 – PCE of \$290M published. Cash toll to \$1
- 2016 – \$51M Repairs forecast for next 15 years
- 2018 – Cash toll increased to \$2

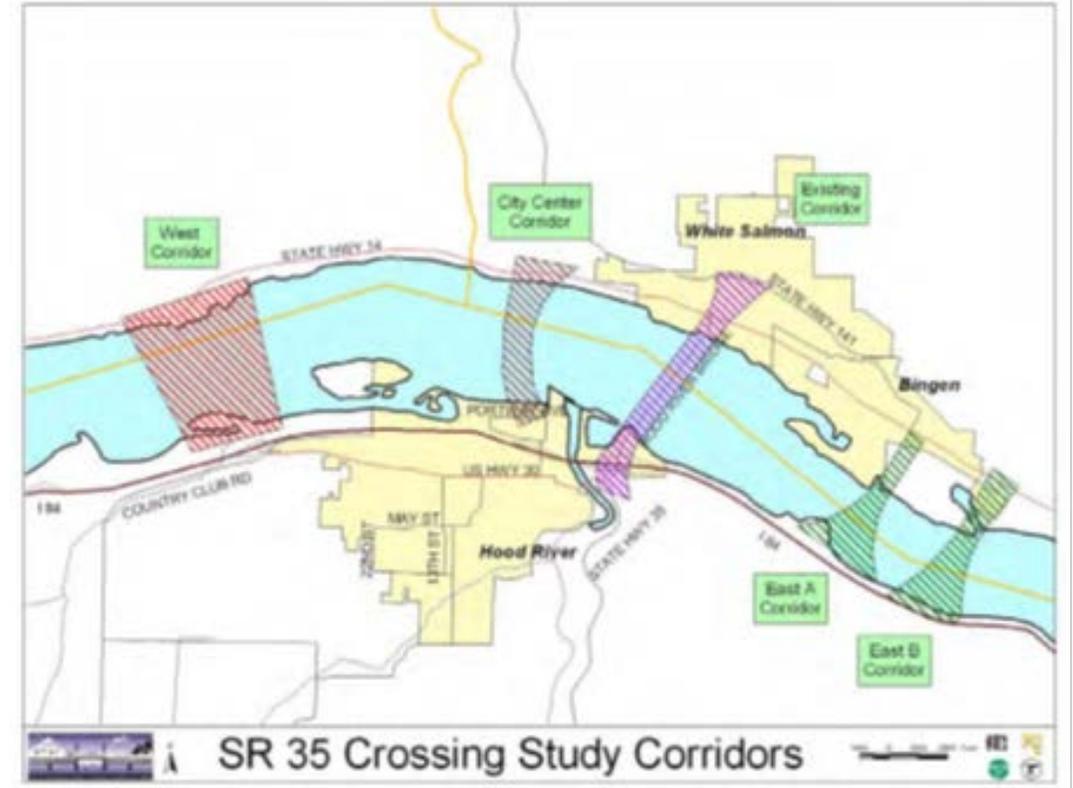
Over \$25M of repairs and replacement have taken place over the decades



# 2000-02 SR 35 Tier I & II Feasibility Studies

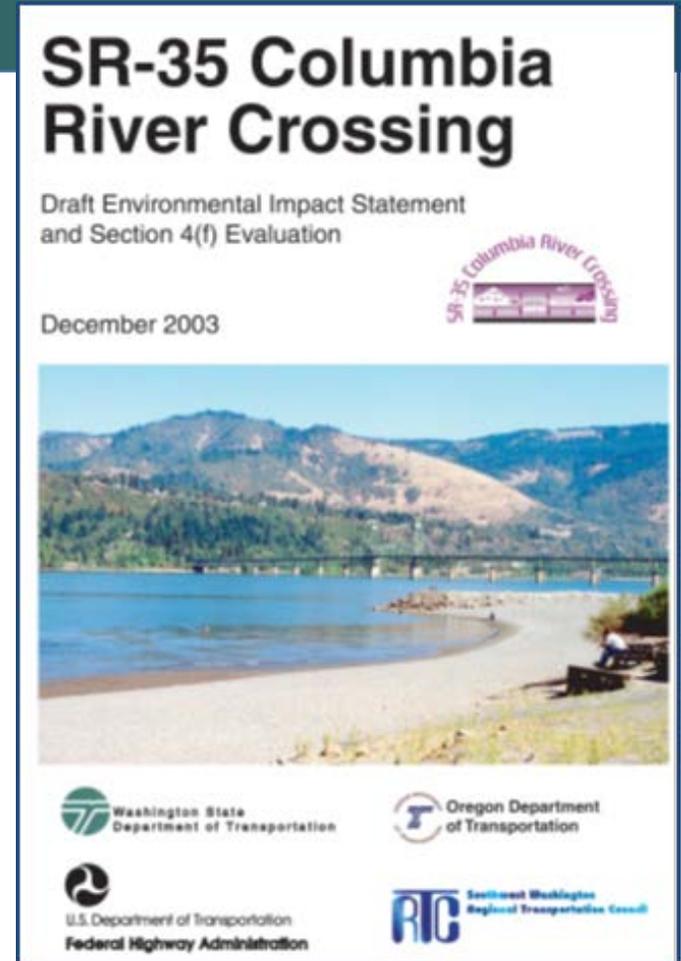
- Funded via federal earmark and contracted through the SWRTC
- Six Corridors Assessed
- Tolls Could Cover 30-40% of Replacement Cost

Figure 1. Map of Crossing Study Corridors



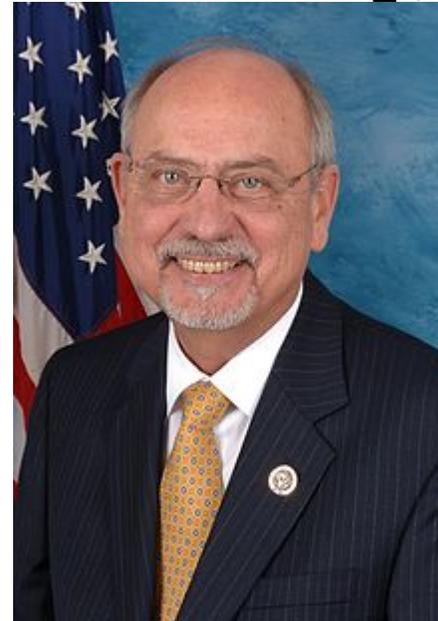
# 2003-04 SR 35 Draft EIS

- Continuation of the Feasibility Study
- Extensive bi-state involvement
- Three build alternatives advanced for study
- Preferred alternative established: high-level, fixed span bridge west of current bridge



# 2008-10 Type Size & Location Study

- MOU between parties helped secure funding for TS&L Study
- TS&L Included Final EIS Scope
- Established Design Criteria for the Preferred Alternative



# 2011 - Preliminary Preferred Alternative



# 2017 Oregon Transportation Plan

## HB2750 – P3 Rules

- Allows for Public Private Partnerships (P3s) to be considered
- Requires administrative rules to be developed
- Rules completed June 5, 2018

## HB2017 - \$5M NEPA Completion

With the assistance of local state legislators, the Port of Hood River received a significant appropriation to complete the NEPA Process

- A bi-state evaluation committee facilitated by the RTC scored NEPA proposals and recommended selection of WSP USA Inc.
- WSP began work in August on a 30-month contract to complete the NEPA process by December 2020.
- The Final EIS/Record of Decision (ROD) clears the project for federal funding and authority, but does not include permits or significant engineering.

# 2018-2020 Final EIS Schedule

	2018		2019				2020				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Agency/Stakeholder Outreach						Environmental Compliance				
	Technical Study Updates			●	Supplemental Draft EIS			Final EIS/Record of Decision			
	○ Public Meeting		○ Complete Analysis				○ Public Meeting				
Key NEPA Milestones			● Validate earlier work				● Publish supplemental environmental document			● Decision	
Community Engagement	□		□	□	□	□	□				
Working Group Committee Meetings	△		△		△	△	△		△		
Environmental Justice Outreach	■		●				■				

# EIS Working Group (EISWG)

## MEMBERS

- Klickitat County, Rex Johnston
- City of White Salmon, David Poucher
- City of Bingen, Betty Barnes
- Col. River Gorge Commission, Lorrie deKay
- Port of Klickitat, Marc Thornsbury
- City of Hood River, Tim Counihan
- Hood River County, Rich McBride
- Port of Hood River, Brian Shortt/John Everitt
- ACT Reg. 1, Jon Davies
- SW RTC, Matt Ransom

## THE EISWG ...

Receives information from NEPA consultants

- Review prior studies
- Engineering assumptions
- Project timelines and budgets
- Review needed permits
- Mitigation Requirements

Provide feedback loop between consultants and constituents

Will not be discussing the future operation and control of the bridge or setting tolls for a future bridge

Last meeting: Thurs., Feb. 21, White Salmon

Next meeting: Thursday, May 23, 4-6pm, Hood River





**Hood River – White Salmon**

**BRIDGE REPLACEMENT PROJECT**

**Kevin Greenwood**

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Port of Hood River

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Thank you!

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