



Hood River – White Salmon Bridge Replacement
SW Washington Regional Transportation Council
July 7, 2020



Intro

- Recap of Current Conditions
- Review of Current NEPA work / results
- Post-NEPA Preparation
- SWRTC Participation
- Conclusion / Q&A



Sub-standard horizontal clearance



Steel grated deck



Narrow travel lanes



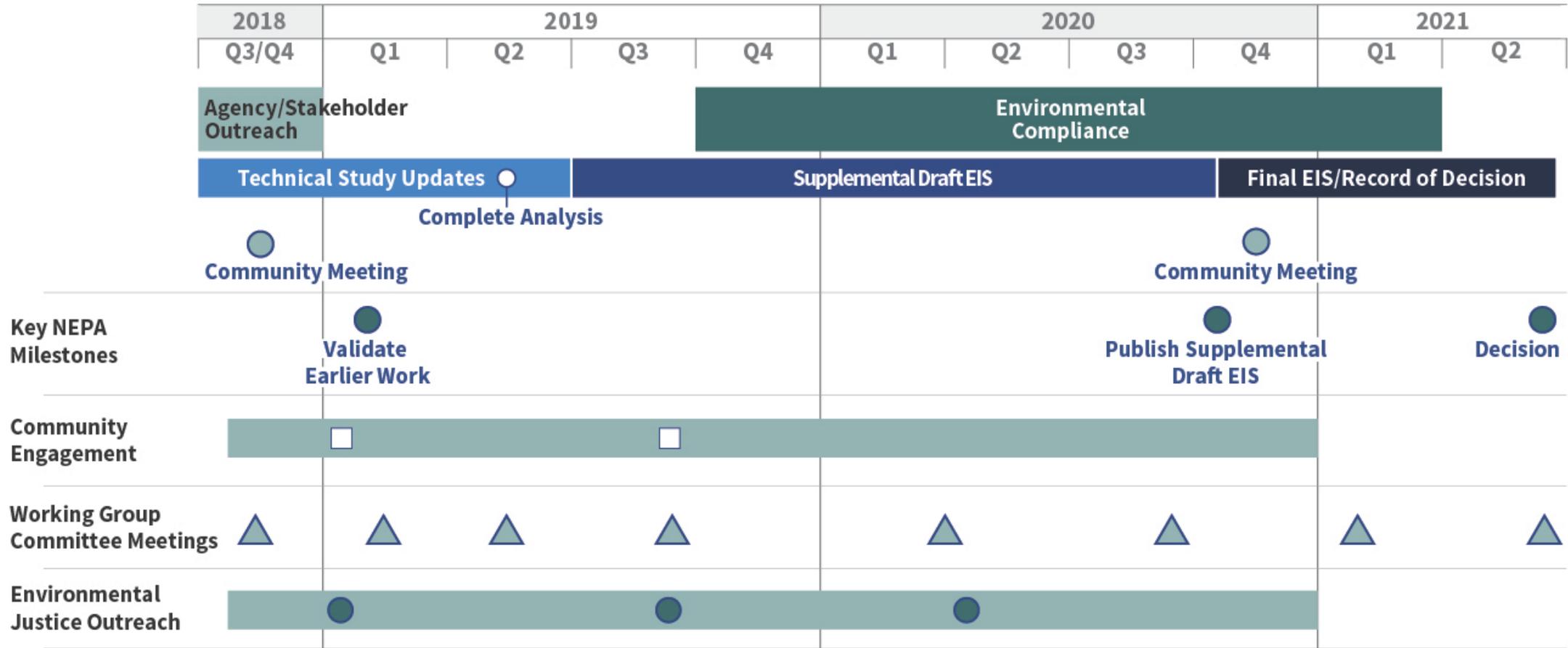
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Hood River – White Salmon Bridge Replacement
Re-Cap of Current Conditions
Built in 1924



Current NEPA Schedule



Alternative EC-2

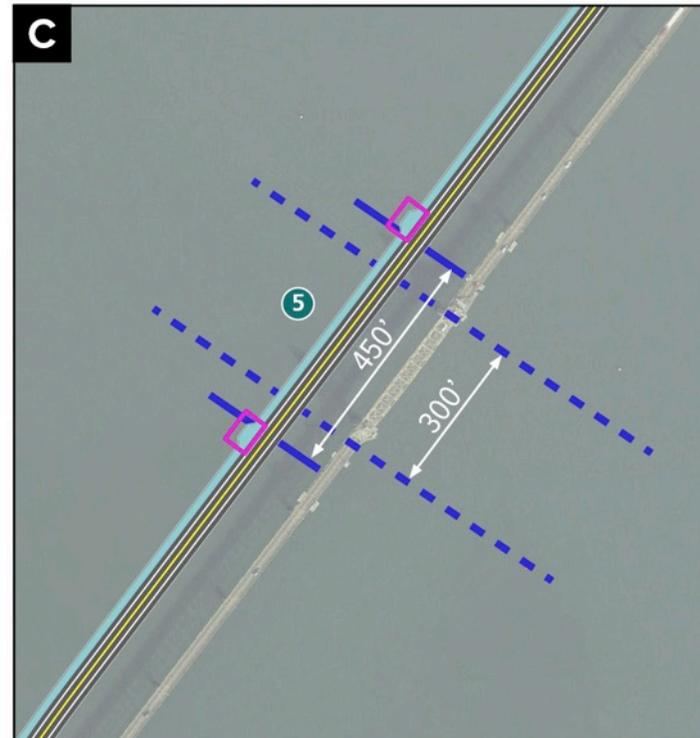


LEGEND

- Roadway
- Bridge
- Shared Use Path
- Sidewalk
- Project Footprint
- Existing Navigation Channel
- Bridge Navigation Opening
- Pedestrian Overlook
- Stormwater Facility
- BNSF Railroad

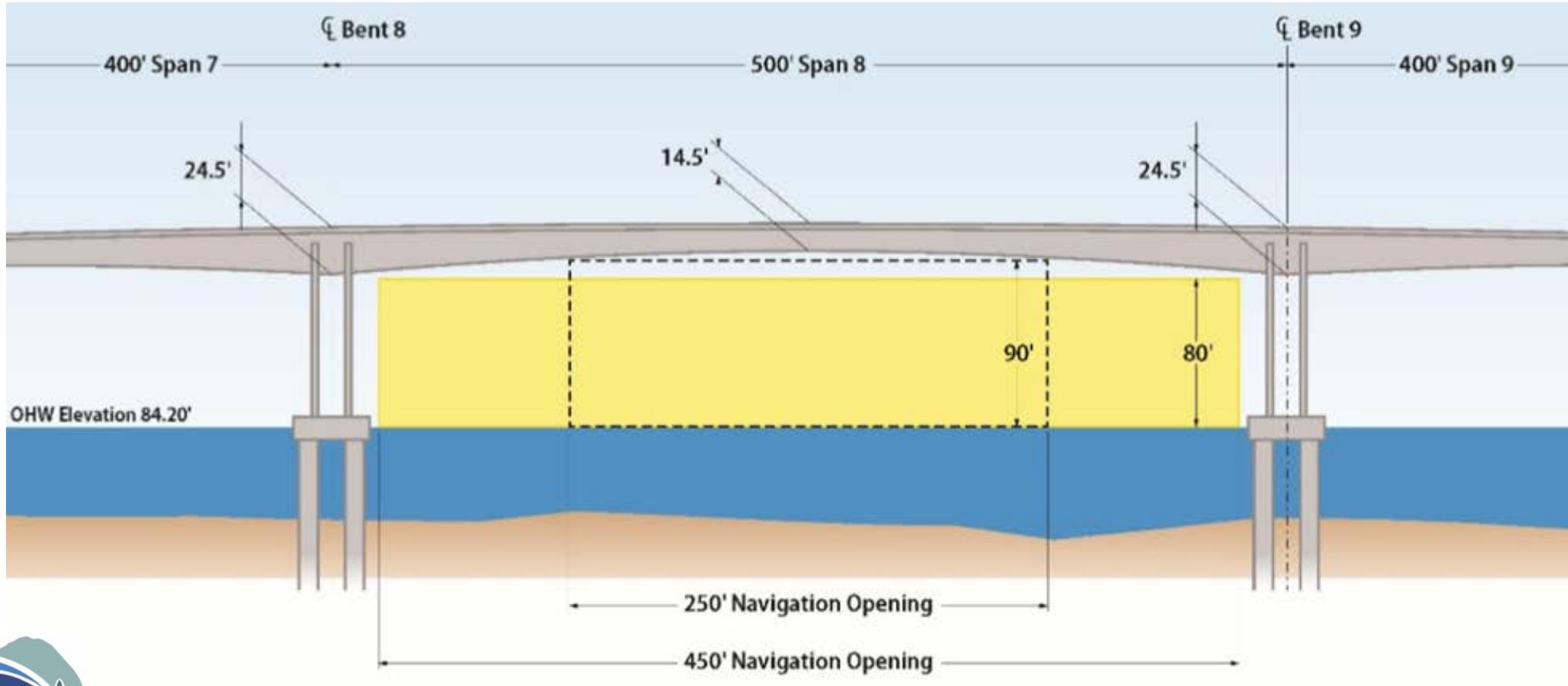
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(Feet)



- 1** New two-lane roundabout with marked crosswalks
- 2** New shared use path across bridge
- 3** New stormwater detention and water quality treatment facilities
- 4** Elimination of toll booth
- 5** New wider bridge opening crosses navigation channel at a perpendicular angle

Coast Guard Prelim. Nav. Determination



View to northwest from Hood River Waterfront Trail



View to southeast from Waubish Road in White Salmon



View of Bridge Deck with Separated Shared Use Path



Consultation with Tribes for the Supplemental DEIS and Final EIS (2018-2021)

- Government-to-Government consultation with 7 tribes
 - Cowlitz Tribe, Confederated Tribes of Grand Ronde, Nez Perce Tribe, Confederated Tribes of Siletz Indians, CTUIR, Confederated Tribes of Warm Springs, and Yakama Nation
- Invited each tribe to be a participating agency – April 25, 2019
- Area of Potential Effects distributed for review – August 23, 2019
- Initiated Section 106 consultation – August 23, 2019
- Environmental methodology memoranda distributed for review – August 23, 2019
- Introductory meetings with most tribes in Summer-Fall 2019
- On-site visit to Treaty Fishing Access Site (TFAS) - July 16, 2020

Long Term Conceptual Schedule

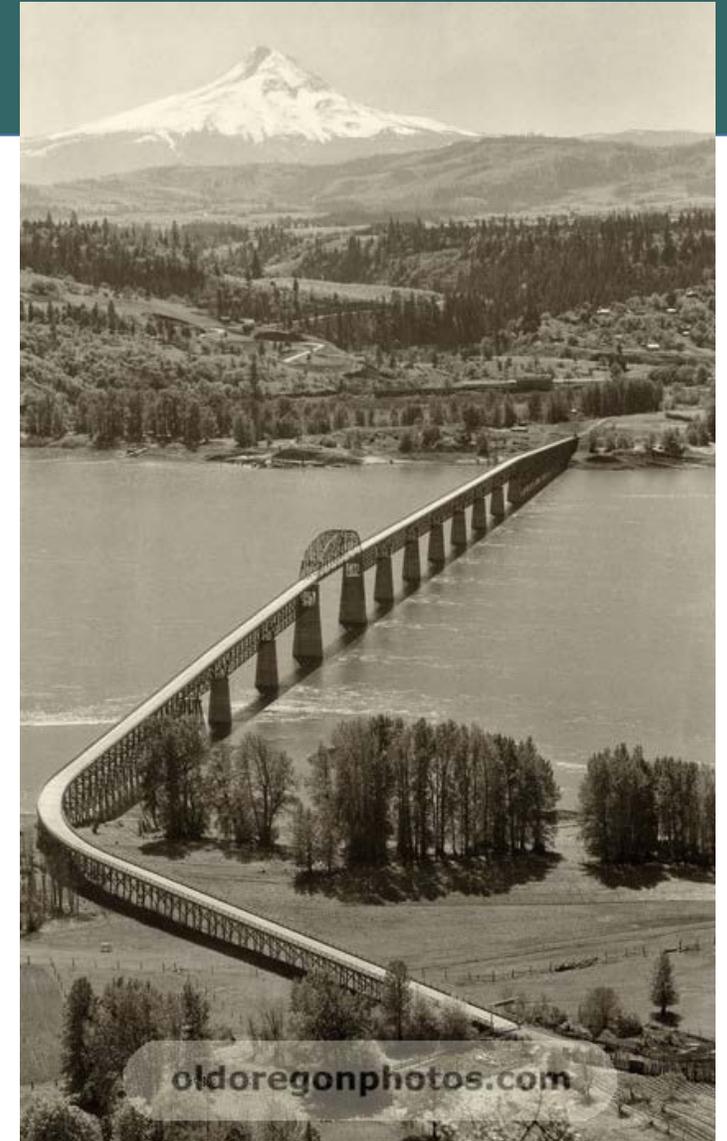
PHASE 1 (Current NEPA)	\$5M	36 mos.	3Q 2018 – 2Q 2021
PHASE 2 (Governance)	\$8M	24 mos.	2Q 2020 – 2Q 2023
PHASE 3 (Funding/Design)	\$30M	36 mos.	1Q 2023 – 4Q 2025
PHASE 4 (Pre-Construction)	\$5M	36 mos.	3Q 2024 – 4Q 2026
PHASE 5 (Construction)	\$300M	36 mos.	1Q 2027 – 4Q 2029

Post-NEPA Next Steps / Governance

- Formation of a Bi-State Working Group – Interim Step
- Determination of Long-term Governance Structure – likely Bi-State Compact
- Memo of Understanding for Joint Work Plan
 - Evaluate/develop/advocate for legislation
 - Begin 15% Engineering
 - Project Delivery Evaluation (Public v. P3)
 - Toll Policy Analysis
 - Develop Financial Plan
 - Pursue funding for Post-NEPA activities

SWRTC Past Support in Project

- The RTC took the lead in the late 90s.
- Received funding from federal programs/
SW Washington federal delegation
- Completed prior studies, including...
 - 2000-02 SR 35 Tier I & II Feasibility Studies
 - 2003-04 SR 35 Draft EIS
 - 2008-10 Type, Size & Location Study
- Facilitated current consultant RFP process resulting in selection of WSP to complete the FEIS/ROD
- Continued partnership between RTC, Klickitat and Hood River Counties.





Hood River – White Salmon

BRIDGE REPLACEMENT PROJECT

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Thank you!
