



BRIDGE REPLACEMENT PROJECT UPDATE

AUGUST/SEPTEMBER 2022 UPDATE



The Hood River-White Salmon Interstate Bridge is a vital transportation link connecting Hood River, Oregon with the communities of White Salmon and Bingen in Washington. Since 2003, the Port of Hood River (Port) has been working to advance the replacement of this bridge that was originally constructed in 1924. Currently, the Port is advancing the design of the replacement bridge, completing environmental review and pursuing funding for design and construction. A Bi-State Working Group (BSWG) consisting of Mayors and County Commissioners from both Hood River and Klickitat Counties monitors the project and advises the Port on bridge replacement activities.

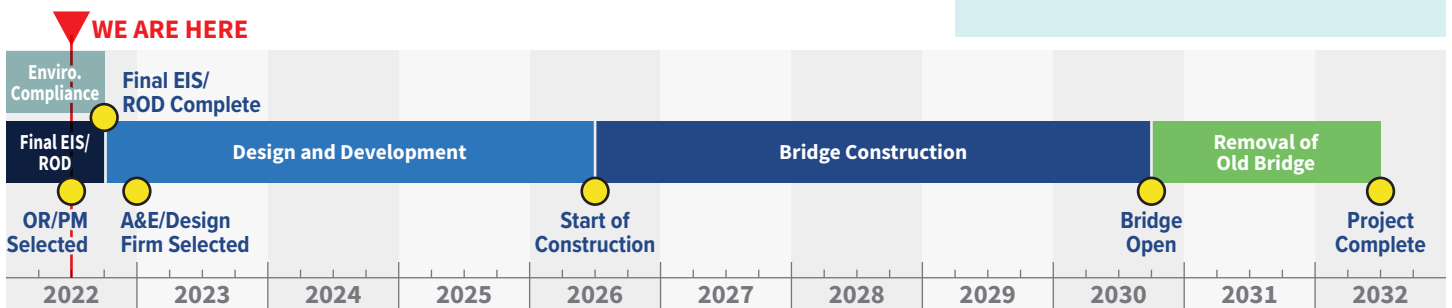
Current Project Activities:

- Work continues on tasks necessary to finalize the National Environmental Policy Act review.
- Port of Hood River and Klickitat County jointly applied for \$100-million federal Bridge Infrastructure Program grant.
- Port will apply for Safe Streets for All (SS4A) planning grant to create Safety Action Plan for bike/pedestrian users on new bridge.
- First round of Commission Formation Agreements – required for new bridge authority creation – in review by six local governments.
- BSWG Subcommittee suggested Mid-Columbia Bridge Commission as potential name for new bridge authority.
- Team met with the Confederated Tribes of the Umatilla Indian Reservation Cultural Resources Committee on project commitments.
- The new Project Management Team, HNTB, is under contract and has new office at site of old Hood River Chamber of Commerce building.
- Members of BSWG visited Washington DC to advocate on behalf of federal funding for bridge.

How would bridge replacement benefit the Columbia River Gorge communities?

The Hood River Bridge provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area. One of only three bridges spanning the Columbia in this region, the bridge is a critical rural freight network facility for agriculture, forestry, heavy industry and high-tech companies with freight originating throughout the northwest. The existing bridge is nearing the end of its serviceable life and is obsolete for modern vehicles with height, width, and weight restrictions and is also a navigational hazard for marine freight vessels. The bridge has no sidewalks or bicycle lanes for non-motorized travel and would likely not withstand a large earthquake.

If project funding is secured, the new bridge would provide a safe and reliable way for everyone to cross or navigate the Columbia River—by car, truck, bus, bicycle, on foot, or on the water. A new bridge would support a thriving economy and livable communities.



To learn more about the project, please visit us at:
www.portofhoodriver.com/bridge

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