



Port of Hood River

*Providing for the region's economic future.*

**INDUSTRIAL/COMMERCIAL FACILITIES • AIRPORT • INTERSTATE BRIDGE • MARINA**

1000 E. Port Marina Drive • Hood River, OR 97031 • (541) 386-1645 • Fax: (541) 386-1395 • [portofhoodriver.com](http://portofhoodriver.com) • Email: [porthr@gorge.net](mailto:porthr@gorge.net)

June 7, 2017

Senator Lee Beyer and Representative Caddy McKeown, Co-Chairs  
Joint Committee on Transportation Preservation and Modernization  
900 Court St NE  
Salem, OR 97301

RE: HB 2017-3, Oregon Transportation Funding Package

Dear Senator Beyer, Representative McKeown, and Members of the Committee:

The Port of Hood River is the owner and operator of an important interstate transportation facility and a lead economic development agency in the Columbia River Gorge. In this capacity, the Port wishes to express our support for HB 2017, and our gratitude to your Committee for your tireless work in developing this critical funding package for our state.

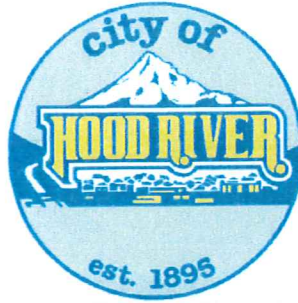
The investments and innovations included in the bill are encouraging to this rural public agency that is an Oregon leader in electronic tolling, working to extend the useful life of an outdated and insufficient bridge facility that provides a vital link for north central Oregon's economy, while preparing for a major interstate bridge replacement project. Replacing the bridge will require broad partnerships across local, state, and federal jurisdictions and complex funding mechanisms to complete. The passage of this legislation will be a welcome event in the timeline of building those partnerships.

Funding allotted in Section 71 (a) of the amendment is essential to the completion of the Final Environmental Impact Statement and related engineering and permitting needed to replace the bridge. Identified as the top priority in the Mid-Columbia Economic Development District's Comprehensive Economic Development Strategy, replacement of the Hood River/White Salmon Interstate Bridge is a foremost concern for all Gorge communities. This funding will help the Port and its partners take a critical step forward to achieving our goal of replacing the bridge in 10 years. I have attached to this letter numerous letters of support for a state investment in this project.

Thank you for your bold leadership in developing this package – its investments are crucial to all of Oregon and strongly felt here in Hood River.

Sincerely,

Michael McElwee  
Executive Director  
Port of Hood River



March 16, 2017

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301

Senate President Peter Courtney  
900 Court St. NE, S-201  
Salem, OR 97301

Dear Speaker Kotek and President Courtney:

I am writing to support the Port of Hood River's request for \$5 million in state funding to initiate the replacement of the Hood River/White Salmon Interstate Bridge ("Bridge"). The Port and its partners seek to protect one of the most important transportation infrastructure assets in the Columbia River Gorge and address the region's top economic development priority. This funding provides the critical next step in replacing the antiquated bridge.

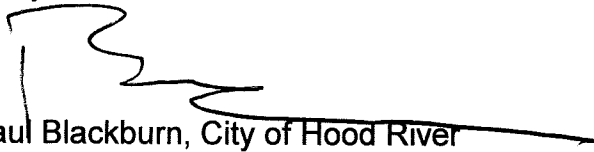
The Bridge is critical to The City of Hood River as an economic and quality of life necessity. The City is part of bi-state economy that requires the convenient free flow of goods and services between businesses in Oregon and Washington. The present exceptionally narrow travel lanes means there is a load limitation for trucks and that there is no room at all for any pedestrian and bicycle access.

Having served the state since 1924, the Bridge is now functionally obsolete with a sufficiency rating of 48.5, structurally deficient for modern vehicle and marine freight traffic, and seismically vulnerable. Recent freeway traffic diversions associated with the June 3, 2016 oil train derailment in Mosier and several winter ice storm closures of I-84 and WA SR 14 highlight the critical role of this bridge in the regional system and for the State of Oregon. The Port of Hood River has invested over \$24 million into repairs to the bridge over the past two decades, but as it continues to age, these investments will become un-sustainable.

I strongly support the Port's efforts to replace the Hood River/White Salmon Interstate Bridge and urge you to allocate \$5 million towards the replacement of the Hood River/White Salmon Interstate Bridge.

Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to be 'Paul Blackburn', written over a horizontal line.

Mayor Paul Blackburn, City of Hood River

CC:

Sen. Richard Devlin, Co-Chair of the Joint Committee on Ways and Means

Rep. Nancy Nathanson, Co-Chair of the Joint Committee on Ways and Means

Sen. Lee Beyer, Co-Chair of the Joint Committee on Transportation Preservation  
and Modernization

Rep. Caddy McKeown, Co-Chair of the Joint Committee on Transportation  
Preservation and Modernization



hood river county  
chamber of commerce

hoodriver.org

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301

Senate President Peter Courtney  
900 Court St. NE, S-201  
Salem, OR 97301

Dear Speaker Kotek and President Courtney:

I am writing to support the Port of Hood River's request for \$5 million in state funding to initiate the replacement of the Hood River/White Salmon Interstate Bridge ("Bridge"). The Port and its partners seek to protect one of the most important transportation infrastructure assets in the Columbia River Gorge and address the region's top economic development priority. This funding provides the critical next step in replacing the antiquated bridge.

The Bridge is critical to the Hood River County Chamber of Commerce for a number of reasons. With the lack of affordable workforce housing in Hood River, many of our businesses rely on employees that live in the more affordable communities of Bingen and White Salmon. Many of those employees would like to get to work without a car, but the current condition of the bridge precludes that option. In addition, visitors from around the region and across the country want to explore both sides of The Columbia River Gorge and the bridge is vital to facilitating cross state visitation.

Having served the state since 1924, the Bridge is now functionally obsolete with a sufficiency rating of 48.5, structurally deficient for modern vehicle and marine freight traffic, and seismically vulnerable. Recent freeway traffic diversions associated with the June 3, 2016 oil train derailment in Mosier and several winter ice storm closures of I-84 and WA SR 14 highlight the critical role of this bridge in the regional system and for the State of Oregon. The Port of Hood River has invested over \$24 million into repairs to the bridge over the past two decades, but as it continues to age, these investments will become un-sustainable.

I strongly support the Port's efforts to replace the Hood River/White Salmon Interstate Bridge and urge you to allocate \$5 million towards the replacement of the Hood River/White Salmon Interstate Bridge.

Thank you for your consideration.

Respectfully,

Mike Glover  
CEO  
Hood River County Chamber of Commerce

CC:

Sen. Richard Devlin, Co-Chair of the Joint Committee on Ways and Means  
Rep. Nancy Nathanson, Co-Chair of the Joint Committee on Ways and Means  
Sen. Lee Beyer, Co-Chair of the Joint Committee on Transportation Preservation and Modernization  
Rep. Caddy McKeown, Co-Chair of the Joint Committee on Transportation Preservation and Modernization

BEFORE THE BOARD OF COMMISSIONERS  
HOOD RIVER COUNTY, OREGON

IN THE MATTER OF SUPPORT FOR \_\_\_\_\_ )  
HOOD RIVER BRIDGE REPLACEMENT PROJECT) RESOLUTION NO. 2107

**WHEREAS**, Hood River County recognizes that the Hood River/White Salmon Interstate Bridge is a critical facility providing one of only two Columbia River crossings in the County; linking three National Highway System corridors: Interstate 84, Oregon Hwy 35, and Washington State Route 14; and

**WHEREAS**, The Hood River County Board of commissioners recognize that the 92-year old steel truss bridge is structurally deficient, functionally obsolete, and nearing the end of its serviceable life; and

**WHEREAS**, The Hood River County Board of Commissioners recognize that the potential failure or closure of the bridge would have severe social and economic impacts on the interdependent, bi-state communities of the Columbia River Gorge National Scenic Area; and

**WHEREAS**, The extremely narrow lane widths of the existing bridge adversely affect emergency response times and public safety during transportation emergencies and extreme congestion caused by detours of I-84 freeway traffic across the bridge; and

**WHEREAS**, The Hood River County Board of Commissioners recognize that the horizontal width under the bridge lift span is poorly aligned, insufficient, and dangerous for the commercial cargo barges navigating the federal inland waterway; and

**WHEREAS**, The Hood River County Board of Commissioners support the development of a new bicycle/pedestrian, multi-modal facility crossing the Columbia River between Hood River and Bingen/White Salmon, included in the current replacement bridge design concepts; and


**WHEREAS**, The Hood River County Transportation System Plan (TSP) references bridge replacement and the County Comprehensive Plan includes a directive to “participate in efforts to explore the need for and feasibility of long-term [bridge] improvements;” and

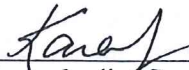
**WHEREAS**, The Hood River County Board of Commissioners support the efforts of the Port of Hood River Board of Commissioners to seek local, state, and federal funding partnerships to complete the final pre-construction and construction phases of a new, replacement bridge;

**NOW BE IT THEREFORE RESOLVED**, the Hood River County Board of Commissioners PROCLAIM near-term projects related to the final pre-construction phase as well as the eventual construction of a new, replacement interstate bridge connecting the communities of Hood River, Oregon and Bingen/White Salmon, Washington are high priority projects hereby included in the Hood River County Transportation System Plan.

Adopted this 20th day of June, 2016,


HOOD RIVER COUNTY BOARD OF COMMISSIONERS

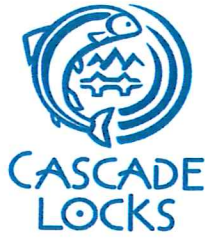
  
\_\_\_\_\_  
Ron Rivers, Chair

  
\_\_\_\_\_  
Karen Joplin, Commissioner

  
\_\_\_\_\_  
Maui Meyer, Commissioner

  
\_\_\_\_\_  
Bob Benton, Commissioner

  
\_\_\_\_\_  
Les Perkins, Commissioner



**City of Cascade Locks**  
PO Box 308 140 SW WaNaPa St.  
Cascade Locks, OR 97014

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(541) 374-8484

Fax: (541) 374-8752 TTY: 711

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301

Senate President Peter Courtney  
900 Court St. NE, S-201  
Salem, OR 97301

Dear Speaker Kotek and President Courtney:

The City of Cascade Locks supports the Port of Hood River's request for \$5 million in state funding to initiate the replacement of the Hood River/White Salmon Interstate Bridge ("Bridge"). This is one of the most important transportation infrastructure assets in the Columbia River Gorge. This funding provides the critical next step in replacing the antiquated bridge.

The Bridge is critical to the City of Cascade Locks because it is a vital component in the transportation resources, tourism mobility, and economic infrastructure of the Columbia River Gorge. With over 80,000 residents in the Gorge and 7 million annual visitors, the ability to explore both sides of the river conveniently is a major factor in our success.

Having served the state since 1924, the Bridge is now functionally obsolete with a sufficiency rating of 48.5, structurally deficient for modern vehicle and marine freight traffic, and seismically vulnerable. Recent freeway traffic diversions associated with the June 3, 2016 oil train derailment in Mosier and several winter ice storm closures of I-84 and WA SR 14 highlight the critical role of this bridge in the regional system and for the State of Oregon. The Port of Hood River has invested over \$24 million into repairs to the bridge over the past two decades, but as it continues to age, these investments will become un-sustainable.

I strongly support the Port's efforts to replace the Hood River/White Salmon Interstate Bridge and urge you to allocate \$5 million towards the replacement of the Hood River/White Salmon Interstate Bridge.

Thank you for your consideration.

Respectfully,

  
Gordon Zimmerman  
City Administrator

*Cascade Locks is where the Bridge of the Gods spans the Heart of the Gorge;  
where mountain, wind, and water create the best sailing in the Northwest;  
and where the "CL" on the license plate stands for Cascade Locks, the second largest city in Hood River County!  
The City of Cascade Locks is an Equal Opportunity Provider.*

CC: Sen. Richard Devlin, Co-Chair of the Joint Committee on Ways and Means  
Rep. Nancy Nathanson, Co-Chair of the Joint Committee on Ways and Means  
Sen. Lee Beyer, Co-Chair of the Joint Committee on Transportation Preservation and  
Modernization  
Rep. Caddy McKeown, Co-Chair of the Joint Committee on Transportation Preservation  
and Modernization





27 February 2017

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301

Senate President Pete Courtney  
900 Court S. NE, S-201  
Salem, OR 97301

Dear Speaker Kotek and President Courtney,

I am writing in support of the Port of Hood River's request for \$5 million in state funding to initiate the replacement of the Hood River/White Salmon Interstate Bridge. The Port and its partners seek to protect one of the most important transportation infrastructure assets in the Columbia River Gorge and address the region's top economic development priority. This funding provides the critical next step in replacing this antiquated bridge.

The Bridge is critical to Insitu because we have an encompassing presence throughout the Gorge with hundreds of employees in our Bingen, White Salmon and Hood River facilities. A majority of those employees cross the Hood River-White Salmon Interstate Bridge daily just to get to and from work. Almost all of them cross the Bridge daily just to collaborate with teammates in our various facilities. The Bridge is a vital transportation link that connects our workforce and it cannot continue to safely keep pace with modern-day transportation needs.

Having served the state since 1924, the Bridge is now functionally obsolete with a sufficiency rating of 48.5, structurally deficient for modern vehicle and marine freight traffic, and seismically vulnerable. Recent freeway traffic diversions associated with the June 3, 2016 oil train derailment in Mosier and several winter ice storm closures of I-84 and WA SR 14 highlight the critical role of this bridge in the regional system and for the State of Oregon. The Port of Hood River has invested over \$24 million into repairs to the bridge over the past two decades, but as it continues to age, these investments will become un-sustainable.

I strongly support the Port's efforts to replace the Hood River/White Salmon Interstate Bridge and urge you to allocate \$5 million towards the replacement of the Hood River/White Salmon Interstate Bridge.

Thank you for your consideration.

Respectfully,

118 East Columbia River Way  
Bingen, Washington USA 98605  
tel: 509.493.8600 | fax: 509.493.8601  
[www.insitu.com](http://www.insitu.com)

A handwritten signature in black ink, appearing to read "RYAN M. HARTMAN". The signature is stylized with large, sweeping loops and a horizontal line extending to the right.

Ryan M. Hartman  
President and CEO  
Insitu, Inc.

509-493-6401 (office)

541-399-6037 (cell)

E-mail: [ryan.m.hartman@insitu.com](mailto:ryan.m.hartman@insitu.com)

CC:

Sen. Richard Devlin, Co-Chair of the Joint Committee on Ways and Means

Rep. Nancy Nathanson, Co-Chair of the Joint Committee on Ways and Means

Sen. Lee Beyer, Co-Chair of the Joint Committee on Transportation Preservation and Modernization

Rep. Caddy McKeown, Co-Chair of the Joint Committee on Transportation Preservation and Modernization

**MT HOOD FOREST PRODUCTS, LLC**

P.O. BOX 600

CARSON WA 98610

(509) 427-4222 Fax (509) 427-7296

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301

Senate President Peter Courtney  
900 Court St. NE, S-201  
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The Bridge is critical to Mt. Hood Forest Products. Because we rely on this bridge to be able to receive logs and send out lumber for our manufacturing business. A new Bridge would allow truck drivers to pass one another and others safely without the worry of making contact with another vehicle on the bridge. In addition it would allow us to transport more logs and lumber in one haul due to increased weight capacities, decreasing our costs, making us more competitive and helping us keep our workforce employed.

Having served the stat since 1924 the Bridge is now functionally obsolete with a sufficiency rating of 48.5, structurally deficient for modern vehicle and marine freight traffic, and seismically vulnerable. Recent freeway traffic diversions associated with the June 3, 2016 oil train derailment in Mosier and several winter ice storm closures of I-84 and WA SR 14 highlight the critical role of this bridge in the regional system and for the State of Oregon. The Port of Hood River has invested over \$24 million into repairs to the bridge over the past two decades, but as it continues to age, these investments will become un-sustainable.

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Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, appearing to be 'M. Courtney', written in a cursive style.



**WILKINS, KAISER & OLSEN, INC.**

(509) 427-8413

Box 8

CARSON, WASHINGTON 98610

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301

Senate President Peter Courtney  
900 Court St. NE, S-201  
Salem, OR 97301

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The Bridge is critical to Wilkins, Kaiser & Olsen Inc. Because we rely on this bridge to be able to receive logs and send out lumber for our manufacturing business. A new Bridge would allow truck drivers to pass one another and others safely without the worry of making contact with another vehicle on the bridge. In addition it would allow us to transport more logs and lumber in one haul due to increased weight capacities, decreasing our costs, making us more competitive and helping us keep our workforce employed.

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Thank you for your consideration.

Respectfully,



ARGONAUT  
INVESTMENTS



COPPER WEST  
PROPERTIES  
Real Estate Sales and Service

March 17th, 2017

Senate President Peter Courtney  
900 Court St. NE, S-201  
Salem, OR 97301

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301

Dear President Courtney and Speaker Kotek,

I am writing to support the Port of Hood River's request for \$5 million in state funding to initiate the replacement of the Hood River/White Salmon Interstate Bridge.

The Port and its partners seek to protect one of the most important transportation infrastructure assets in the Columbia River Gorge and address the region's top economic development priority.

**This funding provides the critical next step in replacing the antiquated bridge.**

It is no secret that the economies of Hood River, Oregon and White Salmon, Washington are now symbiotic, and the bridge is our essential physical link to each other's economy.

Thousands of our community members commute and access services, affordable housing and jobs across this bridge daily, and it is the only crossing point for 20+ miles in either direction.

Our combined businesses of Copper West Properties, Celilo Restaurant and Argonaut Investments, Llc. with over 50 employees and contractors in the region are constantly using the bridge, and to a person, we all feel, and acknowledge that this bridge is unsafe and hazardous to cross.

It's clear that it is just a matter of time before a serious incident occurs. Debris are often strewn across the decking of the bridge from oversized semi truck and RV mirrors striking each other. Cars are constantly "rubbing" their passenger sides on the bridge. Evidence of this is readily visible at any time.

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Thank you for your consideration.

Respectfully,

Maui Meyer  
Managing Partner  
Copper West Properties

Benjamin Stenn  
Managing Partner  
Celilo Restaurant

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301  
*MARCH 3, 2017*

Senate President Peter Courtney  
900 Court St. NE, S-201  
Salem, OR 97301

Dear Speaker Kotek and President Courtney:

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The Bridge is critical to Light Wave Communications. Our business is based in Washington, but our client base is primarily on the south (Oregon) side of the Columbia River.

Having served the state since 1924, the Bridge is now functionally obsolete with a sufficiency rating of 48.5, structurally deficient for modern vehicle and marine freight traffic, and seismically vulnerable. Recent freeway traffic diversions associated with the June 3, 2016 oil train derailment in Mosier and several winter ice storm closures of I-84 and WA SR 14 highlight the critical role of this bridge in the regional system and for the State of Oregon. The Port of Hood River has invested over \$24 million into repairs to the bridge over the past two decades, but as it continues to age, these investments will become un-sustainable.

I strongly support the Port's efforts to replace the Hood River/White Salmon Interstate Bridge and urge you to allocate \$5 million towards the replacement of the Hood River/White Salmon Interstate Bridge.

Thank you for your consideration.

Respectfully,



John Hardham, Owner,  
Light Wave Communications

CC:

Sen. Richard Devlin, Co-Chair of the Joint Committee on Ways and Means  
Rep. Nancy Nathanson, Co-Chair of the Joint Committee on Ways and Means  
Sen. Lee Beyer, Co-Chair of the Joint Committee on Transportation Preservation and Modernization  
Rep. Caddy McKeown, Co-Chair of the Joint Committee on Transportation Preservation and Modernization



## CITY OF BINGEN

February 27, 2017

Speaker of the House Tina Kotek  
900 Court Street NE Room 269  
Salem, OR 97301

Senate President Peter Courtney  
900 Court Street NE S-201  
Salem, OR 97301

Subject: Oregon State Funding Requesting – Hood River/White Salmon Interstate Bridge

Dear Speaker Kotek and President Courtney:

The City of Bingen supports the Port of Hood River's request for \$5 million in Oregon State funding to initiate the replacement of the Hood River/White Salmon Interstate Bridge. The Port and its partners seek to protect one of the most important transportation infrastructure assets in the Columbia River Gorge and address the region's top economic development priority.

The Hood River/White Salmon Interstate Bridge was constructed in 1924 and has been owned and operated by the Port of Hood River since 1950. The bridge provides a vital connection between Washington and Oregon and is critical to the economic well-being of the region. Because the bridge is functionally obsolete, a multi-jurisdictional effort has been underway since 1999 for the long-term replacement of the existing bridge.

The planning efforts that have been conducted to date include:

- Bridge Replacement Feasibility Study conducted by lead agencies Southwest Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT)
- Completed Feasibility study
- Draft Environmental Impact Study (DEIS) including a Record of Decision in 2003
- Type, Size and Location Study (TS&L) completed in 2012

This multi-year planning effort included the involvement of local counties, cities, ports, Columbia River Gorge Commission, business and citizens as participants on a Local Advisory Committee. Taking the next step in completing the pre-construction phases and acquiring necessary right-of-way will build upon this work.

The potential failure or closure of the existing bridge would "...have severe social and economic impacts on the interdependent, bi-state communities" of the region, as stated in the Summary to the Draft EIS of the SR-35 Columbia River Crossing Study completed in 2003. The bridge is critical to the economic health and vitality of the City of Bingen. Recent freeway traffic diversions associated with the June 3, 2011 oil train derailment in Mosier and several winter ice storm closures of I-84 and Washington State Route 14 highlight the critical role of this bridge in the regional system and for the State of Oregon.

The City of Bingen urges you to allocate \$5 million towards the replacement of the Hood River/White Salmon Interstate Bridge.

Sincerely,

Betty J. Barnes  
Mayor





PO Box 1099, Stevenson, Washington 98648  
509 427-5484 port@portofskamania.org

February 24, 2017

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301

Senate President Peter Courtney  
900 Court St. NE, S-201  
Salem, OR 97301

Dear Speaker Kotek and President Courtney:

Several studies performed since 1999 by ODOT, WSDOT, SWWA Regional Transportation Council, and contractors Parsons, Brinckerhoff, and ECONorthwest have concluded that the Hood River/White Salmon Interstate Bridge ("Bridge") is in need of replacement. The Port of Hood River has asked the state for \$5 million to move this essential project forward. The Port of Skamania County strongly supports this request. The bridges are vital to the Columbia River Gorge transportation system. Without a replacement of this particular bridge, our communities will be severely impacted as the continual need to repair this 93 year old bridge grows.

The Bridge serves many important functions that go well beyond convenience and asceticism. First and foremost, it allows our small communities to pool resources and provide quicker and more effective emergency services to our residents. Equally important, the Bridge keeps our local economy flowing and makes it possible for members of each community to have access to the goods and services they need. The Bridge is equally essential to the manufacturers and producers who need to transport those goods efficiently and cost effectively, allowing our regional businesses to thrive and our residents to take advantage of what is locally available. It should also be noted that a significant number of those who use the bridge do so as part of their daily commute to work. Infrastructure failures and constant maintenance can severely interfere with our resident's ability get between work and home. This has major implications for our residents who are simply trying to make a good living, and negatively impacts both our economy and our quality of life in the Gorge. Tourism flourishes here because of the natural beauty, and the Bridge is an essential connection between all of the sights, the attractions, the businesses, and the services that tourists need to have a successful and enjoyable trip to the Gorge.

While short-term capital improvements have extended the life of this bridge, the time for replacement is here. The Port of Skamania County fully supports the efforts of the Port of Hood River to replace the Hood River/White Salmon Bridge. For all of the reasons I've listed above, I urge you to allocate \$5 million to this project.

Sincerely,

Pat Albaugh  
Executive Director  
Port of Skamania County



The center for whitewater rafting and  
kayaking in the Columbia River Gorge.

Speaker of the House Tina Kotek  
900 Court St. NE, Rm. 269  
Salem, OR 97301

Senate President Peter Courtney  
900 Court St. NE, S-201  
Salem, OR 97301

February 22, 2017

Dear Speaker Kotek and President Courtney:

I am writing to support the Port of Hood River's request for \$5 million in state funding to initiate the replacement of the Hood River/White Salmon Interstate Bridge ("Bridge"). The Port and its partners seek to protect one of the most important transportation infrastructure assets in the Columbia River Gorge and address the region's top economic development priority. This funding provides the critical next step in replacing the antiquated bridge.

**The Hood River Bridge is critical to the Wet Planet Whitewater Center, the whitewater recreation industry, tourism on both sides of the river, the complementing economic partners on both sides of the Gorge, and the community in general.** Tourism, the outdoor industry and specifically whitewater recreation brings millions of people to the Gorge which has a huge economic impact on the region. Of the roughly 40,000+ annual visitors to the Hood River area, for whitewater rafting and kayaking alone, the ability to use the bridge has a great impact for communities on both side of the river. These visitors come from all over the country and the world. Visitors recreate on the WA side, while wining, dining and lodging on the OR side.

Not only does the bridge need to be replaced, **it also needs to include a pedestrian and bike lane**, allowing for more economic, more environmentally friendly, and health conscious commutes, while also increasing tourism opportunities. This would be fully in line with the life style direction within our communities and Oregon.

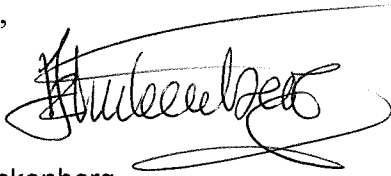
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I strongly support the Port's efforts to replace the Hood River/White Salmon Interstate Bridge and urge you to allocate \$5 million towards the replacement of the Hood River/White Salmon Interstate Bridge.

Thank you for your consideration.

Respectfully,

Sincerely,

A handwritten signature in black ink, appearing to read "Jacomijn Klinkenberg", written over a horizontal line.

Jacomijn Klinkenberg  
Managing Owner Wet Planet Rafting + Kayaking

CC:

Sen. Richard Devlin, Co-Chair of the Joint Committee on Ways and Means

Rep. Nancy Nathanson, Co-Chair of the Joint Committee on Ways and Means

Sen. Lee Beyer, Co-Chair of the Joint Committee on Transportation Preservation and Modernization

Rep. Caddy McKeown, Co-Chair of the Joint Committee on Transportation Preservation and Modernization