

Environmental Review Process 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	[Progress bar with squares]									
Working Group Committee Meetings	[Progress bar with triangles]									
Environmental Justice Outreach	[Progress bar with circles]									



BRIDGE REPLACEMENT PROJECT

2018 - 2020

Project Overview

The existing, obsolete bridge connecting White Salmon and Hood River needs replacement to support the safety, economic vitality and quality of life for people and water quality in the Columbia River Gorge. Significant efforts to replace the 90-year-old Hood River-White Salmon Bridge have been underway for the past two decades. In 2018, the Port of Hood River secured \$5 million in state funding to continue the bridge replacement project and complete the environmental review process in compliance with the National Environmental Policy Act (NEPA).

The Port of Hood River, as the current owner and operator of the bridge, is working with community partners to relaunch the bridge replacement project. This is the logical next step to move the project forward into design and construction and position the project for funding opportunities. Regional collaboration among many organizations is essential to get to the construction phase - we encourage you to get involved with the planning efforts!



Stay informed and involved!

The Port of Hood River is working with community partners to confirm and refine the preferred alternative through this planning process. Your ideas and feedback are critical to this process!

Public input aids project

Public input received fall 2018 - winter 2019 via an open house, online survey, discussions and presentations confirmed many of the past decisions made during earlier phases and is now informing the technical analysis currently underway. Most feedback indicated support to move ahead with the preliminary preferred alternative. In mid-late 2019, project staff will present the latest information and seek input on bridge architecture and bicycle/pedestrian connections to and from the bridge.

Learn more

Visit the project website to learn more and get involved, including:

- EIS Working Group meeting dates, times and resources
- Information about upcoming community meetings
- Links to more information and upcoming events

Comments and questions

Members of the community can provide comments or ask questions to the project team at any time by emailing newbridge@portofhoodriver.com. Questions and comments can also be directed to Kevin Greenwood, Project Director, by email kgreenwood@portofhoodriver.com or by phone at (541) 436-0797.

Participating partners:

Port of Hood River	Hood River County
Oregon Dept. of Transportation	Klickitat County
Wash. State Dept. of Transportation	City of Hood River
SW Washington Regional Transportation Council	City of Bingen
Oregon Region 1 Area Commission on Transportation	City of White Salmon
Columbia River Gorge Commission	Port of Klickitat

Environmental Review Process

The environmental review requires a thorough analysis of a range of alternatives, an assessment of their benefits and impacts, and opportunities for public feedback. Cost, ease of building, ability to survive an earthquake and other factors are considered. This process allows the decision makers to make informed decisions.

Components of the environmental review process:

- Community outreach
- Environmental and traffic analysis
- Mitigation recommendations
- Publication of technical analysis
- Bridge aesthetics and design
- Permit planning

What is NEPA?

The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970. NEPA requires federal agencies to assess the environmental effects on their proposed actions before making decisions. The Federal Highway Administration agreed to be the lead federal sponsor for the bridge replacement project, as federal highway funds most likely will be required to make the replacement a reality.

This project will produce an environmental impact statement (EIS) to document the analysis. A Record of Decision is anticipated by late 2020.

For more information visit: www.epa.gov/nepa



Hood River - White Salmon
BRIDGE REPLACEMENT PROJECT

FOR MORE INFORMATION

newbridge@portofhoodriver.com
bit.ly/HoodRiverBridge

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information, call Kevin Greenwood, Bridge Replacement Project Director, at (541) 436-0797 or kgreenwood@portofhoodriver.com.

Last updated: February 2019

Project Alternatives

Potential corridor alternatives were evaluated against screening criteria to determine which met the project's purpose and need.

Project Purpose and Need

The purpose of this project is to improve multi-modal transportation of people and goods across the Columbia River between the Bingen/White Salmon and Hood River communities.

The overall need for the project is to rectify current and future transportation inadequacies and deficiencies associated with the existing Hood River-White Salmon Bridge.

The "existing low corridor" was advanced for further study because it had the fewest negative impacts to transportation, the natural environment, recreation and would have the lowest relative construction cost of the options studied.

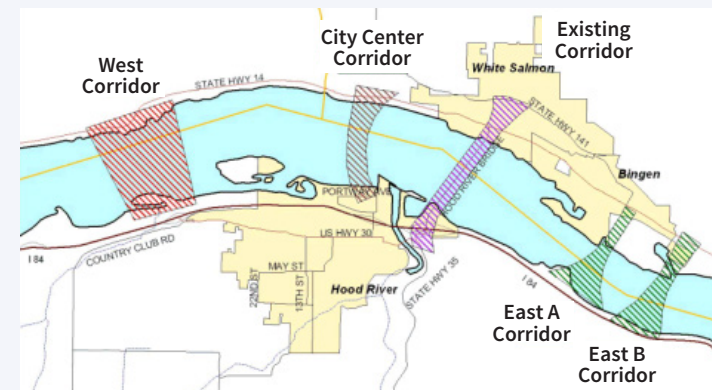
Corridors were dropped from further consideration due to:

- Negative impacts to natural resources, recreation, cultural and historic resources
- Out of direction travel
- Incompatible grades for commercial trucks, bicycles and pedestrians
- Inconsistency with state planning goals
- Negative impacts to local businesses
- Requirement for new interchange on I-84

Following the initial screening process, bridge alignment alternatives were developed for the preferred corridor. This process resulted in the identification of a preliminary preferred alternative, Alternative EC-2, which would locate a replacement bridge just west of the current bridge.

Screening Steps	Step 1: Narrow Corridor Selections (2001) (6 options)	Step 2: Evaluate Facility types (2002) (3 options)	Existing Low Corridor – Bridge for All Modes Alignment Alternatives for the Existing Corridor Bridge for All Modes (2010)
Option Groups			
West Corridor	✗		
City Center Corridor	✓	✗	
<ul style="list-style-type: none"> • Bridge for All Modes • Tunnel with Retrofit Existing Bridge for Pedestrians/Bicycle Use 			
Existing – Low Corridor	✓	✓	
<ul style="list-style-type: none"> • Bridge for All Modes • Retrofit Existing Bridge for All Modes 			
Existing – High Corridor	✓	✗	
East A Corridor	✗		
<ul style="list-style-type: none"> • Bridge for All Modes • New bridge and Retrofit Existing Bridge for Pedestrians/Bicycle Use 			
East B Corridor	✗		

Corridor Options



Preferred Alternative



Existing and Proposed Bridge

