



EIS UPDATE

Hood River – White Salmon BRIDGE REPLACEMENT PROJECT

DECEMBER 2019

In December 2003, a draft environmental impact statement (EIS) was published as part of a bi-state collaborative effort. This draft EIS was the first step in complying with the National Environmental Policy Act (NEPA). Currently, the Port of Hood River (Port) is advancing the project to complete the EIS effort and position the project for future funding and construction.

What’s new on the project?

- The US Coast Guard issued a public notice regarding the project’s Preliminary Navigation Determination that identifies the proposed navigation clearance for the replacement bridge.
- A copy of the notice is posted at: www.portofhoodriver.com
- The comment period closes December 13 – comments can be submitted to Commander (dpw), Thirteenth Coast Guard District, 915 2nd Ave, Rm 3510, Seattle, WA 98104 or via email at D13-PF-D13BRIDGES@uscg.mil
- Preparing the Supplemental Draft EIS for a policy compliance review by the FHWA.
- Preparing a draft biological assessment to address Project impacts to threatened and endangered species and habitat.
- Coordinating with the US Bureau of Indian Affairs and continue consultation with Native American tribes.

What are the next steps?

- Receive the Preliminary Navigation Determination from the US Coast Guard.
- Continue to consult with Native American tribes and other federal agencies, as needed.
- Submit the draft biological assessment for technical review by FHWA, ODOT and liaisons to the National Marine Fisheries Service.
- Revise the Supplemental Draft EIS based on FHWA policy review.
- Conduct additional cultural resource surveys, as needed.

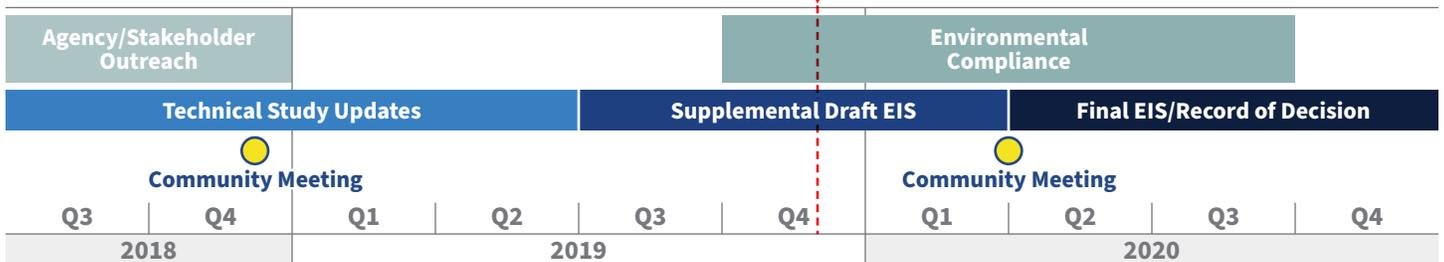


How would bridge replacement benefit the Columbia River Gorge communities?

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 The existing bridge is nearing the end of its serviceable life and is obsolete for modern vehicles with height, width, and weight restrictions and is also a navigational hazard for marine freight vessels.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.

WE ARE HERE



To learn more about the project, please visit us at:

www.portofhoodriver.com/bridge

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