



# EIS UPDATE

## BRIDGE REPLACEMENT PROJECT

SEPTEMBER 2020

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?

- A revised administrative draft of the Supplemental Draft EIS is being prepared for Federal Highway Administration (FHWA) legal sufficiency review and the Project's cooperating agencies' reviews in September. The U.S. Army Corps of Engineers, U.S. Bureau of Indian Affairs, U.S. Coast Guard, Washington State Department of Transportation, and National Park Service (pending confirmation) are the cooperating agencies for the Project. A "cooperating agency" means any federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A state or local agency or a Native American tribe may also become a cooperating agency.
- Completing the draft Historic Resources Technical Report for Oregon Department of Transportation (ODOT) review.
- Preparing a final biological assessment to address comments from the FHWA, ODOT, and liaisons to the National Marine Fisheries Service.
- Preparing a draft Section 4(f) analysis in compliance with the U.S. Department of Transportation Act. Project area resources evaluated in the analysis include significant historic resources, the Port's Hood River Marina Park and Basin and Waterfront Trail, and the City of White Salmon's planned Bridge Park.

### What are the next steps?

- Revise the administrative draft of the Supplemental Draft EIS to address comments from the FHWA legal sufficiency and cooperating agencies' reviews.
- Submit the Historic Resources Technical Report to the Oregon State Historic Preservation Office and Washington State Department of Archaeology and Historic Preservation for review.
- Complete the biological assessment and submit to the National Marine Fisheries Service and U.S. Fish and Wildlife Service to initiate consultation.
- Consult with Native American tribes on cultural resources, access to the Columbia River, fishing activities, treaty rights, and other identified interests.
- Begin preparing for an EIS Working Group meeting to brief members on the status of the Supplemental Draft EIS and proposed public involvement.



### 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

Agency/Stakeholder Outreach		Environmental Compliance									
Technical Study Updates				Supplemental Draft EIS						Final EIS/ROD	
Community Meeting				Community Meeting							
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
2018		2019				2020				2021	

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

[www.portofhoodriver.com/bridge](http://www.portofhoodriver.com/bridge)

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