



Hood River – White Salmon
BRIDGE REPLACEMENT PROJECT

EIS Working Group

November 8, 2018

Agenda

- Welcome
- Working Group Charge and Purpose
- Introductions
- Working Group Charter
- NEPA Chronology: 1999-present
- Public Comment
- Discussion on Preliminary Preferred Alternative
- Supplemental Draft EIS and Final EIS/Record of Decision
- Next Steps



Working Group Charge and Purpose

Kevin Greenwood
Port of Hood River
Project Director



Role of the Working Group

- A discussion body to aid the NEPA analysis project team
- Provide guidance and information to the project team on key inputs to the analysis and recommendations as the EIS is developed.
 - Working Group members are encouraged to seek consensus, but it is not required.
- Project team will work with members throughout the process to:
 - Ensure that concerns and aspirations are consistently understood and considered as alternatives or options are developed.
 - Explain how Working Group input influenced the preferred alternative.

Role of the Working Group

- Types of decisions to be discussed
- EIS and Preferred Alternative
- Non-NEPA topics

Member Introductions

Name

Role

Goal for Working Group Participation



Hood River – White Salmon

BRIDGE REPLACEMENT PROJECT

Working Group Charter

Anne Pressentin
Envirolssues



Stakeholder Interview Key Themes - 1

- Bridge is essential to regional economy and community connection
- Universal agreement on need to replace the bridge: Just do it
 - Major safety concerns exist related to weight limits and narrowness
 - Support for bike and ped connections
- Consensus that prelim preferred alternative should proceed
- Acknowledgement of POHR's efforts on bridge maintenance, moving ahead
- Concern with length of time for NEPA
- Big decisions: Cost, funding, operations, ownership, toll rate
- Transparency in process and decision-making essential
- General concurrence (not full support) that NEPA process can proceed
 - Assurance desired that operations and funding issues do not take back seat

Stakeholder Interview Key Themes - 2

- Current toll does not affect travel decisions among interviewees, but it does affect some in community
 - EJ/Title VI communities need to be considered
- Engage with tribes
- Stakeholder committee OK, not embraced
 - Membership list needs review to ensure it includes range of perspectives
 - Concern with meeting process and potential for delay
- Tips for successful public involvement program
 - Share information: word of mouth, radio, newspaper, Rotary Club, direct mail
 - Spanish translation needed
 - Do events in both Hood River and Klickitat counties – or give toll pass
 - Tag onto existing meetings rather than hosting your own

Draft Charter: Review and Discuss

- Role
- Membership
- Roles and Responsibilities
- Meeting Protocols
- Guidelines for Communication
- Workplan and Tentative Schedule



NEPA Process to Date

Angela Findley

WSP

Consultant Team Project Manager



NEPA Process to Date

- Purpose and Need Statement
- Alternatives Development for the Draft EIS
- Design Elements of the Preliminary Preferred Alternative
- Public Comments Received on the Draft EIS
- Moving Forward: Types of Decisions

Purpose and Need Statement

- A clear statement that explains why the federal agency and project proponent are undertaking a proposed action
- **Purpose** states the objectives to be achieved
- **Needs** identify the “why”
- Helps the lead agency select the range of alternatives to be evaluated in the EIS



Purpose Statement in the Draft EIS

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

Needs Identified in the Draft EIS

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

- **Capacity:** address traffic congestion on the bridge and at both approaches
- **System Linkage:** maintain a cross-river connection
- **Transportation Demand:** meet future travel demand for vehicles, pedestrians and bicycles
- **Legislation:** comply with federal funding obligation (TEA-21) and the Washington State Legislature designation of the SR-35 corridor

Needs Identified in the Draft EIS (continued)

- **Social Demands/Economic Development:** provide for current and projected flow of goods, labor and consumers across the river; develop long-term funding strategies for operation and maintenance
- **Modal Interrelationships:** accommodate river navigation, passenger and commercial vehicles, transit, bicycles and pedestrians
- **Safety:** reduce hazards and provide safe travel for all modes
- **Roadway and Bridge Deficiencies:** provide standard travel lanes, pedestrian/bicycle facilities; reduce travel noise of bridge deck; meet seismic design standards

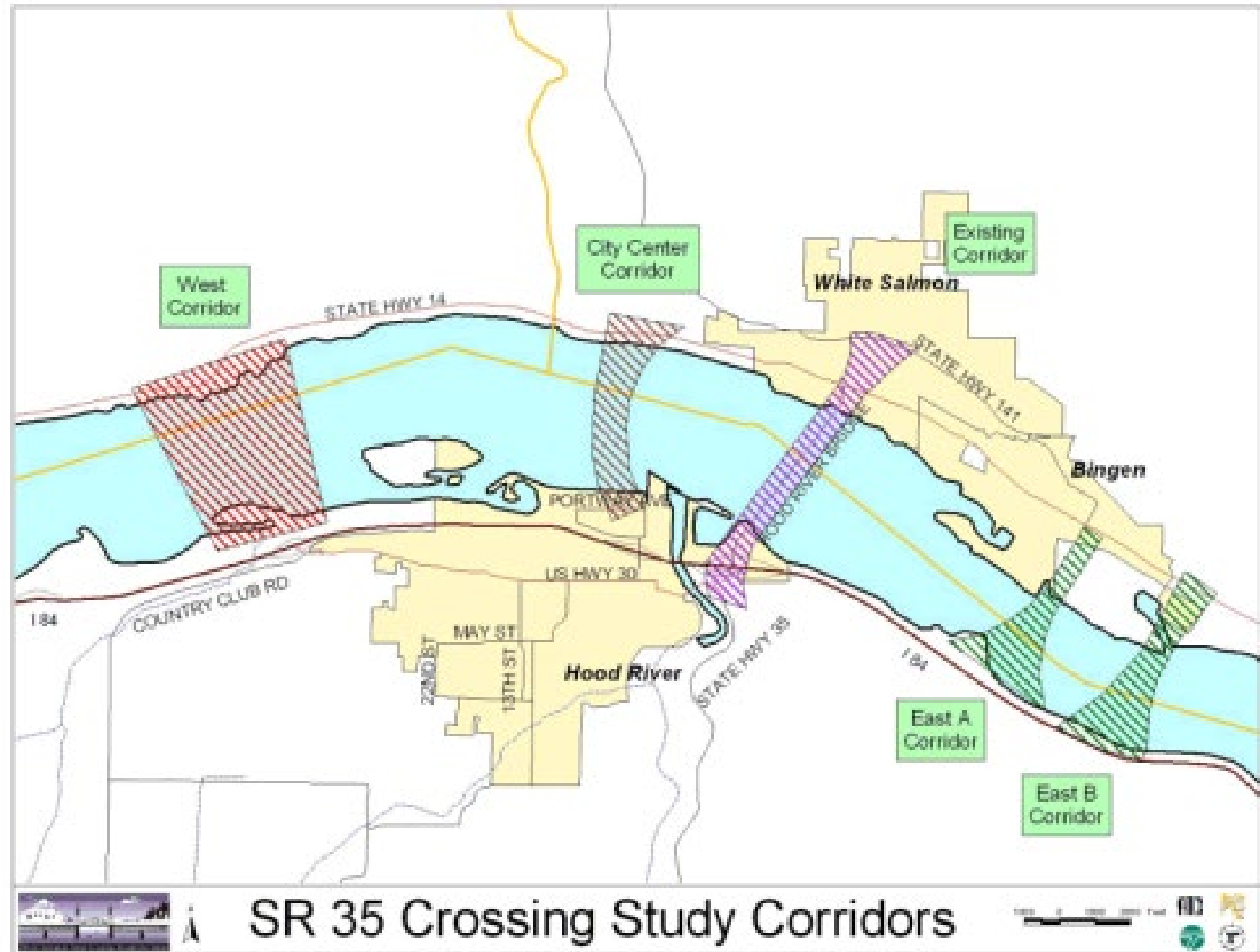
Alternatives Development for the Draft EIS

Corridor

Facility
Type

Alignment

Corridors



Screening #1 to Narrow Corridors



Screening #2: Corridors and Facility Types Evaluated

City Center

Bridge for All
Modes

Tunnel with Retrofit
Bridge for Ped/Bike

Existing - Low

Bridge for All
Modes

Retrofit for All
Modes

East A

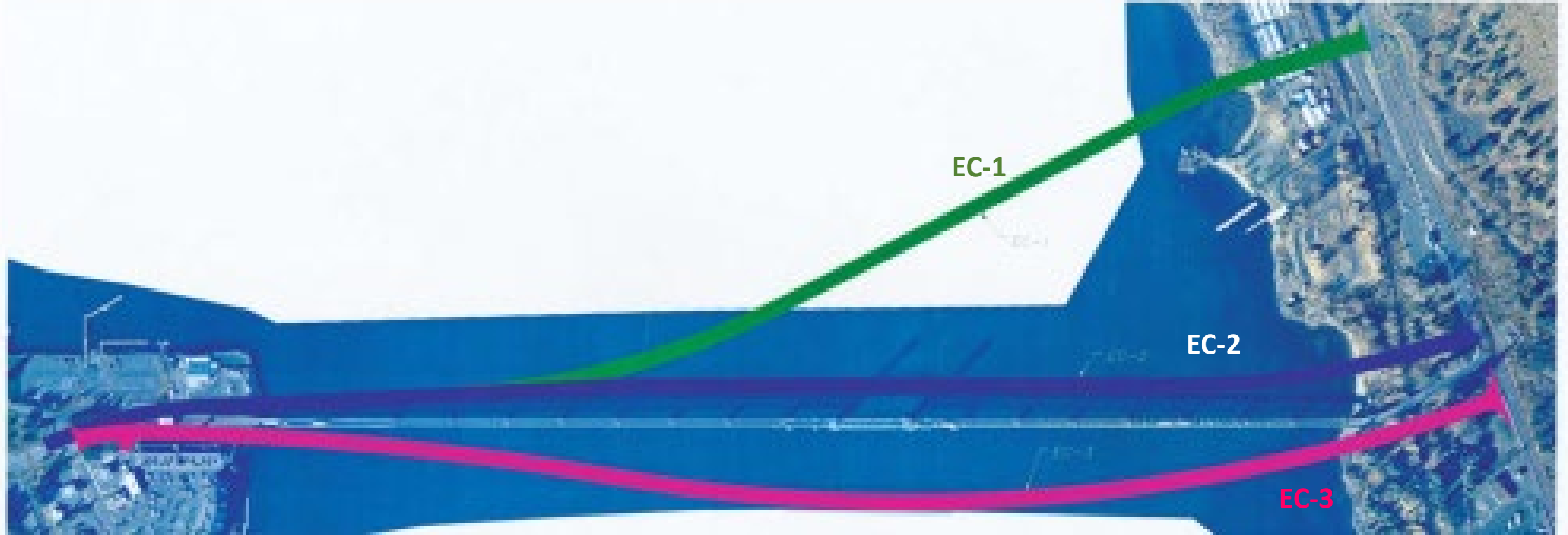
Bridge for All
Modes

New Bridge and
with Retrofit Bridge
for Ped/Bike

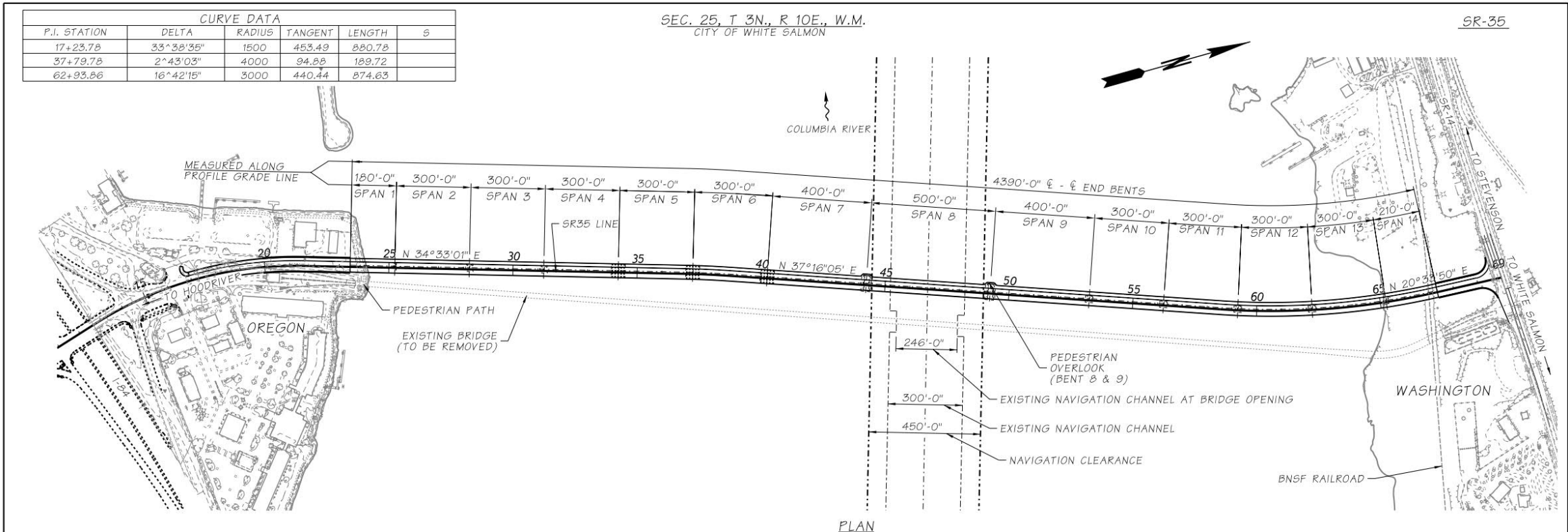
Results of Screenings #1 and #2

Corridor	Screening	Decision/Rationale
West	#1	Drop – high impacts to environment, recreation, cultural/historic resources; out-of-direction travel
City Center	#2	Drop – high impacts with water recreation; severe geological constraints on north landing
Existing – Low	#2	Advance – lowest impacts to transportation, environment, recreation; lowest cost
Existing - High	#1	Drop – high impacts to environment, cultural/historic resources; high grade incompatible with commercial vehicle, pedestrian/bicycle travel
East A	#2	Drop – high impacts to environment; exceptions to Oregon statewide planning goals; encroachment on Koberg State Park; out-of-direction travel for pedestrians/bicyclists
East B	#1	Drop – high impacts to environment, recreation, local businesses; out-of-direction travel; requires a new interchange on I-84

Existing Corridor: Alignment Alternatives



Preliminary Preferred Alternative: EC-2



- Fixed span bridge
- 14 spans
- 450-foot horizontal and 80-foot vertical navigation clearance

Preliminary Preferred Alternative: EC-2

Design the bridge to be subordinate to the landscape.



Promote a consistent Gorge aesthetic experience from shore to shore.



Public Comments on the Draft EIS

12 comments received during the comment period

January 2 – February 17, 2004

- Support for the project and the preferred alternative (4)
- Consider retaining existing bridge for pedestrian/bicycle use, or provide more explanation on why it cannot be retained (2)
- Include more information on monitoring wells in the study area and any and impacts (1)

Public Comments on the Draft EIS (continued)

- Include more information on various environmental resources and existing bridge deficiencies (2)
- Opposed to current and future tolls (1)
- Continue to work with the Gorge Commission for compliance with the Management Plan (1)
- Coordinate further with the Oregon and Washington SHPOs on the historic significance of the existing bridge (2)

Types of Decisions Moving Forward

- Design refinements
- Architectural treatments
- Scope of environmental analysis
- Impacts to environmental and community resources
- Mitigation measures
- Community engagement

Questions?

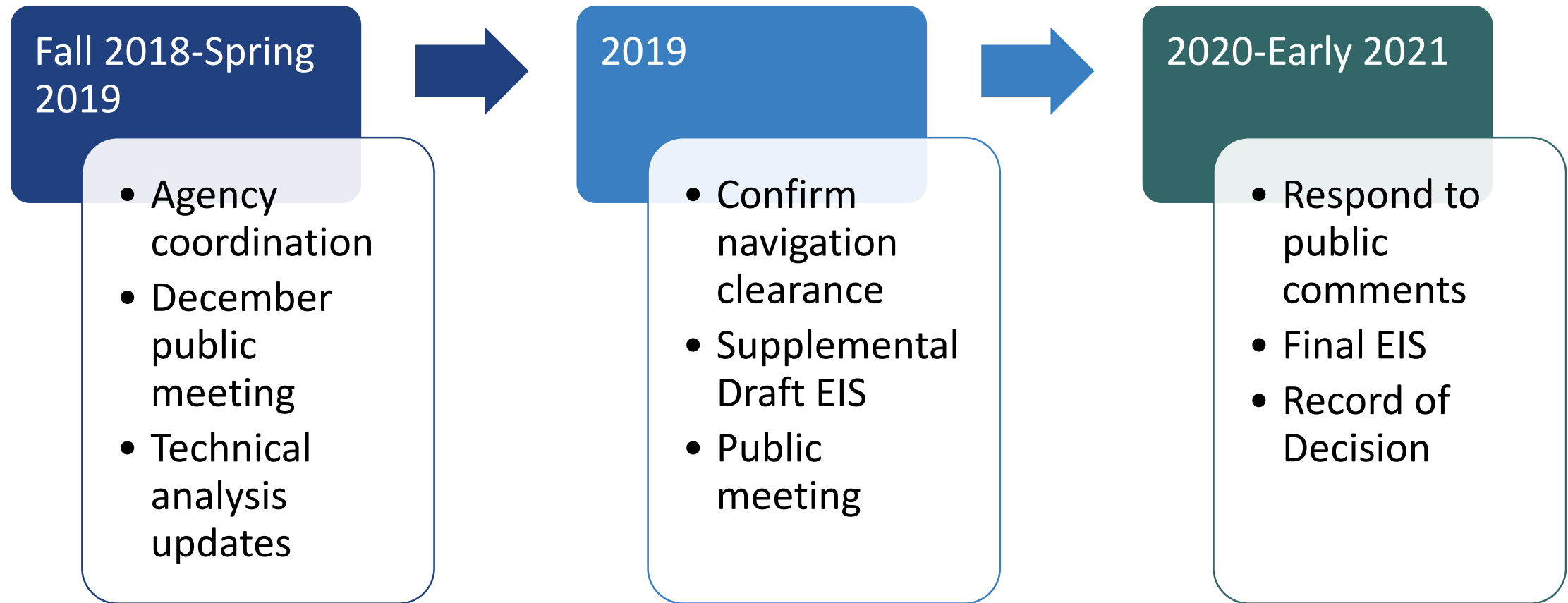
Public Comment

- Observers are welcome to provide comment to the Working Group.
- Comment time limits will be determined by number of people desiring to make comment.

Discussion on Preliminary Preferred Alternative



Schedule: Supplement Draft EIS and Final EIS



Next Steps

- Action items
- Parking lot
- Meeting schedule
- Meeting evaluation



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Adjourn
