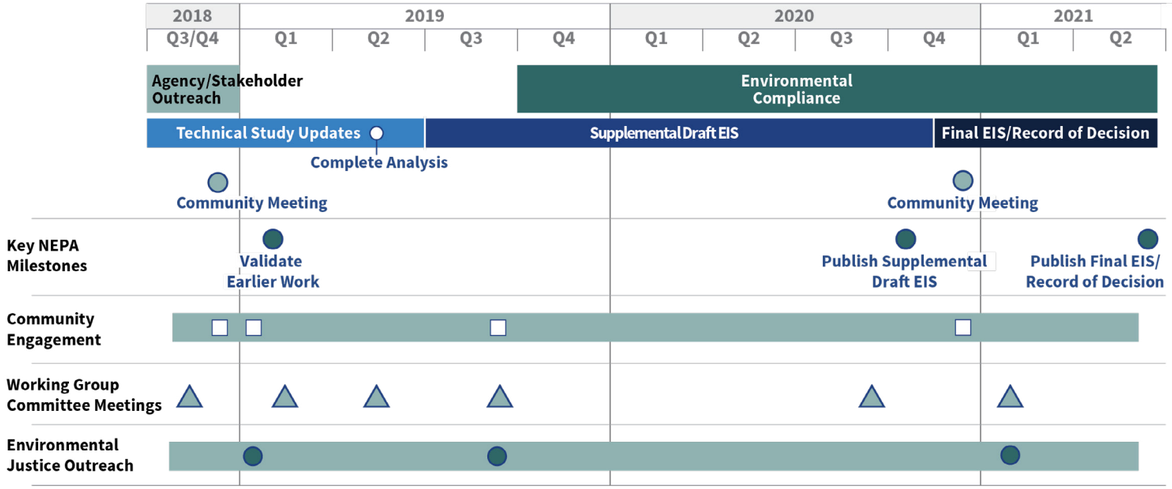
Environmental Review Process Schedule



Stay Informed and Involved

Submit comments on the Supplemental Draft EIS now through January 4, 2021.

How to submit comments:

Email: newbridge@portofhoodriver.com

Call: (833) 215-2352

Write: Port of Hood River, Attn: Kevin Greenwood 1000 E. Port Marina Drive, Hood River, OR 97031

Attend the Public Hearing:
Thursday, December 3, 2020 | 5:30 - 7 p.m.

- Online Meeting | Limited in-person seating by appointment (call 541-961-9517)
- Short presentation followed by public comment opportunity.
- Visit the project website for more information to join the public hearing or to watch a recording. http://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.

Public Input Moves Project Forward

Ongoing community engagement has been a key factor in moving the project forward since the Draft EIS was released in 2003. Since beginning the Supplemental Draft EIS in 2018, the project team has sought public feedback to confirm earlier decisions and advance design of elements including bridge architecture and bicycle/ pedestrian connections to and from the bridge. Public engagement activities have included:

- Online survey with over 1,000 responses from Oregon and Washington residents
- Public open house with nearly 60 attendees
- Public information boards displayed at the White Salmon library and Port administrative offices
- Informational tables at community events and gathering places

Recognizing the importance of environmental justice, the project team held events focused on feedback from minorities and low-income populations. Events were held at Latinos en Acción and the Bingen, WA Food Bank in 2019. The Port is also working with tribes to generate feedback on fisheries, cultural resources and economic development impacts created by bridge replacement. Staff are consulting with individual tribes, listening to the tribes' feedback on cultural and historic resource studies and collaborating on mitigation measures for historic and cultural resources.

Hood River – White Salmon BRIDGE REPLACEMENT PROJECT

November 2020

Supplemental Draft Environmental Impact Statement (EIS) Issued

On November 20, 2020 the Port of Hood River, in partnership with the Federal Highway Administration (FHWA) and Oregon Department of Transportation, published the Hood River-White Salmon Bridge Replacement Project Supplemental Draft EIS. Release of the Supplemental Draft EIS is a major milestone in moving the project forward in design and positioning the project for funding opportunities needed for construction. This fact sheet describes the Supplemental Draft EIS and how the community can review and comment.

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).

Environmental Review Process

The environmental review requires a thorough analysis of a range of alternatives, an assessment of their benefits and impacts to the community and environment, and opportunities for public feedback. Cost, ease of building, ability to survive an earthquake and other factors are considered. This process enables the decision makers to make informed decisions. An EIS Working Group with members from both Oregon and Washington is advising on project development. The group has met since 2018 to advise on the preferred alignment, bridge type, roadway connections and public outreach.

What is a Supplemental Draft EIS?

A Supplemental Draft EIS is prepared when new environmental impacts are discovered or a significant period of time has lapsed since the Draft EIS was completed, to account for changes in the surrounding environment during that time.

The Draft EIS for the project was issued in 2003. A re-evaluation of the Draft EIS was completed, which resulted in a decision to prepare supplemental environmental review.

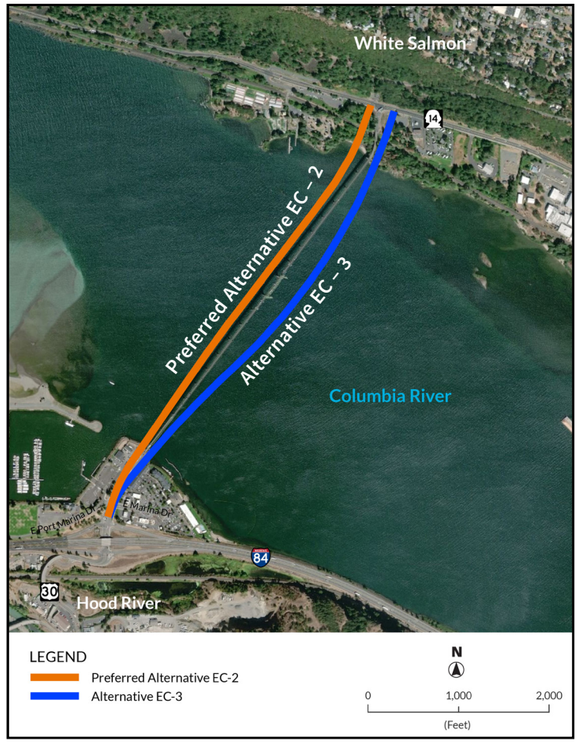
Read the Supplemental Draft EIS: Visit the project website to read online and find information on how to read the document in-person. bit.ly/HoodRiverBridge

What Did We Study in the Supplemental Draft EIS?

Staff from the Port of Hood River, Oregon Department of Transportation and Federal Highway Administration, in partnership with the EIS Working Group, advanced the project design and studied the environmental effects of the preferred alignment (Preferred Alternative EC-2) and an alternative alignment (Alternative EC-3).

The Supplemental Draft EIS evaluates effects to many topics, including these categories:

- Air Quality and Greenhouse Gases
- Archaeological Resources and Traditional Cultural Properties
- Community and Social Resources
- Energy
- Environmental Justice
- Fish and Wildlife
- Hazardous Materials
- Historic Resources
- Land Use
- Local and Regional Economies
- Noise
- Parks and Recreation
- Soils and Geology
- Transportation
- Treaty Fishing Rights
- Vegetation and Wetlands
- Visual
- Waterways and Water Quality
- Other Analysis



Alignment Alternatives for the Existing Corridor Bridge (2020)

Visualization of replacement bridge

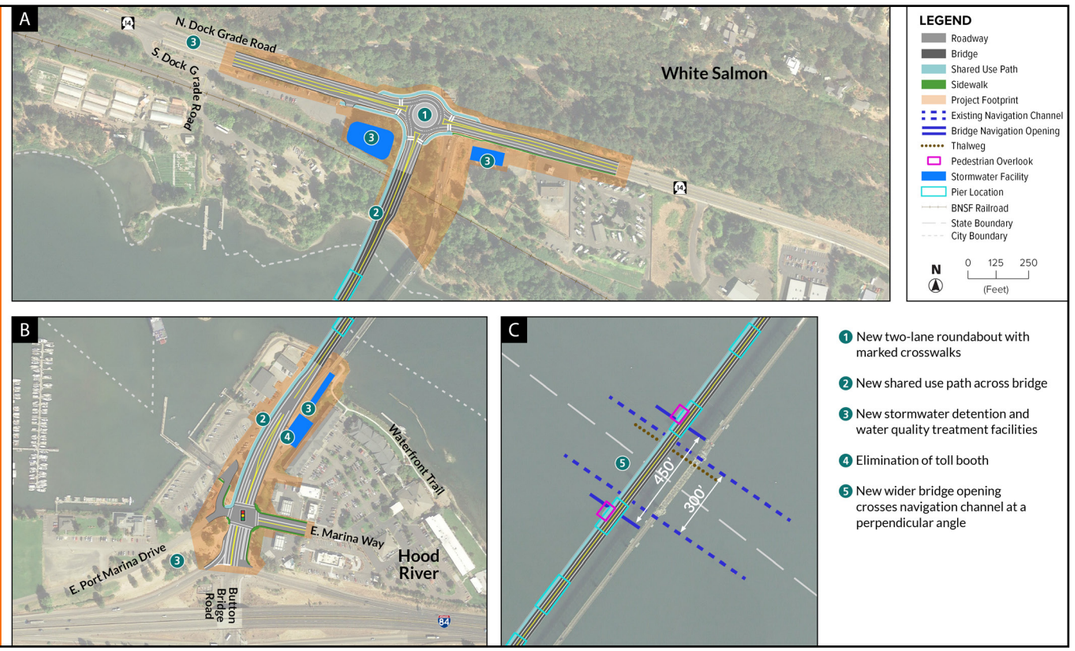
Project Purpose and Need

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 resolve current and future transportation inadequacies with the existing Hood River-White Salmon Bridge, such as:

- Present Capacity
- Future Transportation Demand
- Bicycle and Pedestrian Facilities
- Safety
- Social Demands and Economic Development
- Legislation
- River Navigation
- Seismic Deficiencies

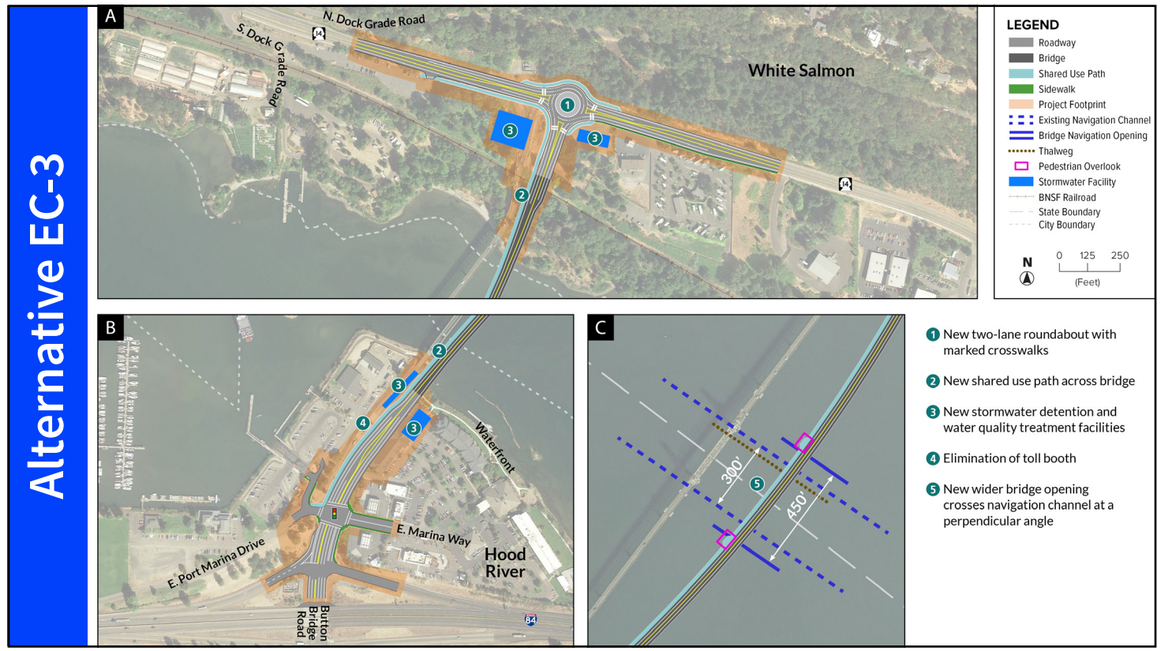
Conceptual rendering of shared-use path on new bridge

Preferred Alternative EC-2



1. New two-lane roundabout with marked crosswalks
2. New shared use path across bridge
3. New stormwater detention and water quality treatment facilities
4. Elimination of toll booth
5. New wider bridge opening crosses navigation channel at a perpendicular angle

Alternative EC-3



1. New two-lane roundabout with marked crosswalks
2. New shared use path across bridge
3. New stormwater detention and water quality treatment facilities
4. Elimination of toll booth
5. New wider bridge opening crosses navigation channel at a perpendicular angle