



BRIDGE REPLACEMENT PROJECT

Bi-State Working Group Meeting Summary

Monday, October 11, 2021 | 2pm – 4pm
Port of Hood River – via Zoom
1000 E Port Marina Drive, Hood River OR 97031

In Attendance:

Members: Co-Chair, Mike Fox (Commissioner), Port of Hood River; Co-Chair, Jake Anderson (Commissioner), Klickitat County Betty Barnes (Mayor), City of Bingen; Marla Keethler (Mayor), City of White Salmon; Kate McBride (Mayor), City of Hood River; Bob Benton (Commissioner), Hood River County.

Alternates: Kristi Chapman (Commissioner), Port of Hood River; Arthur Babitz (Commissioner), Hood River County.

Consultants: Miles Pengilly, Oregon Govt. Affairs; Brad Boswell and Jessica Hostetler, Wash. Govt. Affairs; Hal Hiemstra, Summit Strategies

Members of the Public: None

Staff: Michael McElwee, Executive Director; Kevin Greenwood, Bridge Replacement Project Director

Media: None.

Appointment of Co-Chairs

Kevin Greenwood noted that on the last meeting there was consensus to appoint two chairs. The Bi-State Working Group (BSWG) members appointed as follows:

Motion: Mike Fox as Chair

Move: Kate McBride

Second: Jake Anderson

Discussion: None

Vote: Unanimous

Motion: Jake Anderson as Co-Chair

Move: Betty Barnes

Second: Kate McBride

Discussion: None

Vote: Unanimous

Legislative Goals Presentation

Greenwood introduced three firms: Thorn Run Partners, Boswell Consulting, and Summit Strategies. Each firm provided a brief overview of their approach to accomplish their legislative goals for the next four legislative sessions.

Dan Bates from Thorn Run Partners noted that on the Oregon side their goal is to secure \$75 million for the bridge replacement project. This type of funding would most likely be associated with a transportation package. Miles Pengilly added that a transportation package is not going to move in 2022 short session. However, there might be other funding opportunities. If the project package does not materialize in 2023 session, then they will pursue \$5-\$10 million through lottery funding.

Jessica Hostetler from Boswell Consulting commented that on the Washington side their goal is to secure \$100 million, as well as getting the bridge authority legislation passed. There is ongoing briefings and advocacy discussions with legislators and local stakeholders.

Hal Heimstra from Summit Strategies noted that at the federal level their goal is to secure \$50 million in grants and \$100 million in TIFIA loan from USDOT. There is ongoing work to brief Congressional members and staff on the status of the bridge replacement project. They are also monitoring other possible grant opportunities.

Mike Fox commented that there is an urgent need for \$30-\$40 million by June of 2022 and directed the consultants to explore other options to obtain these funds as soon as possible. Arthur Babitz also requested a cash flow diagram showing what funds are needed and where it is coming from.

Preliminary Cost Estimate

Greenwood noted that the Preliminary Cost Estimate (PCE) is progressing according to schedule. There are several issues that will have significant costs associated with the effort or impacts on Port operations. Commissioner Fox reviewed a few of the issues such as the Port property being used for construction, and the Treaty Fishing Access Site.

Management Contract (RBMC) RFP Update

Greenwood reported that the Replacement Bridge Management Contract (RBMC) RFP draft has been sent to Dale Robins, SWRTX and Bill Ohle, Schwabe Williamson, for their review. Their reviews should be completed by October 13. The documents will then be distributed to ODOT, WSDOT, and FHWA for their feedback. Both Washington state and the feds prohibit the use of price in scoring proposals. Commissioner Fox presented an organization chart for the RBMC. Greenwood recommended that this chart be presented to the Port Commissioners for review. Commissioner Fox asked if there was consensus from the BSWG to proceed with this approach.

Motion: Proceed with the organization chart provided by Commissioner Fox and present it to the Port Commissioners and legal counsel.

Move: Bob Benton

Second: Kate McBride

Discussion: None

Vote: Unanimous

Port Feedback Survey

Commissioner Fox presented a proposal to the BSWG regarding the Port feedback, specifically to the Executive Director as far as performance review in support of the BSWG. Commissioner Fox fielded comments/questions from the committee. Kate McBride commented that there were some items that might work and others that seemed unrealistic. Marla Keethler commented that the two representatives from the Port Commissioners should be the ones to relay the feedback to the Port Commissioners. Commissioner Fox agreed with Mayor Keethler and noted that he will still meet with the Executive Director twice a year to judge his performance. Mayor Barnes felt that an evaluation process should not occur until the proposed bridge authority was in place and she didn't feel comfortable evaluating another agency's employee. Fox agreed to take the proposal off the table and requested to meet with the BSWG before the meetings to get their input and provide feedback to the Executive Director.

August 9th Minutes

Motion: Approve minutes from August 9 meeting

Move: Kate McBride

Second: Jake Anderson

Discussion: None

Vote: Unanimous

Other Items

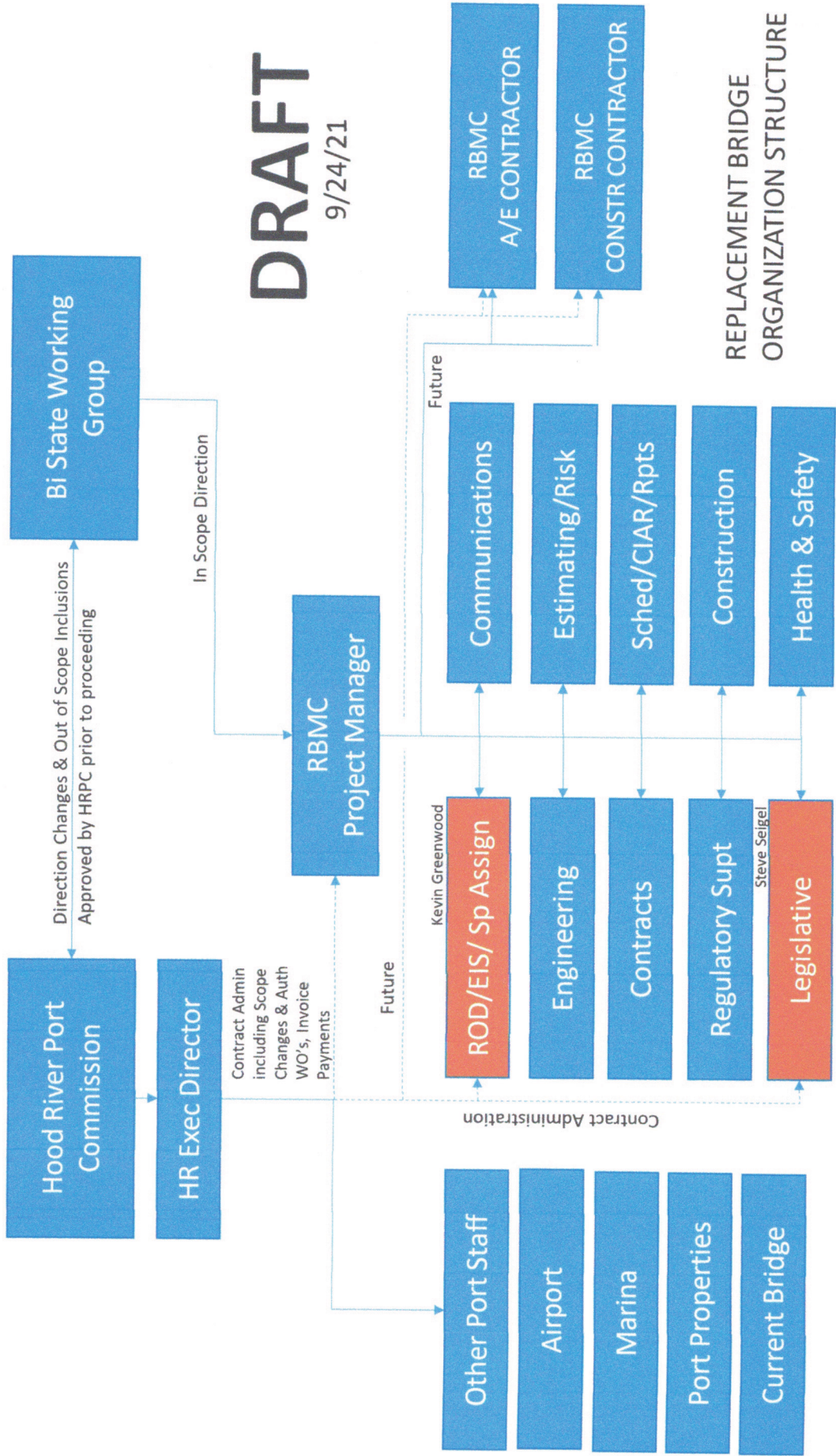
Greenwood reported that Federal Highways determined that compensatory agreements (CAs) with the four treaty tribes on the Columbia River must be executed before FHWA will sign off on the FEIS/ROD. Staff met with FHWA and ODOT to discuss the strategy moving forward. Greenwood also noted that the ARPA funds will be available next year, and they are allowing for reimbursement in advance of the contract being approved.

Adjourn

Next meeting is scheduled for November 8. Bob Benton requested clarification as to what the BSWG is and if they are bound by public meeting law. Greenwood will provide a formal memo addressing this issue.

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DRAFT
9/24/21



REPLACEMENT BRIDGE
ORGANIZATION STRUCTURE

2021 – 2022
Port Executive Director
BSWG Feedback
Support Items
DRAFT

The following represent important support items the BSWG is expecting from the Port Executive Director (PED) this year. We will evaluate performance midyear then again at year end. This feedback will be transmitted to the Port Commission in support of gauging how well the PED has supported the replacement bridge effort.

Bi State Working Group Related Feedback Items

Item 1: All activities needed in support of an expedited bridge replacement are well and aggressively supported. The goal for this fiscal year is as follows:

- A. A qualified Replacement Bridge Management Contract (RBMC) has been awarded through competitive bidding and is in place and fully functioning. This package covers the scope agreed to by the BSWG and approved by the Port Commissioners. It includes criteria for award and necessary oral boards as part of the selection process.
- B. A comprehensive bid package has been developed and is ready to be issued for the design effort. This package assumes a design only contract but one with off ramps dependent upon funding.
- C. Funding of at least \$40 million has been successfully committed to the Port which will fully or partially fund the replacement bridge design effort. The Port Executive Director has been an aggressive supporter of necessary efforts to obtain this funding.
- D. A comprehensive bid package has been developed and is ready to be issued for a Plan B bridge option for a PPP approach.
- E. It is expected that the Port Administrator will implement actions sourced through the BSWG and as approved by the Port Commissioners in an expeditious manner.

Scoring Criteria: Weight of Measure = 20 points

5 Rating – Well constructed RBMC bid packages have been developed, bids have been sought and multiple bids received, a well-run competition was conducted, and an unprotested award has been made. Mobilization of the new contractor has occurred by December 1, 2021. Office space has been arranged and is located probably in either White Salmon or Bingen Washington.

A design request for quotation package is well developed and ready for issue. It includes required specifications as well as award criteria. It is structured such that work can be segregated and released dependent upon available funding. The package is ready for issues on or before March 30, 2022.

Communication efforts in support of attracting funding from states and federal governments as seen to be very supportive of early funding. At least \$40 million of additional funding has been received.

A plan B, PPP package is developed and ready for issuance by fiscal year end.

4 Rating – The RBMC package is awarded on or before January 1, 2022. The design contractor contract is awarded by May 1, 2022. The PPP package is ready by end of fiscal year. Funding efforts were well supported. New funding attracted was less than \$40 million. Thus, requiring the design contract to be phased to match funding.

3 Rating – The RBMC package is awarded on or before January 1, 2022. The design contractor contract is awarded by July 1, 2022. The PPP package is ready by end of fiscal year. Funding efforts were well supported. New funding attracted was less than \$20 million. Thus, requiring the design contract to be phased to match funding.

2 Rating – The RBMC package is awarded on or before February 1, 2022. The design contractor contract is awarded by end of fiscal year. Funding support efforts were limited.

1 Rating – The RBMC package is awarded by the end of the fiscal year and the design contractor contract was not awarded by year end. Funding efforts were not supported well.

0 Rating - Neither contract was awarded by fiscal year end. Funding efforts were not supported well.

Item 2: Recognize and actively support the existence and directions provided by the Bi State Working Group (BSWG) and it's leadership. The sole goal of the BSWG is to expedite the construction of the Hood River Replacement Bridge. The BSWG is to be considered the precursor to a new governing body (Bi State Bridge Authority) of which legislative language is being prepared. The Leadership of the BSWG will have the technical direction responsibilities of all new bridge replacement activities. The Port Executive Director will administrate all contract changes as well as pay approved invoices.

Scoring Criteria: Weight of Measure = 20 points

5 Rating – Working relationships between the Port Executive Director and the BSWG members and BSWG leadership is outstanding. Members deem the Port Executive Director as aligned with all aspects of activities approved by the BSWG and endorsed by the Port Commission. The Port Executive Director displays a sense of urgency in dealing with all replacement activities. The Port Executive Director has actively promoted actions to accelerate bridge replacement. The current Bridge Replacement Director will take on a new role under the Replacement Bridge Management Contract, Project Manager. That position is yet to be finalized but would include reaching successful conclusion of the NEPA and Environmental Permitting activity that has been ongoing for the past several years.

4 Rating – Subjective scoring based upon BSWG perception of level of support from zero to five.

3 Rating – Subjective scoring based upon BSWG perception of level of support from zero to five.

2 Rating – Subjective scoring based upon BSWG perception of level of support from zero to five.

1 Rating – Subjective scoring based upon BSWG perception of level of support from zero to five.

0 Rating – business is as usual. Port Executive Director does not exhibit acknowledgement of BSWG decisions or directions. Directions approved through both the BSWG, and the Port Commission are supported but at a current relaxed sense of urgency.