



DRAFT AGENDA

Bi-State Bridge Replacement Working Group Regular Meeting
October 11, 2021 / 2:00-4:00p (2 hour)
Via Zoom

<https://zoom.us/j/98078338082?pwd=RIEvT2RsK2NKKzllaWpCNTFyZGVaZz09>

Meeting ID: 980 7833 8082
Passcode: 966154

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; Catherine Kiewit (Mayor Pro Tem), City of Bingen; Jason Hartmann (Councilor), City of White Salmon; David Sauter (Commissioner), Klickitat County; Jessica Metta (Councilor), City of Hood River.

Staff/Consultants: Kevin Greenwood (Project Director), Port of Hood River; Michael McElwee (Executive Director), Port of Hood River; Miles Pengilly, Oregon Govt. Affairs; Brad Boswell, Wash. Govt. Affairs; Hal Hiemstra, Summit Strategies

1.	Welcome	2:00
2.	Appointment of Co-Chairs	2:01
3.	Legislative Goals Presentation – Pengilly/Boswell/Hiemstra	2:06
4.	Preliminary Cost Estimate	2:36
5.	Management Contract (RBMC) RFP Update	3:20
6.	Port Feedback Survey	3:35
7.	Aug. 9th Minutes	3:30
8.	Other Items	3:50
9.	Next Meeting, November 8	3:55
10.	Adjourn	4:00

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Hood River – White Salmon

BRIDGE REPLACEMENT PROJECT

Project Director Report
October 11, 2021

The following summarizes Bridge Replacement Project activities from Sep. 17-Oct. 8, 2021:

APPOINTMENT OF CO-CHAIRS

Co-chairs to be selected at this afternoon's meeting.

LEGISLATIVE GOALS PRESENTATION – THORN RUN, BOSWELL, SUMMIT

In your packet are four documents: a graphic document summarizing the legislative goals for the next four legislative sessions and an approach for accomplishing those goals by each of our government affairs specialists.

Each firm will summarize their approach in about five minutes; each will acknowledge the goals for the project and address challenges and opportunities in meeting these goals. The Oregon team, led by Dan Bates and Miles Pengilly, will start off; followed by our Washington state consultant, Brad Boswell; and Hal Hiemstra, from Summit Strategies, will complete the review from the Washington DC perspective.

Following the presentations, the BSWG will have about 15 minutes to ask questions and get feedback.

Potential Construction Staging Areas

Assumptions:

Travel time to job site within 20 min.

Approx. minimum size is 2 acres

Utilities on site or reasonable cost to provide utilities.



- A. 113 Portway Ave. 7.06 acres. 1.2 miles from Port
- B. 3450 Cascade Ave. 3.37 acres. 2.7 miles from Port
- C. 125 Country Club Rd. 12.5 acres. 3.5 miles from Port
- D. 195 Country Club Rd. 9.76 acres. 3.5 miles from Port
- E. WSDOT. 2 parcels; combined 1.9 acres 1.3 miles from Port
- F. WSDOT Bingen Maint. Yard. 8.01 acres. 2.0 miles from Port
- G. Port of Klickitat. 2.8 acres. 2.2 miles from Port
- H. SDS Company. 4.2 acres. 3.5 miles from Port

PRELIMINARY COST ESTIMATE – FOX

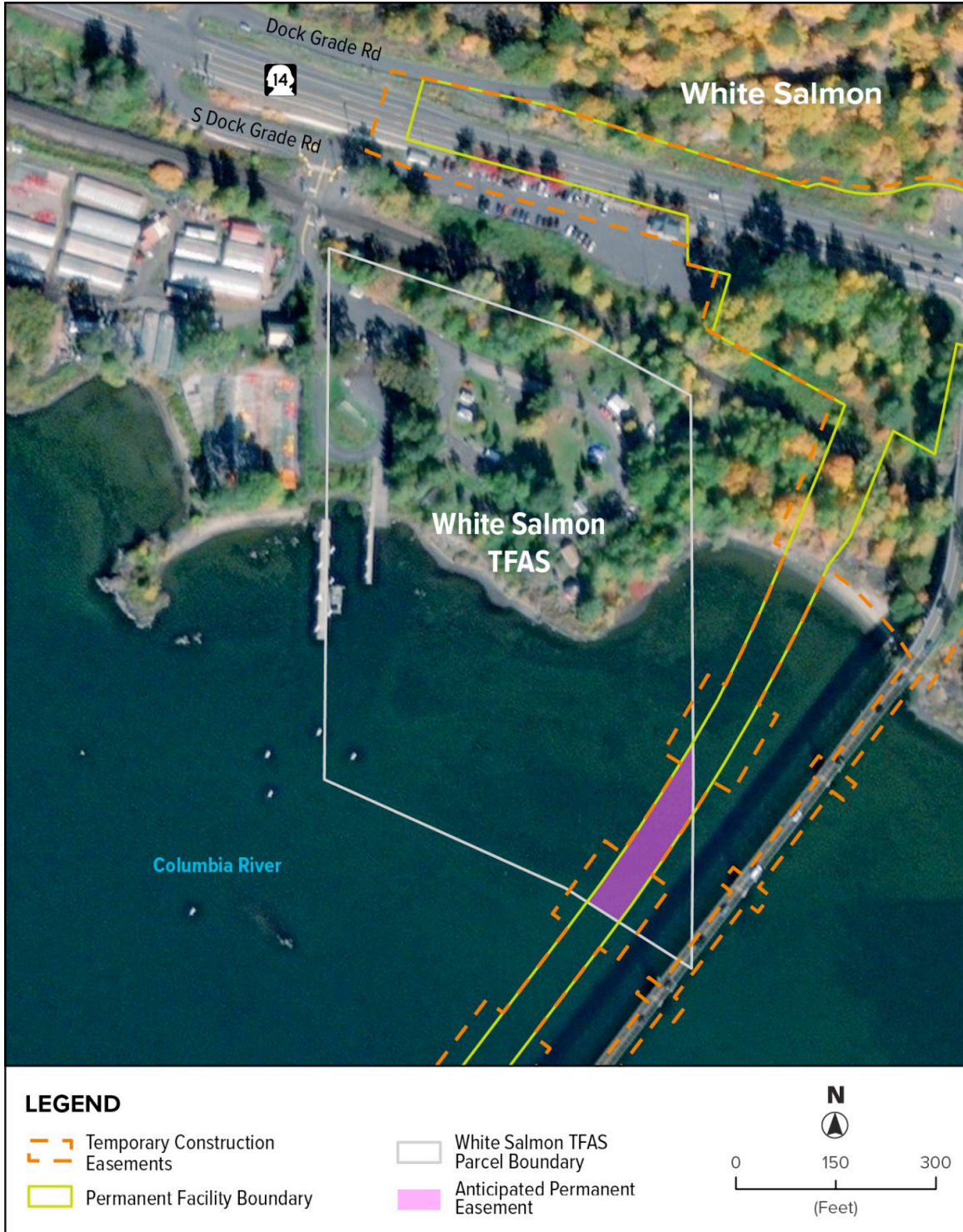
The Preliminary Cost Estimate (PCE) is progressing according to schedule. There are a number of issues that will have either significant costs associated with the effort, will have significant impacts on Port operations, or both.

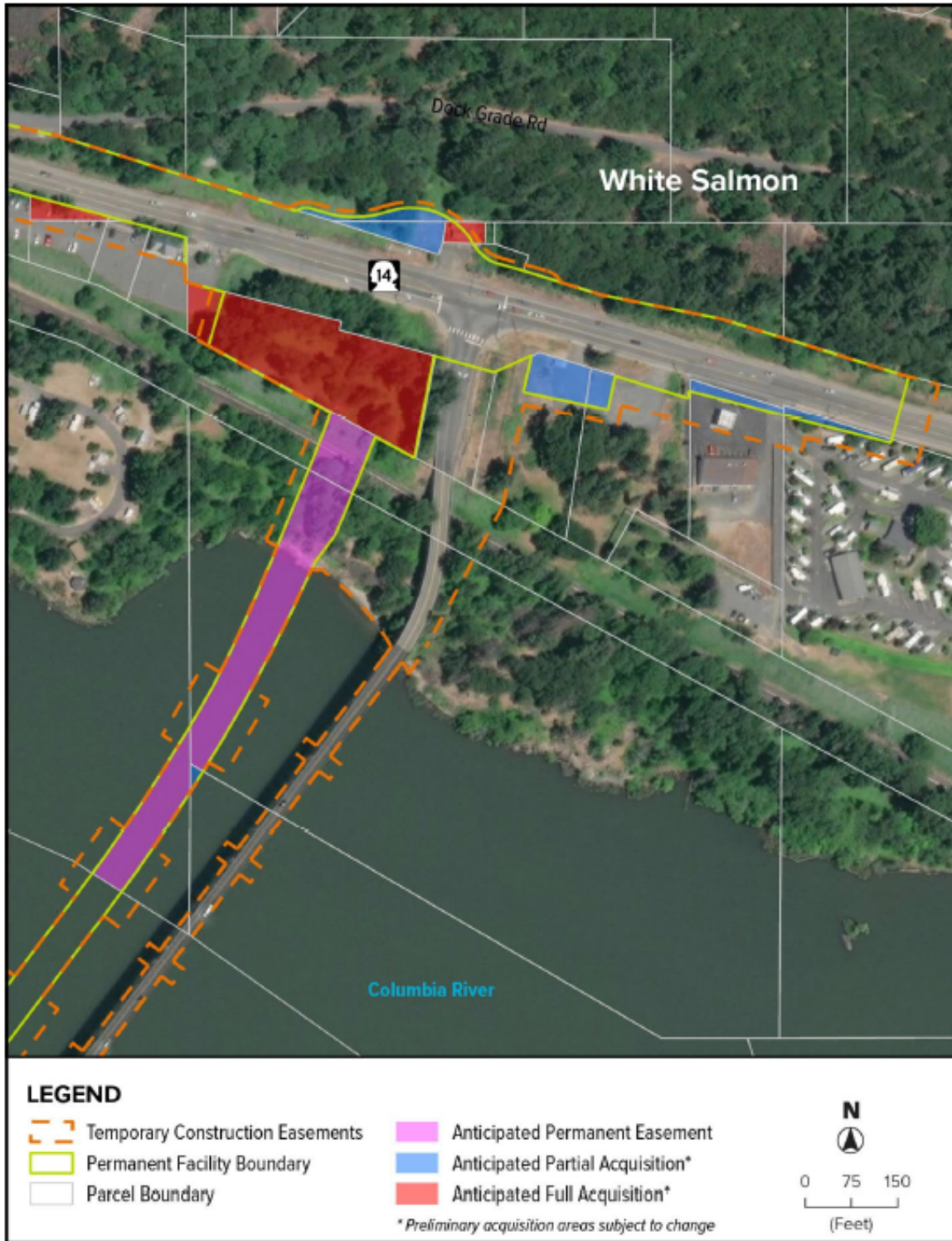
Conversion of Port property to be used for construction. As part of the Land Use technical report, WSP identified a number of parcels for construction laydown use. Two obvious choices, the boat basin parking facility and the treaty fishing access site (TFAS), were not included in the original report. The TFAS will likely be closed during construction to avoid safety issues, but it is unknown as to whether the Bureau of Indian Affairs would allow the vacated property to be used for construction purposes. The Marina Green and Boat Launch Parking facility were funded with a federal grant. There is an administrative process for converting the property into an alternate use, but it will require that an equal amount of non-recreational property be identified and converted into recreational use. This could include identifying a site for an alternate boat launch.



The Port will need to identify a cost for replacing the current administration office and maintenance building as construction will likely have significant impacts to port operations.

Treaty Fishing Access Site. The White Salmon Treaty Fishing Access (TFAS) is located due west of the current bridge. Construction will have temporary, but significant, impacts to this site. The Columbia River Intertribal Fishing Council (CRITFC) operations manager concluded that the facility will need to be vacated for some portion of construction due to noise, dust and visual impacts.





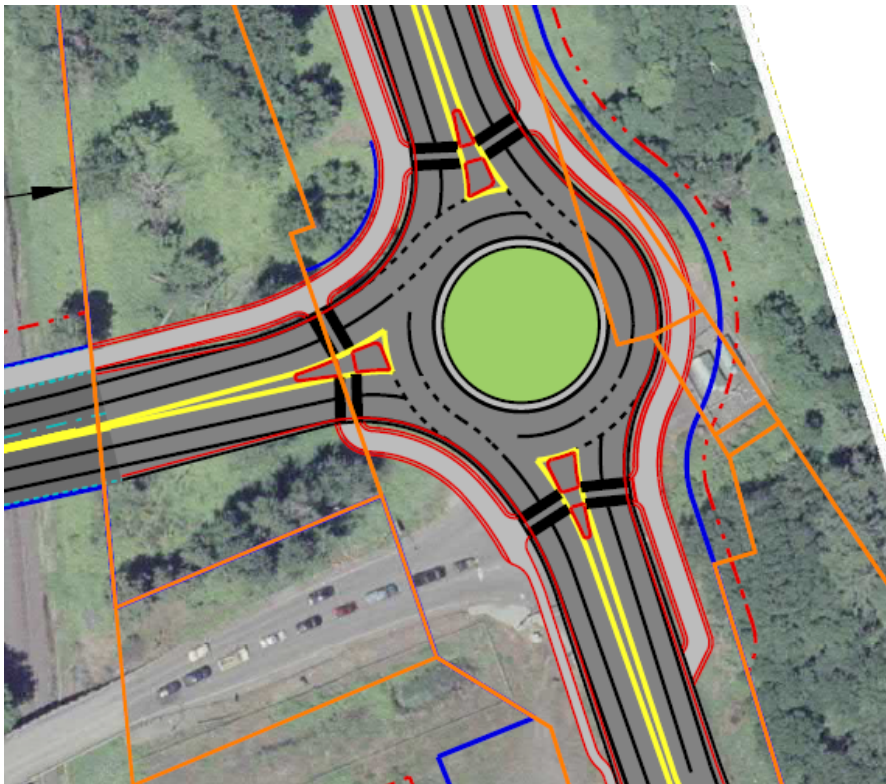
In addition, the Yakama Nation (YN) issues permits for families to fish along the river including under the current and proposed bridges. The piers of the current bridge are also permitted to families as a site to tie fishing nets. Federal Hwys (FHWA) has acknowledged that the project will need to compensate the YN for the financial loss to fishing from these treaty sites.

Another Right of Way (ROW) issue includes a needed easement from the Bureau of Indian Affairs (BIA) who owns the TFAS. The preceding maps shows that two piers are located on the edge of the parcel boundary, but more significantly is the overhead cross of the underwater portion of the BIA parcel. The project will apply for an easement with BIA. Though the approval is through the BIA regional administrator, approval is normally granted if member tribes are not in opposition.

Finally, due to the proximity of the TFAS to the construction site, it may make sense to explore if the BIA would lease the vacated TFAS to the project. This is highly speculative, but worth a conversation once FHWA has begun the negotiation process.

Land acquisition on Washington side. The NEPA technical reports have identified necessary property that will need to either be partially or fully acquired for either permanent or temporary use. The graphic on the preceding page shows the identified parcels.

Constructability of the WSDOT round-about. Another cost concern is the constructability of the roundabout on the intersection with SR-14. WSDOT has made it a goal to remove all stop lights on SR-14 between Vancouver and the Tri-cities. Alternate EC-1 was originally located to the west of the current preferred alternative (EC-2) across from the access to Dock Grade Road. That option was eliminated due to constructability issues. In addition, there is a natural gas pump station located just to the north of the roundabout that is a potential hazard. The entire area is constrained by topography.



REPLACEMENT BRIDGE MANAGEMENT CONTRACT RFP – FOX/GREENWOOD

The Replacement Bridge Management Contract (RBMC) RFP draft has been sent to Dale Robins, SWRTC, and Bill Ohle, Schwabe Williamson, for their review. Robins will focus on formatting and Ohle will focus on state/federal requirements. Their reviews should be completed by Oct. 13th. The documents will then be distributed to ODOT, WSDOT and FHWA for their comments. Thank you to Klickitat County for providing insight into qualification-based selection (QBS) process for this contract. Both Washington state and the feds prohibit the use of price in scoring proposals.

PORT FEEDBACK SURVEY - FOX

AUGUST 9TH MEETING MINUTES - GREENWOOD

Minutes were distributed after September BSWG meeting.

OTHER ITEMS

- *Brad Boswell has scheduled a number of meetings with Washington legislators for October to begin the process of educating and answering question on the need and timing for bi-state legislation. Sen. King has agreed to sponsor the bill in the 2022 short session.*
- *Oregon JTC administrator has received the Washington JTC report on the proposed bridge authority legislation. Patrick Brennan is the JTC administrator.*
- *ODOT received an update on the status of the Biological Opinion (BiOp). The document is almost complete, but will need quality control review on the methodology. After QC, the branch chief will need to sign off. The goal is to have an authorized BiOp by the end of October, but is promising it to the Port by November 10th. This continues to be a critical path item.*
- *The Washington AG's office does not believe that it can legally transfer state funds to the Oregon Dept. of Revenue according to a conversation with WSDOT SW Region Engineer, Michael Williams. However, it does believe that WSDOT can create a reimbursement agreement directly with the Port of Hood River, similar to the arrangement the Port currently has with ODOT. The SW Region is having a meeting on Oct. 11th to discuss that approach. If the decision holds true, it could actually speed things up since there wouldn't be an intermediary step between Washington state and the Port.*

COMPENSATORY AGREEMENTS WITH TREATY TRIBES

- *A risk item was realized last week when Federal Highways determined that compensatory agreements (CAs) with the four treaty tribes on the Columbia River must be executed for FHWA will sign off on the FEIS/ROD. The project team – including the FHWA Oregon Div. – had included in the Sec. 106 MOU and FEIS draft that CAs would be developed after NEPA and before permitting or construction. Compensatory Agreements are contracts between the project owners and impacted tribes due to a loss of fishing access at treaty negotiated sites. FHWA, POHR and individual tribes would be signatories to the CAs.*
- *Staff met with FHWA and ODOT to discuss the strategy moving forward.*

- *MOAs would include compensation due to loss of fishing and acknowledgement of by the tribal agencies for the need of easements over the underwater portion of the White Salmon Treaty Fishing Access Site (TFAS).*
- *Mitigation related to cultural resources, fish habitat, and historic preservation impacts would remain in agreements generated through other pre-existing federal processes (ie Sec. 106, 4F)*

There was agreement to keep the Treaty MOAs separate from WSP's work on the FEIS/ROD. Placeholders can be kept for eventual language to be included after CAs are executed. Though the Port has consultants experienced with tribal issues, FHWA and ODOT staff felt that they have staff that could develop agreements. FHWA did not see the delay as effecting federal funding.

Scoping

- *FHWA will follow up with ODOT staff to develop strategy on how to approach tribes with formal government-to-government communication.*
- *Port staff will contact fish managers at ODFW, CRITFC for commercial fish data.*
- *Impacts to fish will be pulled from the submitted Biological Assessment currently under review by NMFS.*

Budget

- *ODOT will develop a budget estimate for ODOT's time working on the Treaty MOAs. This budget will be separate from ODOT's time reviewing the current NEPA process.*

Schedule

- *FHWA thought the CAs could be executed within six months.*

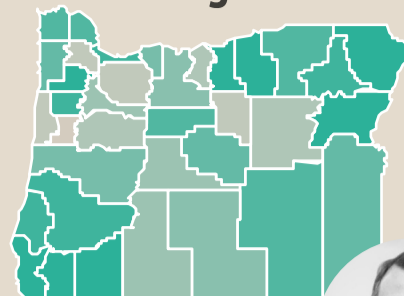
NEXT MEETING – NOVEMBER 8TH

ADJOURN – CO-CHAIRS

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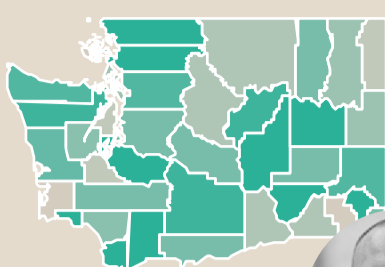
2022-25 Bridge Replacement Legislative Strategy Summary

Oregon



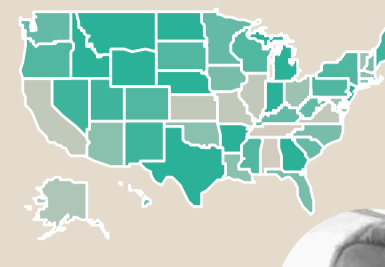
Dan Bates,
Thorn Run Partners

Washington



Brad Boswell,
Boswell Consulting

Federal



Hal Heimstra,
Summit Strategies

Initial \$5 million ✓
Bi-State Authority
\$75 million

Initial \$5 million ✓
Bi-State Authority
\$100 million

Initial \$5M BUILD Grant ✓
\$50 million in grants
\$100 million TIFIA loan

2022 Short Session

- Pass Bi-State Commission Legislation
- Raise Awareness of \$75M 2023 Ask
- Confirm & facilitate WA - ODOT \$5M Pass-through
- BSWG advocate with key legislators
- Public hearing: Commission legislation

- Pass Bi-State Commission Legislation
- Confirm & facilitate \$5M Pass-through
- Secure Comp. Trans Package Partnership
- Senator King, Rep. Mosbrucker, Rep. Corry Key Sponsors for Comp. Package
- Organize Local Stakeholder Advocacy

- Identify federal grant funding targets
- Monitor FY22 Appropriation Process
- Monitor Implementation of IJA and NOFOs
- Update congressional staff on status of ROD, state efforts, support from USDOT and USDA

2023 Long Session

- Secure \$75M in Transportation Package
- Plan B: Secure \$5-10M Lottery or ODOT Discretionary Funding
- Senator Thomson, Rep. Williams champion Trans Package ask
- BSWG advocate with:
 - Joint Transportation Committee
 - Ways & Means Capital Construction Subcommittee
 - Key Ways & Means Committee members
 - Senate & House Majority & Minority Leadership
- JTC Informational Briefing
- Organize Local Stakeholder Advocacy
- Advocate with ODOT and Gov's Office to support funding ask

- Secure \$100 M in Transportation Package
- Organize Local Stakeholder Advocacy:
 - Local governments
 - Business stakeholders
 - Tourism organizations
 - Freight mobility organizations
 - Bike Ped organizations
- Brief Governor's staff and Senior WDOT staff & secure Trans Package funding support
- Organize meetings & fam tours for Transportation Committee, Ways & Means Committee, Caucus Leadership, and Regional Legislators and secure support for Trans Package funding

- Secure \$50M in Federal Grant Funding
- Prepare \$100M TIFIA Loan Request
- Coordinate remote and in-person meetings with POHR, BSWG and federal officials in DC.
- Host tours for Congressional members and staff:
 - Senator Ron Wyden
 - Senator Jeff Merkley
 - Senator Patty Murray
 - Senator Maria Cantwell
 - Rep. Earl Blumenauer
 - Rep. Peter DeFazio
 - Rep. Cliff Bentz
 - Rep. Jaime Herrera-Beutler
- Advise Port on Fed Approps, NOFOS, and coordinate LOS for applications.

2024 Short Session

- If Transportation Package not passed in 2023, or if project does not receive allocation in the package, secure legislative support for \$75M ask in 2025 legislative session
- BSWG advocate with key legislators.
- Continue to advocate ODOT, OTC, and Governor's office for support of the ask
- Assess potential for passage of Transportation Package in 2025 session and identify other major transportation infrastructure projects in need of funding

- If Transportation Package not passed in 2023, or if project does not receive allocation in the package, secure legislative support for \$100M ask in 2025 legislative session
- Continue to organize local stakeholder advocacy actions
- Continue to host tours and meetings with key legislators and agency staff

- Meet with USDOT officials, Build America Bureau/TIFIA staff
- Continue to meet with congressional staff to provide ongoing briefings on project status
- Host on-site tours for Congressional members and staff and federal agency representatives.
- Meet with USDOT officials, Build America Bureau/TIFIA staff

2025 Long Session

- If Transportation Package not passed in 2023, or if project does not receive allocation as either a part of the passage or via a federal funds pass-through, secure \$75M allocation in Transportation Funding Package
- Senator Thomson, Rep. Williams champion Trans Package ask
- BSWG advocate with key legislators to secure support for allocation
- JTC Informational Briefing
- Organize Local Stakeholder Advocacy
- Continue to advocate at ODOT, OTC, and Governor's office for support sk

- If Transportation Package not passed in 2023, or if project does not receive allocation in the package, secure legislative support for \$100M ask in 2025 legislative session
- BSWG continue to organize local stakeholder advocacy actions
- Continue to host tours and meetings with key legislators and agency staff

- Submit \$100M TIFIA Loan Request
- Continue to meet with congressional staff to provide ongoing briefings on project status
- Host on-site tours for Congressional members and staff and federal agency representatives.
- Meet with USDOT officials, Build America Bureau/TIFIA staff

Bridge Funding – Oregon Legislative Strategy Outline
Thorn Run Partners, Dan Bates and Miles Pengilly

Objectives

- Secure \$75 million in additional Oregon funding as part of a bridge replacement project finance plan that includes additional funding from the State of Washington, Federal Government, and toll revenue.
- Pass legislation in Oregon authorizing creation of a bi-state commission to finance, construct, and operate the replacement bridge.

2021-22 Interim

- **Goals:**
 - Prepare and introduce bi-state bridge commission legislation
 - Build legislative support for bridge commission legislation
 - Develop legislative and stakeholder awareness of \$75 million funding need for project in 2023 legislative session
- **Outreach:**
 - Secure support of Joint Transportation Committee Co-Chairs Sen. Beyer and Rep. McLain for bridge commission legislation
 - Secure commitment to introduce legislation as either a Joint Transportation Committee bill or as a priority bill of Sen. Thomsen or Rep. Williams
 - Develop section-by-section summary of bridge commission legislation
 - Develop legislative presentation for bridge commission legislation for use in interim committee day hearing and an in-session 2022 Committee hearing.
 - Brief ODOT and Governor's office on bridge commission legislation
 - Deploy members of Bi-State Working Group to directly lobby legislators with Thorn Run Partners in support of bi-state bridge commission legislation and develop awareness of 2023 funding ask:
 - Hood River legislative delegation
 - Joint Transportation Committee Members
 - Senate and House Majority and Minority leadership
 - Chair of Senate Finance and Revenue Committee
 - Chair of House Revenue Committee
 - Chair of Senate Labor and Business Committee
 - Chair of House Business and Labor Committee
 - Generate community and stakeholder support for bridge commission legislation and 2023 funding ask
 - Deploy public relations tools in support of bi-state bridge commission and bridge replacement funding

2022 Short Session

- **Goals:**
 - Pass bi-state bridge commission legislation
 - Continue developing legislative awareness of \$75 million funding need for project in 2023 legislative session
- **Outreach:**
 - Bi-State Working Group to directly lobby key legislators in support of bi-state bridge commission legislation and develop awareness of 2023 funding ask
 - Hold public hearing on bridge commission legislation and its importance to the bridge project project.

2022-2023 Interim

- **Goals:**
 - Build legislative support for \$75 million funding ask in 2023 legislative session
 - **If bridge commission legislation does not pass in 2022:*
 - Prepare and introduce bi-state bridge commission legislation
 - Build legislative support for bridge commission legislation
- **Outreach:**
 - Secure support of Hood River legislative delegation for 2023 funding ask
 - Develop legislative presentation for bridge commission legislation
 - Deploy members of Bi-State Working Group to directly lobby legislators with Thorn Run Partners in support of funding ask:
 - Joint Transportation Committee Co-Chairs and members
 - Ways and Means Co-Chairs
 - Ways and Means Capital Construction Subcommittee Co-Chairs and members
 - Senate and House Majority and Minority Leadership
 - Deploy members of Bi-State Working Group to help build support for \$75 million funding ask among members of Oregon Transportation Commission
 - Organize tours of Hood River Bridge for key legislators
 - Lobby ODOT and Governor's office in support of funding ask.
 - Develop public relations and community engagement strategy to advocate for funding ask
 - Assess potential for passage for broad Oregon transportation finance package in 2023 session and identify other major transportation infrastructure projects in need of funding
 - **If bridge commission legislation does not pass in 2022:*
 - Secure support of Joint Transportation Committee Co-Chairs
 - Secure commitment to introduce legislation as either a Joint Transportation Committee bill or as a priority bill of Hood River legislative delegation

2023 Long Session

- **Goals:**
 - Secure \$75 million allocation for bridge project via statewide transportation funding package legislation
 - If a transportation funding package is not passed in 2023, or if the Hood River Bridge Project does not receive an allocation as part of the package, secure \$5-10 million via lottery bond funding or ODOT discretionary funding
 - **If bridge commission legislation does not pass in 2022:*
 - Pass bi-state bridge commission legislation
- **Outreach:**
 - Enlist help of Hood River legislative delegation to advocate for \$75 million funding ask
 - If a transportation funding package is introduced, lobby to ensure that the Hood River Bridge Project is included in the list of projects slated to receive funding
 - Deploy members of Bi-State Working Group with Thorn Run Partners to directly lobby legislators in support of funding ask:
 - Joint Transportation Committee Members
 - Ways and Means Capital Construction Subcommittee Members
 - Ways and Means Co-Chairs
 - Key Ways and Means Committee members
 - Senate and House Majority and Minority Leadership
 - Hold informational briefing in Joint Transportation Committee to update Legislature on status of bridge project and make the case for state funding for the project
 - Deploy members of Bi-State Working Group to testify in support of funding for project at public hearings related to transportation funding package and/or Capital Construction projects
 - Deploy public relations tools in support of funding ask
 - Mobilize community members and local businesses to reach out to key legislators and communicate their support for bridge project funding ask
 - Lobby ODOT and Governor's office to support of funding ask. If transportation funding package is not introduced, lobby ODOT and Governor's office to support a \$5-10 million lottery allocation or to fund the full \$75 million with federal infrastructure funds passed to the State.
 - **If bridge commission legislation does not pass in 2022:*
 - Deploy members of Bi-State Working Group with Thorn Run Partners to directly lobby key legislators in support of legislation
 - Hold public hearing on bridge commission legislation and its importance to the broader context of the bridge project

2023-2024 Interim

- **Goal:**
 - **If a transportation funding package is not passed in 2023, or if the Hood River Bridge Project does not receive an allocation as part of the package:*
 - Build legislative support for \$75 million funding ask in 2025 legislative session
- **Outreach:**
 - Continue to deploy members of Bi-State Working Group with Thorn Run Partners to directly lobby key legislators in support of funding ask
 - Continue to lobby ODOT, OTC and Governor's office in support of funding ask.
 - Assess potential for passage for broad Oregon transportation finance package in 2025 session and identify other major transportation infrastructure projects in need of funding

2025 Long Session

- **Goal:** **If a transportation funding package is not passed in 2023, or if the Hood River Bridge Project does not receive an allocation either as part of the package or via a federal funds pass-through:*
 - Secure \$75 million allocation for bridge project via statewide transportation funding package legislation
- **Outreach:**
 - Enlist help of Hood River legislative delegation to advocate for funding ask
 - If a transportation funding package is introduced, lobby to ensure that the Hood River Bridge Project is included in the list of projects slated to receive funding
 - Deploy members of Bi-State Working Group with Thorn Run Partners to directly lobby key legislators in support of funding ask.
 - Hold informational briefing in Joint Transportation Committee to update Legislature on status of bridge project and make the case for state funding
 - Deploy members of Bi-State Working Group to testify in support of funding for project at public hearings related to transportation funding package projects
 - Deploy public relations tools in support of funding ask
 - Mobilize community members and local businesses to reach out to key legislators and communicate their support for bridge project funding ask.

Bridge Funding – Washington Legislative Strategy Outline
Brad Boswell Consulting

Goals

- \$200 million between Oregon, Washington and federal funding
 - 2021: Obtain initial \$5 million
 - 2022-23: Get Bridge Authority legislation passed
 - 2021-23: Secure Washington State Transportation Resources

2021-22 Interim

- Ongoing work to prepare bridge authority legislation
 - Complete Joint Transportation Committee presentation
 - Draft bill introduction of Bi-State Workgroup policy legislation
- Possible Special Session in November regarding transportation package (heavy focus on 1-5 bridge)
- Key Legislator Advocacy Meetings – education, bridge work authority groundwork, and transportation needs:
 - Transportation Committee Legislators
 - Key Regional Legislators
 - Governor’s Office

2022 Short Session

- Work towards passage of the Bridge Authority Legislation
 - Secure ongoing partnership on a comprehensive transportation package that moves forward over the next three years with key sponsors – Senator King, Representative Mosbrucker, and Representative Corry
- Funding Sources –
 - Waiting on Transportation Package: Work on securing all possible resources
 - Starting Q1: Confirm, solidify, and facilitate the passthrough of \$5 million from Washington state to the Port of Facilitate the passthrough of resources
- Outreach plan:
 - Ongoing briefings and advocacy discussions with legislators and local stakeholders

2022-2023 Interim

- Ongoing briefings and advocacy discussions with legislators and local stakeholders

2023 Long Session

- Continued work towards passage of Bi-State Governance Structure
- Secure Washington State Transportation Resources

Outreach

- Update Supportive Material for 2022 session
 - 1-pager talking points

- Virtual (or in-person) briefings with Regional Stakeholders:
 - Local governments
 - Local business stakeholders
 - Tourism organizations
 - Freight Mobility Organizations
 - Bike and Pedestrian Organizations
- Virtual Briefings for Governor’s staff and Senior WDOT staff (Oct. 2021 - Jan. 2022)
 - **Goal:** Provide update and gain project support. Generate awareness for transportation package needs for project
- Virtual (or in-person bridge tour) briefings for Transportation Committee Members, Ways and Means Committee, Caucus Leadership, and Regional Legislators (Oct. 2021 - Nov. 2022) – See [Hood Rivers Meeting](#) Document for additional detail
 - Senator Ann Rivers
 - Representative Monica Stonier
 - Senator Curtis King
 - Representative Mike Volz
 - Senator Curtis King
 - Representative Chris Corry
 - Representative Larry Hoff
 - Representative Javier Valdez
 - Representative Sharon Wylie
 - Representative Andrew Barkis
 - Representative Paul Harris
 - Representative Dan Bronoske
 - Representative Bill Ramos
 - Senator Lynda Wilson
 - Representative Gina Mosbrucker
 - Representative Vicki Kraft
 - Representative Jake Fey
 - Representative Eric Robertson
 - Senator Rebecca Saldana
 - Representative Carolyn Eslick
 - Senator Steve Hobbs
 - Senator Annette Clevelenad
 - **Goal:** Provide awareness and advocate for support regarding Transportation Package project needs

2023-2024 Interim

- Interim Goal – continue education
- Outreach plan / including opportunities for electeds to engage

Continue through 2025 session...

Bridge Funding – Federal Legislative Strategy Outline

Hal Hiemstra, Summit Strategies

Goals:

- Secure \$50+ million in Federal Grant Funding
- Secure \$100 million in TIFIA Loan from USDOT

October – December 2021

- Ongoing work to brief Congressional Members and staff on status of project, meet remotely or in person with:
 - Senator Ron Wyden (and Liam Vlaming)
 - Senator Jeff Merkley (and Caitlin Buchanan)
 - Rep. Earl Blumenauer (and Jon Bosworth)
 - Rep. Cliff Bentz (and Briana Connolly)
 - Rep. Peter DeFazio (and Chief of Staff Kristie Greco Johnson)
 - Senator Patty Murray (and Amanda Wyma-Bradley)
 - Senator Maria Cantwell (and Naseem Mehjar)
 - Rep. Jamie Herrera Beutler (and Jordan Evich)
 - Meet with Key Committee staff on House T&I Committee and Senate EPW Committee (Kathy Dedrick Staff Director, Matt Leisure NW issues)
- Meet with USDA Rural Development officials (remotely or in-person) to brief them on status of project and ROD.
- Monitor Congressional Consideration of Infrastructure Investment and Jobs Act and 2021 Reconciliation budget proposal.
- Meet with USDOT officials (in-person or remotely)
 - Office of the Secretary/Intergovernmental Affairs
 - Build America Bureau (TIFIA) – continue to provide status reports prior to actual grant application.
 - Monitor development of and comment on USDOT guidance implementing dedicated grant funding to replace and repair bridges (part of IIJA legislation)
 - Monitor development of and comment on USDOT guidance implementing new Rural Surface Transportation Grant Program (part of IIJA) providing competitive grants of no less than \$25M improve and expand surface transportation infrastructure in rural areas.
 - Monitor Notices of Federal Funding Opportunities (NOFOs) for RAISE and INFRA Grant funding programs.

January – December 2022

- Meet with Congressional staff and Members identified above, briefing them on status of ROD, state efforts to secure additional funding, federal funding opportunities, and ongoing support and interest from USDOT and/or USDA.
- Monitor FY22 Federal Appropriation process and submit annual appropriation funding requests to Senators Wyden and Merkley and Rep. Cliff Bentz.

- Monitor and advise Port Officials about Federal Notices of Funding Availability (NOFO's) and secure Congressional letters of support for any applications submitted by the Port of Hood River.
- Monitor implementation of IJA (assuming that Congress passes same this fall) and notify Port officials about federal funding opportunities or draft guidance related to new funding included in the IJA.
- Pending COVID conditions, coordinate in-person meetings in Washington, D.C. with Congressional Members and staff for Port officials and bi-state representatives (or coordinate on-line meetings should in-person meetings not be possible in 2022).
- Coordinate in-person bridge tour for Senator Wyden and staff (pending COVID rates and status).

January – December 2023

- Provide on-going Congressional briefings and updates to Members and Staff (in-person or on-line with or without Port officials depending on status of COVID).
- Arrange for on-site congressional tours for Members and staff (particularly for Senators Wyden, Murray and Cantwell and Reps. Bentz, Blumenauer, and Herrera Beutler).
- Pending COVID conditions, coordinate in-person meetings in Washington, D.C. with Congressional Members and staff for Port officials and bi-state representatives (or coordinate on-line meetings should in-person meetings remain remote during 2022).
- Advise Port officials about Federal Appropriations process and opportunities.
- Continue to monitor federal NOFO's and advise Port officials about same, coordinate letter of support for any federal funds applied for by Port officials.
- Meet periodically with USDOT officials, particularly Build America Bureau/TIFIA staff.
- Monitor rule makings and guidance related to IJA discretionary funding and comment on relevant portions of same.

January – December 2023

- Provide on-going Congressional briefings and updates to Members and Staff.
- Arrange for on-site congressional tours for Members and staff.
- Assuming COVID conditions permit, coordinate in-person meetings in Washington, D.C. with Congressional Members and staff for Port officials and bi-state representatives.
- Advise Port officials about Federal Appropriations process and opportunities.
- Continue to monitor federal NOFO's and advise Port officials about same, coordinate letter of support for any federal funds applied for by Port officials.
- Meet periodically with USDOT officials, particularly Build America Bureau/TIFIA staff.

January – December 2024

- Provide on-going Congressional briefings and updates to Members and Staff.
- Arrange for on-site congressional tours for Members and staff.

- Assuming COVID conditions permit, coordinate in-person meetings in Washington, D.C. with Congressional Members and staff for Port officials and bi-state representatives.
- Advise Port officials about Federal Appropriations process and opportunities.
- Continue to monitor federal NOFO's and advise Port officials about same, coordinate letter of support for any federal funds applied for by Port officials.
- Meet periodically with USDOT officials, particularly Build America Bureau/TIFIA staff.

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BRIDGE REPLACEMENT PROJECT

Bi-State Working Group Meeting Summary

Monday, August 9, 2021 | 2pm
Port of Hood River – via Zoom
1000 E Port Marina Drive, Hood River OR 97031

In Attendance:

Committee: Betty Barnes (Mayor), City of Bingen; Marla Keethler (Mayor), City of White Salmon; Kate McBride (Mayor), City of Hood River; Mike Fox (Commissioner), Port of Hood River; Jake Anderson (Commissioner), Klickitat County; Kristi Chapman (Commissioner), Port of Hood River - Alternate; Arthur Babitz (Commissioner), Hood River County – Alternate.

Consultants: Hal Hiemstra, Summit Strategies

Members of the Public: Miles Pengilly, Thorn Run Partners.

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

Media: None.

Federal Infrastructure Funding Update

Hal Hiemstra provided an update on the federal infrastructure planning. The infrastructure bill is now known as the Infrastructure Investment and Jobs Act (IIJA). The IIJA is expected to be voted on by August 10 for a final vote in the Senate. Greenwood asked if programs such as BUILD have increased their funding. Hiemstra replied that some programs have had a plus-up. The RAISE program (new BUILD program) is one of the programs that had a plus-up. It will increase in the next 5-years by \$7.5 billion. The INFRA program will also have an increase of \$3.2 billion. Committee members requested a breakdown chart for the plus-ups.

Oregon Legislative Update

Miles Pengilly provided a brief update on the bi-state bridge authority. The Port decided not to move forward with the HB-3019 bill at the request of Rep. Susan McLain, Co-Chair of both the Joint Transportation Committee and Joint I-5 Bridge Committee. Rep. McLain's concern was that the conversations about a bi-state bridge authority for the Hood River Bridge, would become intertwined with ongoing debate between Oregon and Washington legislators about whether the I-5 bridge should be governed by a bi-state bridge authority. Pengilly provided recommendations for next steps in preparation for advancing bi-state bridge authority legislation during the 2022 legislative session.

Governance Legislation v. 2

Greenwood introduced the Joint Transportation Committee members. Greenwood briefly reviewed some of the changes to the Bi-State Commission Legislation draft. One of the changes was to make the legislation more general to allow similar type of bridges in Washington and Oregon to establish a bi-state bridge authority. Draft 3 is expected to be released by August 23.

Replacement Bridge Management Contract

Mike Fox presented his proposal for a Replacement Bridge Management Contract (RBMC). The RBMC team would be responsible for managing the project in its entirety, utilizing a team with technical expertise in project management, engineering contracting, scheduling, cost estimating, public information, and construction. This team would represent the owner's interests in negotiations and reviews of the engineering and/or construction work. Michael McElwee recommended that staff create a finance plan to know what is available for this and other tasks. The committee consensus is to proceed with the RBMC approach.

NEPA Update

Greenwood noted that the term contract for Steve Siegel has ended. Greenwood is requesting consensus to extend the term through the end of January 2022 to complete Phase 2 governance work. The committee consensus was to extend Steve Siegel's contract through January 2022.

Other Items

Brendan Conboy presented a proposal to conserve the existing Hood River Bridge. The existing bridge would be used for pedestrian and bicycle use only. Patrick's recommendation is to conduct an economic and fiscal impact study on the existing bridge. Committee members agreed that the cost to maintain the existing bridge would not be feasible. Jake Anderson suggested that a piece of the bridge be used in the new park on the Washington side.

Adjourn

Meeting Adjourned.

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