



## DRAFT AGENDA

Bi-State Bridge Replacement Working Group Regular Meeting  
January 17, 2021 / 2:00-4:00p (2 hour)  
Via Zoom

<https://zoom.us/j/98078338082?pwd=RIEvT2Rsk2NKKzllaWpCNTFyZGVVaZz09>

Meeting ID: 980 7833 8082

Passcode: 966154

Members: Chair, Mike Fox (Commissioner), Port of Hood River; Vice Chair, Jake Anderson (Commissioner), Klickitat County; Catherine Kiewit (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; open, 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, Thorn Run Partners; Steve Siegel, Siegel Consulting.

- |     |   |      |
|-----|---|------|
| 1.  | Welcome   | 2:00 |
| 2.  | December 13 Regular Meeting Minutes                             | 2:01 |
| 3.  | Infrastructure Investment & Jobs Act (IIJA) Strategy (Pengilly) | 2:02 |
| 4.  | Bridge Authority Legislation Update                             | 2:12 |
| 5.  | Conceptual Assessment Toll Bond Capacity (Siegel)               | 2:20 |
| 6.  | RBMC RFP – First Year Work Plan                                 | 2:50 |
| 7.  | Hood River Energy Council Energy Plan update                    | 3:00 |
| 8.  | Project Updates   | 3:10 |
|     | A. NEPA/Sec. 106/Treaty   |      |
|     | B. Concept Schedule   |      |
|     | C. WSDOT Grant Agreement  |      |
|     | D. WSP Amendment  |      |
|     | E. ODOT Professional Services Amendment                         |      |
| 9.  | Next Meeting, February 14 <sup>th</sup>                         | 3:20 |
| 10. | Adjourn   | 3:25 |

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## BRIDGE REPLACEMENT PROJECT

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### Bi-State Working Group Meeting Summary

Monday, December 13, 2021 | 2pm – 4pm  
Port of Hood River – via Zoom  
1000 E Port Marina Drive, Hood River OR 97031

#### In Attendance:

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

**Alternates:** Arthur Babitz (Commissioner), Hood River County; Kristi Chapman (Commissioner), Port of Hood River; and Catherine Kiewit (Mayor Pro Tem), City of Bingen.

**Staff/Consultants:** Kevin Greenwood (Project Director), Port of Hood River; Michael McElwee (Executive Director), Port of Hood River; Fred Kowell (Finance Officer), Port of Hood River; Steve Siegel, Siegel Consulting; Stuart Bennion (Engineering), WSP; Kelly McNutt, KMC Engineering; Brad Boswell and Jessica Hostetler, Boswell Government Affairs.

**Members of Public:** Lach Litwer; Dale Robins, SW Washington RTC.

Commissioner Fox opened the meeting and welcomed attendees.

#### Approve November 8 Regular Meeting Minutes

**Motion:** Approve November 8 Regular Meeting Minutes

**Move:** Jacob Anderson

**Second:** Kate McBride

**Discussion:** None

**Vote:** Unanimous

#### Bridge Finances

Fred Kowell provided an overview regarding the breakdown of tolls. For several years, the Port's governing body has determined that the first \$0.50 of a toll is revenue, that is discretionary. This means that the revenue can be used for bridge and non-bridge uses. The tolls above \$0.50 were dedicated for bridge operations, including capital and debt services. In 2018, the toll increase took the BreezeBy toll from \$0.80 to \$1.00 and the cash toll went from \$1.00 to \$2.00. Kowell presented a spreadsheet that separates the costs by Revenue Fund and Bridge Repair & Replacement Fund. The bottom section depicts the non-bridge revenues and expenses. The objective of the spreadsheet is to depict the uses of the toll revenues including how the discretionary portion was used toward non-bridge activities.

Mike Fox commented that the spreadsheet does not show a separate set of numbers for the replacement bridge effort and suggested that moving forward the spreadsheet should show exactly what is being spent on the replacement versus repair. Arthur Babitz clarified that Marla Keethler had requested the tolling information to see if the toll revenue was generating enough money to fund the engineering for the bridge replacement. Commissioner Babitz added that by combining the Repair and Replacement funds, it's impossible to know what is available for future projects and requested to have these funds separated. Greenwood added that there must be a more comprehensive review of what is the actual expenses that the Port is spending on bridge replacement in addition to separating the repair activities from the replacement activities. Commissioner Fox added that it's important to start segregating the costs of the Port into three categories: Port Operations, Bridge Repair Activities, and Port Supported Bridge Replacement Efforts. Kate McBride noted that the 2018 toll raise was specifically for Repair and Replacement and requested to see the total percentage of what has been spent. Kowell replied that it's a bit more difficult because they have a cash toll and BreezeBy toll. Mayor McBride asked if there was no change in the next 5-years, what would be the revenue projection. Kowell replied that if the funds did not get used for repair of the existing bridge you could expect about \$1.5 million per year.

Kowell presented a spreadsheet showing the amount of revenue the Port would generate from a toll increase. A small CPI increase of \$0.05 for BreezeBy customers and \$0.25 for non-BreezeBy customers would forecast \$714,631 in revenue. If there was a \$1.00 increase for BreezeBy customers and \$2.00 for non-BreezeBy customers, the forecasted revenue would be \$3.5 million with a debt service of about \$1.7 million. Jake Anderson noted that an increase in tolls would be a hard sell to the public when the Port is already subsidizing other things non-bridge related. Commissioner Fox noted that the Port Commissioners are already working towards reducing reliance on bridge toll revenues. Commissioner Babitz asked since the 2018 toll increase, how much of that revenue was used for the replacement bridge. Kowell replied that about \$59,000 was used for replacement in those 4 years. Kowell clarified that the toll revenue from the 2018 toll increase was intended to be used for repairs on the existing bridge and the excess would go to the replacement bridge effort. The public was well informed that the existing bridge needed several repairs, and the toll increase would be more for the repairs and less about the replacement.

## Preliminary Cost Estimate

Stuart Bennion from WSP provided a summary of the Preliminary Cost Estimate (PCE). The purpose was to update the PCE and identify any assumptions such as bid items, and construction methods. As well as identifying project risks related to the PCE. Some of the deliverables that were agreed upon were an assumptions memorandum that would review the basis for costs, and the risk register for cost and schedule. As a group it was decided that they would use Design Bid Build as the mechanism for all assumptions in the PCE. The assumptions were matched as close as possible to the current EIS process.

The previous construction schedule was modified to match the updated assumptions. Some of the critical milestones include the In Water Work Window (IWWW) that is set from October 1 through March 15 every year. Missing the IWWW could delay the project by a year. Another issue is weather delays, the work schedules account for one day closures per week on average. The replacement bridge is scheduled to open to traffic in September 2030. Demolition of the existing bridge and project complete with restoration would be finished in January 2032. Commissioner Anderson asked how much they could save in overall expenses if the IWWW was year-round. Bennion replied that it could potentially save several months to a year and added that there would be more savings in risk management on the contractor side. Mayor McBride asked if the weather days were year-round. Bennion responded that it was dependent on the type of work and schedule. Not all schedules include a weather day.

Bennion noted that the Port had requested they find a handful of projects that were like this project and look at the amount of engineering that was used on those projects. Those projects tended to come in at 5-6% but the recommendation was for 8% engineering and 2% post-design process. Contingency (design and construction) was set at 30% of construction costs and based on specific key factors for this project and Class 4 level estimate. Total project cost was estimated at \$4.9 million.

Commissioner Babitz asked at what point would it be clear if the assumptions made are reliable assumptions. Bennion replied that the upcoming Replacement Bridge Management Contract (RBMC) and the design contract will likely take the project to 30%. At this point they can secure a lot of the base assumptions. Commissioner Fox believes that Escalation will increase in the next couple years and suggested that there be a review of inflation at the end of the year and do an adjustment. Mayor McBride commented that a simplified version of the PCE would be best for the public. Commissioner Fox recommended publishing one volume with access to the final PCE and adding an executive summary that provides the highlights of what they are doing.

**Consensus:** There was unanimous consent to present the PCE to the Port Commissioners.

## Governance Update

Steven Siegel from Siegel Consulting provided a brief update on governance. Siegel noted that work will begin in January 2022 that heads the formation of a Bi-State Bridge Authority (BSBA) by July 2023. The bill will be introduced in 2022 Oregon and Washington legislative sessions. Both sessions end in early March. If passed, the law will be effective 90 days after each respective session ends. There are a few proposed revisions to the bill. One is to clarify that BSBA is subject to simplified budget requirements common to governmental entities without taxing powers. The other revision is to provide for a transition period during which the BSBA can be budgeted as a component of a local area government budget. The bill does not establish the BSBA, but instead authorizes local area governments to form the BSBA. Siegel noted that the funding plan will likely be seeking a TIFIA loan which needs to synch with engineering and traffic and toll revenue studies. Siegel presented the governance work plan and schedule.

## Siegel Amendment for Governance/Finance Consulting

Greenwood provided a copy of the contract amendment that will be presented to the Port Commission along with the WSDOT funding agreement. Greenwood added that Siegel has been a part of each step of the process. Commissioner Fox asked what the cost for Siegel's services is. Greenwood replied that the contract is for 18 months at \$546,500. Commissioner Fox asked what percentage of time is being assumed in that amount. Siegel replied that it represents about two-thirds of his time. Commissioner Fox noted that at 100% of the time for 18 months it would cost \$175 per hour and requested feedback from the committee. Greenwood replied that when he was considering consultants to help with the development of the RBMC RFP, the numbers were in the \$275 per hour range, and added that it would be an expensive effort. Michael McElwee commented that he has worked with Siegel for a long time and has not met anyone that does what he does. Siegel has a legal background and has been part of major infrastructure projects. McElwee recognizes that it's a lot of money but believes that his rates are significantly less than most law firms. Kristi Chapman added that it is a large amount of money but changing directions now would require time. Betty Barnes agrees with Commissioner Chapman. Commissioner Babitz noted that bringing in someone new could provide a different perspective. Commissioner Fox suggested giving the extension with the ability to terminate and added that he would like to see progress milestones as well. Commissioner Anderson asked what value Siegel is adding from now and until the end point. Greenwood

replied that one element is budgeting, and another is a technical understanding of the laws in both states. Greenwood added that this type of work is included in their budget, and it can be adjusted if needed. Invoicing for the contract amount would be based upon the deliverables and the work that is being put into the project. If no comments are received, then there is no need to activate Siegel into the legislative meetings.

**Consensus:** Unanimous consent to proceed with Steve Siegel's contract. The BSWG requested strict language for no-cause termination. It was also requested that Siegel return with a list of deliverable milestones over the next 18 months.

Commissioner Anderson noted that now that they have a final estimate on the replacement bridge, there needs to be a discussion on how to move forward. Mayor McBride asked how the committee would get funding with no credit history. McElwee replied that this was asked to TIFIA representatives, and they had stated that this was not the first time that a start-up agency has applied for a TIFIA loan. The underwriters want to know that there are capable people to design, construct, and manage the bridge.

## Grant Agreement Progress

Greenwood reported that he had a meeting with the procurement officer from WSDOT. The comments from WSDOT have been sent to the Port's legal counsel. Once comments are received from legal counsel the agreement will be brought forth to the Commission for approval at the next Commission meeting.

## Tribal Compensatory Agreements

Greenwood noted that FHWA, ODOT, and Port staff meet last week. Greenwood had his first phone call with the Nez Perce attorney and was able to provide a project update to the attorney. Meetings will start in January with Nez Perce. With the implementation of the WSDOT grant agreement, WSP can assist with producing materials for the effort.

## RBMC RFP Update

Greenwood reported that ODOT has requested that Port staff modify the RBMC RFP into a standardized template. Staff is working with Dale Robins from Southwest Washington Regional Transportation Council, to make the change. Commissioner Fox added that they are willing to meet with Dale Robins to explain the philosophy they have for the RBMC in hopes that it will help expedite the review.

## Other Items

Greenwood commented that the Oregon members of the BSWG met with the Hood River County Act Members last month to discuss the federal infrastructure program. Greenwood will be tracking the ACT progress and RTC process. Next BSWG is scheduled for January 10.

McElwee recognized Betty Barnes and asked if she was retiring. Mayor Barnes confirmed such. McElwee thanked Mayor Barnes for her partnership and added that they have benefited from her counsel.

## Adjourn

Meeting was adjourned at 4:41 p.m.

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# Hood River – White Salmon

# BRIDGE REPLACEMENT PROJECT

Project Director Report  
January 17, 2022

The following summarizes Bridge Replacement Project activities from Dec. 11, 2021-Jan. 12:

## APPROVE DECEMBER 13 REGULAR MEETING MINUTES

*Draft minutes included in packet.*

## IJA STRATEGY – MILES PENGILLY

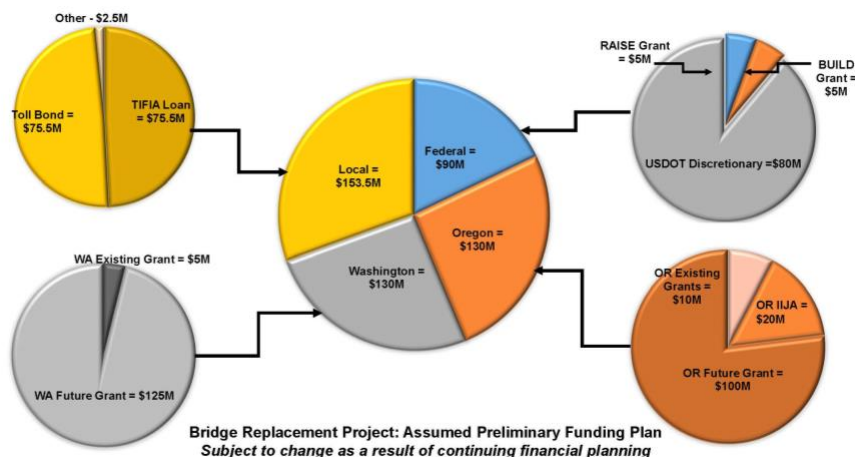
*Strategy document included in packet. Commissioner Fox, Mayor McBride have been meeting with state legislators and key executive administrators to lobby support for \$20-million to complete bridge engineering. The decision will be made by the Oregon Transportation Commission (OTC) at their February meeting. Oregon’s apportionment is almost \$800-million. Miles will review the process and answer questions.*

## BRIDGE LEGISLATION

*State legislative sessions have begun. Members of the BSWG have been meeting one-on-one with key legislators and executive administrators. There appears to be little-to-no opposition; most questions focus on formation of the commission, tie-breaking scenarios, etc. Rep. Anna Williams recently submitted a letter of support to the Washington Senate Transportation Committee advocating support for the legislation (SB5558 in Washington). Staff is suggesting that members of the BSWG ask their individual governing board to provide a vote of support for the legislation. This would provide more gravitas that could be acknowledged during meetings and would allow staff to reference the collective action. Siegel is answering questions brought up by legislative technical staff.*

## CONCEPTUAL TOLL BOND CAPACITY PRESENTATION - SIEGEL

*Included in your packet is Steve Siegel’s presentation on the bonding capacity from tolls. The presentation concludes with a rough funding scenario for the entire project. (see graphic)*



## REPLACEMENT BRIDGE MANAGEMENT CONTRACT RFP UPDATE

The Replacement Bridge Management Contract (RBMC) RFP has been converted into the ODOT template. ODOT staff has received the RFP and staff anticipates receiving comments from ODOT this week (Jan. 17-21). At that point, Port outside counsel, Bill Ohle, will review for final formatting and dates will be updated before submitting. Staff is aiming for a February 1 RFP release. The conversion took significant time which has pushed the Notice to Proceed for the RBMC RFP to June 25.

The first-year work plan is included in the packet for BSWG review.

## OTHER UPDATES

### TREATY AGREEMENTS

Meetings are being set up with the Yakama and Umatilla. Presentations and handouts will need to be produced. WSP is providing budget for assistance. As noted earlier, FHWA has indicated that the MOA must be executed before completing the FEIS/ROD. Below is micro-schedule...

Action Item	Start	Responsibility
Coordination with Tribes to set up initial meeting to discuss compensation: disruption to fishing, exclusion to fishing access. Explain other impacts (noise, fish, cultural resource) will mitigated through commitments in ROD	Jan 2022	Kevin/Roy
Develop a PPT to explain the purpose of the coordination and the process to get to an MOA	Jan 2022	Kevin
Meet with Tribes to explain the process	Feb 2022	FHWA/PoHR/ODOT
Ask USACE and CRITFC if any improvements are needed/planned at TFAS	Feb 2022	Kevin
Meet with Tribes to establish magnitude of impacts	Mar 2022	Kevin/Roy
Prepare Draft MOA based on magnitude of impacts and reasonable compensation	Apr 2022	FHWA
Present Draft MOA to Tribes	Apr 2022	FHWA
Negotiation	May 2022	FHWA
MOA Signatures	Jun 2022	FHWA

### CONSULTING PARTIES MEETING UPDATE

After a requested extension to review another round of archaeological survey reports, the Project Team developed the following schedule to complete the Sec. 106 meeting process. This process is required for ensuring consensus on the Sec. 106 agreement which is required as part of NEPA.

STEP	WHO	DUE
• Confirm 2/10 works with Emily and/or Shaneka	Bob	Thursday, 1/13
• Send out Consulting Parties invite to this internal team	Angela	Friday, 1/14

• Send CPs meeting invite to hold day/time w/ agenda, MOA to follow	Bob/Roy	Tuesday, 1/18
• Complete MOA edits	Roy	Thursday, 1/20
• Complete Monitoring Plan	Todd	Thursday, 1/20
• Send MOA and Monitoring Plan to Tobin, Kurt, etc.	Roy	Thursday, 1/20
• Send out Draft CP meeting agenda to project team	Kirk	Monday, 1/24
• Receive comments from Tobin, Kurt, etc.	Roy	Tuesday, 1/25
• Provide agenda comments and/or edits to Kirk	Team	Wednesday, 1/26
• Send out CP meeting agenda, MOA and minutes from last meeting	Roy/Bob	Thursday, 1/27
• Attend CP meeting	Team	Thursday, 2/10

*Soon after the meeting, the MOA can be finalized and distributed for signatures.*

**BIOLOGICAL OPINION UPDATE**

*After the BiOp author finished the document earlier this month, the NMFS Branch Chief is reviewing. Assuming no additional comments are needed the BiOp can be completed.*

**OTHER ITEMS:**

*Commissioner Fox represents the Port of Hood River on the County Energy Council. Comm. Fox asked for this item to be added to today’s agenda for discussion.*

*Updated concept schedule included in packet. Contractor Notice to Proceed scheduled for December 2026 in order to hit the first In Water Work Window (IWWW) in Fall 2027. New bridge opens in 2030. Demolition is complete by 2032.*

*WSDOT grant agreement has been reviewed by attorneys and Port Commission will be approving the agreement tomorrow, Jan. 18. The WSDOT funds will primarily fund for the RBMC, governance and final environmental/tribal work. Grant agreement is for \$5-million.*

*WSP will be submitting a work order in February for assistance on tribal negotiations, extended work on the Sec. 106 process, assistance on federal grant applications likely coming out in the next quarter, finalizing finance document requests from BUILD, and completing the PCE executive summary. Total budget is less than \$175k.*

*ODOT has provided significant technical assistance throughout the NEPA process. FHWA will be leaning on ODOT as well during the project development and engineering phase. The ODOT amendment is for \$125k.*

*Steve Siegel’s amendment for finance and governance services is on the Commission agenda this week. The amendment is for \$546,000.*

**NEXT MEETING – FEBRUARY 14, 2022**

**ADJOURN**

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## Oregon Strategy: IIJA Funding for Hood River-White Salmon Interstate Bridge Replacement

### **Objective:**

\$20 million in IIJA federal funding via ODOT to help fund completion of design and engineering work for the Hood River-White Salmon Interstate Bridge Replacement Project.

### **Need for Funding:**

- The Hood River-White Salmon Interstate Bridge Replacement project has been the #1 economic development priority in the Mid-Columbia region for many years.
- Current Hood River Bridge is nearly 100 years old, critical to regional infrastructure, and at the end of its useful life.
- \$15 million in Oregon, Washington, and federal funding allotted to Bridge Project will be depleted upon completion of 30% design in Q1 of 2024
- \$40 million in additional funding is needed to complete design and engineering work for project.
- Design and engineering work must be completed by Q2 of 2026 in order to begin construction by Q1 of 2027. Any delays or stoppages of design and engineering work due to lack of available funds will increase project costs and require additional spending on repair and maintenance of existing Hood River Bridge.
- Increased project costs = higher tolls for local residents.
- Project needs next funding award by Q2 of 2023 in order to have funds in hand and available for ongoing design and engineering work by the time existing \$15 million for project is depleted in Q1 of 2024.

### **Why IIJA?:**

- Bridge Project needs at least \$20 million from Oregon and \$20 million from Washington by Q2 of 2023 to complete design and engineering work on schedule.
- Washington Legislature has identified project as a potential recipient of significant state investment via 2023 transportation package.
- Project will need significant state investment from Oregon by 2023 via a transportation package or other source of transportation infrastructure funding in order to remain on schedule and avoid cost increases.
- The Bridge Project is potentially an eligible recipient for funding from multiple programs in Oregon's IIJA allotment, including
  - BRIDGE INVESTMENT PROGRAM: \$53M annually (x 5 years)
    - Includes a requirement that at least 15% of state bridge funding goes to off-system bridges (like HR bridge)
  - LOCAL PROGRAM FUNDING: \$34M (x 1) dedicated to Oregon's Statewide Local Bridge Program
    - Likely via City and/or County of Hood River Application
  - FLEXIBLE ODOT FUNDS: \$384M (x 1) available to be spent at ODOT's discretion
  - PROTECT RESILIENCE PROGRAM: \$94M (x 1) to enhance system's resilience to disasters

- Current Hood River Bridge is a regionally significant Columbia River Crossing and is seismically unsound

**Important Dates:**

- February 1<sup>st</sup> : Start of Oregon Legislative Session
- February 7<sup>th</sup>: (need to confirm date): Next Region 1 ACT meeting
- February 17<sup>th</sup>: 1<sup>st</sup> Special OTC meeting on IJA allocations. Commission will present initial public input, present draft funding scenario and seek feedback
- March 20<sup>th</sup>: 2<sup>nd</sup> Special OTC meeting on IJA allocations. Commission will receive public input/comment and approve final funding scenario

**Opportunities for Advocacy:****Confirmed Opportunities**

- In advance of 2/17 OTC meeting: written comments in support of bridge project to OTC from Gorge elected officials, residents, businesses and community organizations
- Meetings with legislators and ODOT staff about bi-state bridge authority legislation and need for additional design and engineering funding (details below)
- Testimony in support of bridge project from Gorge elected officials, residents, businesses and community organizations at 2/17 OTC meeting and other public comment opportunities that arise

**Potential Opportunities**

- Hood River ACT members deliver presentation on Bridge Project and funding need at February Region 1 ACT meeting
- Transportation Committee hearing on Hood River Bridge Project during legislative session

**Meetings with Elected Officials and Executive Branch Staff:**

Mayor McBride and Commissioner Fox to attend all meetings as their schedules allow:

- Hood River legislative delegation
- Legislators on Joint Transportation Committee
- Other legislators who have previously demonstrated support for project
- Staff for House and Senate leadership offices
- ODOT Government Relations Director
- ODOT Portland Metro Region Manager
- Transportation Policy Advisor for Governor Brown
- North Central Regional Solutions Director for Governor Brown
- Oregon Transportation Commission Chair

**Next Steps:**

1. Update slide deck, talking points and one-pager in advance for upcoming meetings
2. Organize Gorge elected officials, residents, businesses and community organizations to submit written comments to OTC

- a. Consider creating a web portal to simplify and streamline public comment submission
3. Contact Hood River Region 1 ACT members about presenting at February ACT meeting
4. Organize Gorge elected officials, residents, businesses and community organizations to testify at 2/17 OTC meeting

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Representative Anna Williams  
House District 52  
900 Court St. NE, H-377  
Salem, OR 97301  
(503) 986-1452



January 12<sup>th</sup>, 2022

Honorable Chair Marko Lias  
Senate Transportation Committee  
305 John A. Cherberg Building  
PO Box 40444  
Olympia, WA 98504

**Re: SB 5558 – Concerning the bistate governance of interstate toll bridges owned by local governments: Support**

Dear Chair Lias and Members of the Senate Transportation Committee:

I am writing in **support of SB 5558**, which would create a bi-state governance entity to assist the local communities in Washington and Oregon to rebuild the Hood River-White Salmon Interstate Bridge. The current bridge has been connecting people in Oregon and Washington for nearly one hundred years and is an essential piece of infrastructure for the individuals who use it every day. I am one such person, as my mother and sister both live across the river. In this sense the bridge is not only a literal interstate connection but also an important representation of the relationships that exist between and among Columbia Gorge communities.

Unfortunately, the bridge is functionally obsolete, weight-restricted, seismically deficient, and a hazard for maritime freight on the Columbia River. Repair costs continue to grow year over year, and unless construction on a new bridge is underway by 2026, \$50 million will need to be spent on the current bridge over the next fifteen years to provide for its continued safe operation. Replacing the Hood River-White Salmon Bridge is vital to the local economy, and to the safety of surrounding communities in both Oregon and Washington.

Local governments from Oregon (the City of Hood River, Hood River County, and the Port of Hood River) and Washington (Klickitat County and the Cities of Bingen and White Salmon) have partnered together in a bi-state working group to develop and fund a replacement bridge. While the informal local government partnership has worked well so far, a clear, comprehensive, and permanent bi-state governance structure is needed to finance, construct, and operate the replacement bridge. After a year-long study, the bi-state working group found that the replacement of a local government-owned interstate toll bridge can best be accomplished by an independent bi-state authority, chartered by the affected local governments, with sufficient powers to efficiently develop, operate, maintain, toll, and finance the replacement bridge. Since current statutes in Oregon and Washington do not provide a

Representative Anna Williams  
House District 52  
900 Court St. NE, H-377  
Salem, OR 97301  
(503) 986-1452



means to establish such an authority, the bi-state working group has prepared legislation to create this bridge authority and seeks to pass it concurrently in the Oregon and Washington Legislatures during their respective 2022 legislative sessions.

Oregon's bi-state bridge authority bill is a priority of Oregon's Joint Transportation Committee and has the support of the Hood River area's legislative delegation. I urge you to support Washington's version of the legislation so that the bi-state authority can be created and this vital infrastructure project can move forward without delay. Thank you for your consideration of my testimony.

Respectfully,

A handwritten signature in black ink, appearing to read "Anna Williams", written in a cursive style.

State Representative Anna Williams  
House District 52  
Oregon State Legislature

MEMO

DATE: Jan. 17, 2022

TO: BSWG

FROM: Project Director

Itemized below are a series of tasks to be carried out as part of the bridge replacement management contract.

1. Expected First Year Tasks

- 1.1.1. Development of the Project's Management Plan. This plan describes how the RBMC will perform and control work. It will include the work authorization process, invoicing, and key interface/relationship interfaces.
- 1.1.2. Development of an A/E design RFP package that is ready for issuance. This is expected to be a comprehensive and extensive package describing all aspects of the procurement including the need for staged funding.
  - 1.1.2.1. Conduct study and recommend approach to identifying A/E candidate companies. Develop screening and down selection criteria. Produce target companies listing.
  - 1.1.2.2. Conduct study and identify opportunities for RFP distribution.
- 1.1.3. Development of a Comprehensive Communications Plan describing how the project will engage the public as well as governing entities as funding is sought, agreements reached, progress is made and shared. Actions include implementation of the plan.
- 1.1.4. Generation of a complete listing of needed permits, agreements, required interactions needed with all interested parties. Develop a plan to address each entity to ensure smooth progress in replacement bridge activities. Implement the plan.
- 1.1.5. Take sponsorship of the Project Estimate and Schedule. Develop project baseline scope, cost and schedule to be used a foundation of Project Control. Implement trend program to provide early warning indicator of potential change that impacts cost and schedule values of the Project.
- 1.1.6. Set up Project Reporting and Progress Meetings, establish a Critical Items Action Report and Risk register, begin actively reporting progress.
  - 1.1.6.1. Develop and implement Action Plan Tracking of open items.
- 1.1.7. Develop list of Key land use needs. It is expected that this listing will be adjusted throughout the course of the project but as a minimum identify:
  - 1.1.7.1. Shore access points for eventual bridge construction complete with required steps to obtain access.
  - 1.1.7.2. Evaluation of 6(f) impacts to identified staging areas
- 1.1.8. Prepare schedule and plan for south and north construction access, conceptual staging plan and relocation for administration building
- 1.1.9. Develop Right of Way acquisition strategy.

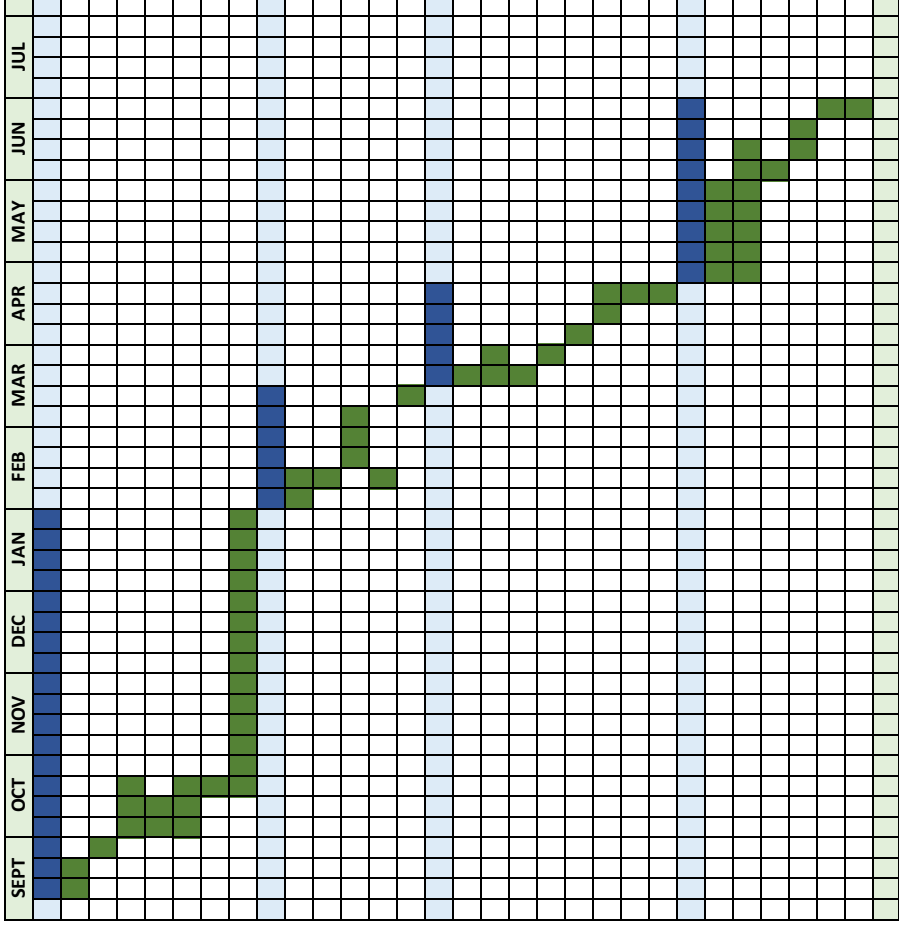
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**HOOD RIVER-WHITE SALMON BRIDGE REPLACEMENT PROJECT**  
**REPLACEMENT BRIDGE MANAGEMENT CONTRACT PROCUREMENT SCHEDULE**

DRAFT: **December 22, 2021**

*public meetings*

TASKS / SUB-TASKS	START	END	DAYS
<b>DEVELOP PROCUREMENT DOCS</b>			
Staff Prepares Prelim RFQ/RFP Draft	9/7/21	2/1/22	147
Procurement docs finalized	9/7/21	9/20/21	13
Agency Review of docs	9/21/21	10/1/21	10
BSWG Review of RFQ/RFP	10/1/21	10/21/21	20
Port Legal Review of RFQ/RFP	10/1/21	<b>10/11/21</b>	10
Port Comm. Approval of RFQ/RFP	10/2/21	10/19/21	17
Agency/legal review to RFQ/RFP	10/12/21	<b>10/19/21</b>	7
RFP/RFP RELEASED	10/19/21	2/1/22	105
Public Release of RFQ/RFP	2/1/22	3/14/22	41
Pre-proposal conference	2/1/22	2/15/22	14
Close question period (1 wk before due date)	2/15/22	2/16/22	1
BSWG Review of progress	2/16/22	3/7/22	19
Submittals due	<b>2/14/22</b>	<b>2/14/22</b>	0
<b>SUBMITTAL EVALUATIONS</b>			
Eval Committee Training	3/7/22	3/14/22	7
Evaluation Comm. Review; reference checks	3/14/22	4/19/22	36
BSWG status report	3/14/22	3/14/22	0
Interviews	3/14/22	3/14/22	0
Request for information	3/27/22	3/31/22	4
Evaluation Comm. completes assessment	3/31/22	4/7/22	7
BSWG reviews assessment	4/7/22	4/16/22	9
Port Comm. authorizes negotiations (NOI)	<b>4/11/22</b>	<b>4/11/22</b>	0
RBM CONTRACT COMPLETION	4/16/22	<b>4/19/22</b>	3
Contract negotiations	4/19/22	6/25/22	67
Agency Review of contract	4/19/22	5/11/22	22
BSWG reviews contract	5/11/22	6/1/22	21
Finalize contract docs	6/1/22	<b>6/8/22</b>	7
Port Comm. Approval of RBMC	6/1/22	6/11/22	10
Contract execution/NTP	6/11/22	<b>6/18/22</b>	7
	6/18/22	6/25/22	7





# EIS UPDATE

## BRIDGE REPLACEMENT PROJECT

**FEBRUARY 2022 UPDATE**



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. A Bi-State Working Group (BSWG) consisting of Mayors and County Commissioners from both Hood River and Klickitat Counties monitors the project and advises the Port on bridge replacement activities.

### NEPA Activities:

Work continues on tasks necessary to finalize the EIS and prepare a Record of Decision. This includes:

- Tribal compensatory agreements (CAs) for impacts to treaty fishing activities during construction.
- Completion of the Endangered Species Act consultation.
- Finalizing Section 106 process including completion of the mitigation agreement for impacts to the historic bridge.

### Other Activities:

- Bridge Authority Legislation has been introduced in both states allowing local border governments to form bi-state bridge authorities.
- The grant agreement between the Port and Washington State for the use of \$5M for project management and engineering should be completed this month.
- Staff continues to complete the procurement documents for hiring a project management firm to provide professional technical direction for the project.
- Local elected officials working with state legislatures to determine federal infrastructure funding availability for bridge replacement.
- Following a bridge de-rating to 32 tons last year, the Port is completing an engineering study to determine the feasibility of repairs to remove restrictions.
- Bids to be received for approach ramps and lift cable repairs this quarter.

### 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	Q3	Q4	Q1	Q2	Q3	
	2018		2019		2020				2021				2022					

To learn more about the project, please visit us at:  
[www.portofhoodriver.com/bridge](http://www.portofhoodriver.com/bridge)

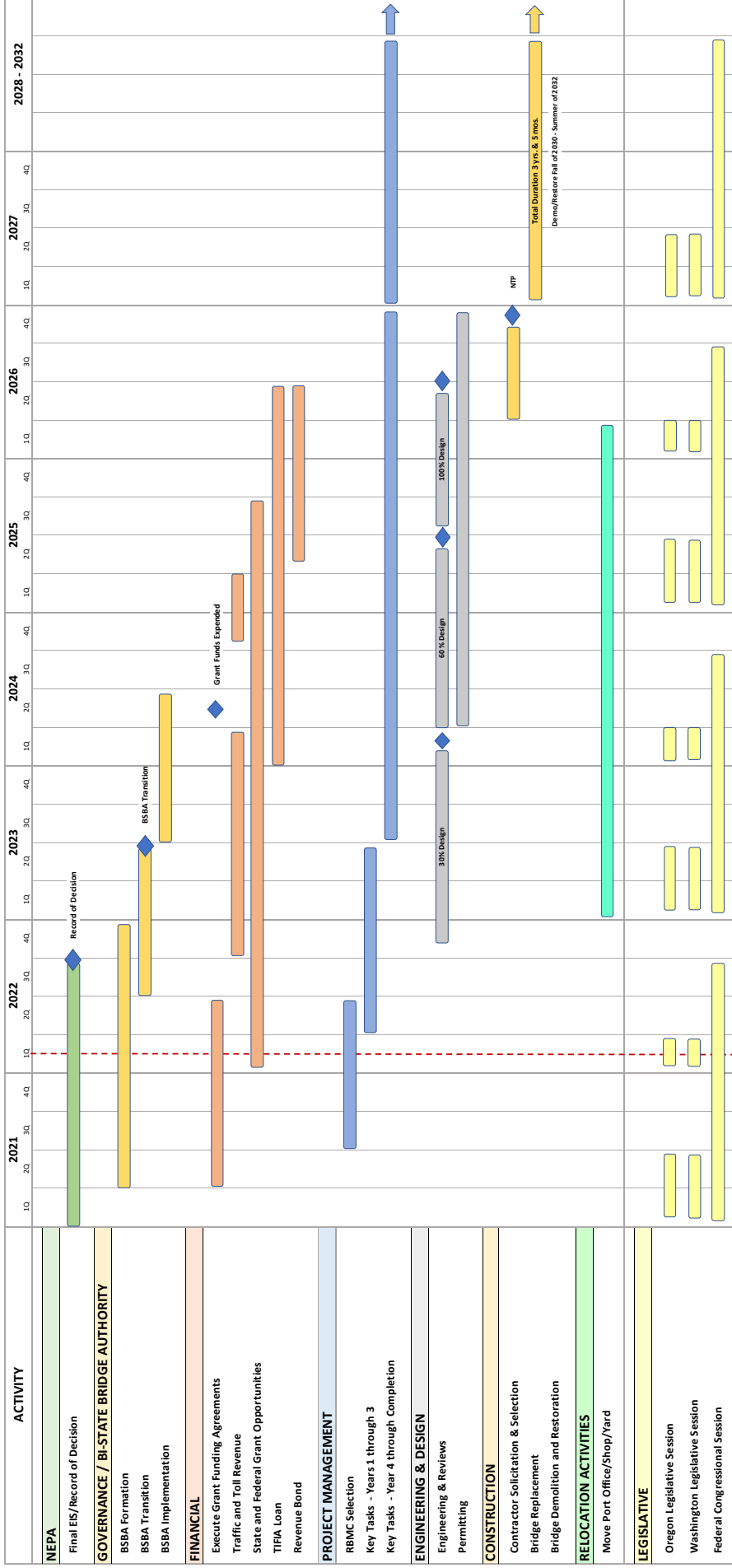
### PROJECT CONTACT

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Port of Hood River  
**BRIDGE REPLACEMENT CONCEPT TIMELINE**  
 DRAFT 7 January 2022



We are here

Total Dumbon 3 yrs. & 3 mos.  
 Demol/Restore Fall of 2030 - Summer of 2032

NTP

Grant Funds Expended

Record of Decision

BSBA Transition

30% Design

60% Design

80% Design

100% Design