



DRAFT AGENDA

Bi-State Bridge Replacement Working Group
Regular Meeting
June 13, 2022 / 2:00-4:00p
1000 E. Port Marina Drive, Hood River, OR

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; Joe Sullivan, 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; Dan Bates, Thorn Run Partners; Brad Boswell, Boswell Consulting; Hal Hiemstra, Summit Strategies; Steve Siegel Consulting

1.	Welcome	2:00
2.	May 13 Regular Meeting Minutes	2:01
3.	Government Affairs Contracts – Boswell, Bates, Hiemstra	2:02
4.	Federal Advocacy Trip - Hal Hiemstra	2:30
5.	Governance Update – Comm. Benton	2:35
6.	RBMC Negotiation Update – Comm. Fox	2:55
7.	2022-23 Bridge Replacement Budget	3:00
8.	Grant Updates/Financial Reporting	3:10
9.	Project Updates/Other Items	3:20
10.	Next Meeting, June 20, 2022	3:30

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Contact Kevin Greenwood, (541) 961-9517 or kgreenwood@portofhoodriver.com,
for Zoom credentials



BRIDGE REPLACEMENT PROJECT

Bi-State Working Group Meeting Summary

Monday, May 13, 2022 | 2:30pm – 4pm
Port of Hood River – Commission Board Room & 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; 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; Joe Sullivan, City of Bingen; Jason Hartmann (Councilor), City of White Salmon; David Sauter (Commissioner),

Staff/Consultants: Kevin Greenwood (Project Director), Port of Hood River; Michael McElwee (Executive Director), Port of Hood River; Hal Hiemstra, Summit Strategies.

Guests: None

Welcome

Commissioner Fox opened the session and welcomed everyone to the meeting. Commissioner Fox turned to Sen. King for a brief update. Sen. King thanked everyone for their efforts with the replacement bridge project and stated that he was available to help in any way that he could and emphasized the importance of getting the new bridge in place as soon as possible. Sen. King has reached out to Dan Newhouse's office to make him aware of the replacement bridge project. Sen. King has also spoken to Raquel Crowley from Sen. Murrays office and plans to reach out to Jaime Herrera.

Meeting Minutes

The minutes from April 11 regular meeting were approved by consensus.

Federal Advocacy Trip, Hal Hiemstra

Commissioner Fox noted that there is a trip planned to Washington DC in July. The purpose of the trip is to seek funds and inform others of the Replacement Bridge project. The Port staff is currently working on a grant application for \$195 million. Commissioner Fox commented that it needs to be decided who will attend the DC trip and turned to Hal Hiemstra, of Summit Strategies, for a brief update. Hiemstra was delighted that the Port is interested in coming to Washington and noted that those who show up seem to be the ones that get the most attention. Hiemstra reviewed the agenda and suggested they stay at least two and a half days to meet with everyone. Group consensus was to stay for at least 3 days. Hiemstra will launch their initial request next week.

Commissioner Fox turned to Kevin Greenwood for a brief update on the grant application. Greenwood noted that the deadline is on May 23 and requested Letters of Support (LOS) from each agency. Hiemstra added that the LOS need to emphasize that there is a broad coalition of support and there is local funding that is being put into the project. Commissioner Anderson suggested including LOS from businesses that are currently being affected by the load restrictions.

Replacement Bridge Management Contract (RBMC) Recommendation

Commissioner Fox reported that the Evaluation Committee has completed its work in scoring the written and oral evaluations. Both the Evaluation Committee and the Bi-State Working Group has made its recommendation. Commissioner Fox reviewed the negotiation schedule with the RBMC firm.

Motion: To present the Committee's recommendation to the Port Commission for a final decision on May 17.

Move: Jake Anderson

Second: Kate McBride

Discussion: None

Vote: Unanimous

MOTION CARRIED

Project Updates/Other Items

Commissioner Fox noted that Commissioner Benton and Steve Siegel would provide an update at the next meeting on governance for the Bi-State Bridge Authority.

Adjourn

Next meeting is scheduled for June 13.

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Hood River – White Salmon

BRIDGE REPLACEMENT PROJECT

State/Federal Government Affairs Contracts

June 13, 2022

The Port's Government Affairs Team had another successful year in 2021-22. The highlights included passage of the bi-state bridge authority legislation in Oregon and Washington that will allow BSWG Member Agencies to form a new local authority for the management of the future bridge. In addition, much face-to-face work has been conducted (albeit by Zoom) with individual legislators and agency representatives. All of this preparation and background develop resulted in more funding for the project and places the project in good position for additional funding in the 2023 Long Session. It should be noted that these contracts are not reimbursable by grants or appropriations.

BOSWELL CONSULTING INC., Brad Boswell, Olympia, Wash.

Boswell has represented the Port in Olympia since 2017. His relationship with Yakima Sen. Curtis King, the senior Republican on the Senate Transportation Committee, has proved to be helpful as this project continues to be a priority for King's district. In the 2022 short session, the Washington State legislature passed SB 5558 allowing local governments to form bi-state bridge authorities, SB 5689 appropriating \$1.5M to the Washington Transportation Commission to conduct a traffic and revenue study for the bridge, and SB 5974 appropriating \$75M to complete engineering and begin construction. For the upcoming session:

- Phasing for the implementation and deployment of a transportation package.
- Monitor T&R language in contract to meet project needs.
- Align state efforts with federal funding opportunities.
- Continue to position the project for additional funding in the 2023 long session.

THORN RUN PARTNERS, Dan Bates, Salem, Ore.

Thorn Run Partners has represented the Port in Salem since 2017. That year TRP advocated for \$5M to complete the environmental clearances which will be completed this year and for the Port to have the right to develop administrative rules when considering P3 opportunities. In 2021, HB 5006 passed giving \$5M from federal ARPA funds to the project. In 2022, dozens of meetings were held to build up support for a larger ask in the '23 long session. For the 2023 Long Session:

- Provide briefings and tours of the project to legislative transportation leaders to develop understanding of the urgent need for the bridge.
- Develop and implement a strategy to advocate for a significant investment by Oregon towards the construction of the bridge.

- Work with transportation stakeholders to build policymaker support for funding the project as part of the next major transportation funding package.

SUMMIT STRATEGIES, Hal Hiemstra, Washington DC.

Summit Strategies has provided federal support since 2015 primarily on bridge-related efforts. In 2016, Summit was able to allow for a NSA designation for bridge projects that was used as a scoring criteria for grant applications. In 2020, the Port's BUILD application was awarded \$5M. Hal coordinates and hosts annual advocacy trips for the Port and partners. In 2022, a \$195M INFRA grant application was submitted with Summit coordinating federal delegation letters of support. Starting in July 2022:

- Provide position papers and congressional updates on issues of importance
- Monitor appropriations process and identify possible opportunities
- Continue to meet with USDOT staff to provide updates on project
- Continue outreach efforts with FHWA/USDA/Others for funding and innovative programs to complete financing
- Facilitate lobbying trips to Washington DC
- Assist with federal funding applications including obtaining letters of support

The Government Affairs team has collectively generated almost \$100M for the project and numerous advantageous policy adoptions. Port staff looks forward to maintaining this team to complete funding of the bridge.

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FUNDING BY STATUS (as of July 1, 2022)

RECEIVED/UNDER CONTRACT	TOTAL	REMAINING BALANCE
Ore. HB 2017 '17	\$ 5,000,000	\$ -
Ore. HB 5006 '21	\$ 5,000,000	\$ 4,950,000
Wash. SB 5165 '21	\$ 5,000,000	\$ 4,950,000
US BUILD '20	\$ 5,000,000	\$ 5,000,000
<u>SUBTOTAL</u>	<u>\$ 20,000,000</u>	<u>\$ 14,900,000</u>
IN PROGRESS*		
Wash. SB 5974 '22	\$ 75,000,000	\$ 75,000,000
<u>SUBTOTAL</u>	<u>\$ 75,000,000</u>	<u>\$ 75,000,000</u>
PENDING APPROVAL		
USDOT INFRA '22	\$ 195,000,000	\$ 195,000,000
<u>SUBTOTAL</u>	<u>\$ 195,000,000</u>	<u>\$ 195,000,000</u>
BALANCE NEEDED		
From Orig PCE Dec. '21	\$ 210,000,000	\$ 200,200,000
Add Esc. 8% vs. 4% 1st yr.	\$ 20,000,000	\$ 20,000,000
<u>SUBTOTAL</u>	<u>\$ 230,000,000</u>	<u>\$ 224,900,000</u>
TOTAL PROJECT		
Original PCE Dec. '21	\$ 500,000,000	\$ 494,900,000
Inflation Adjustment	\$ 20,000,000	\$ 20,000,000
<u>TOTAL</u>	<u>\$ 520,000,000</u>	<u>\$ 514,900,000</u>

* does not include Wash. SB 5689 '22 \$1.5M for T&R by Wash. State



SUMMIT
STRATEGIES

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(202) 638-3307

Ben Stevens
Senior Legislative Assistant
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PORT OF HOOD RIVER/BI-STATE WORKING GROUP

Represented By:

Commissioner Mike Fox, Port of Hood River, Ore.; Commission President Jacob Anderson, Klickitat County, Wash.; Mayor Kate McBride, City of Hood River, Ore.; Mayor Marla Keethler, City of White Salmon, Wash.; Kevin Greenwood, Project Director, Port of Hood River, Ore.

Accompanied by Hal Hiemstra, 202-494-3104

JULY 18 - 20, 2022

MONDAY, JULY 18, 2022

FLY TO DCA, (ALASKA AIRLINES LEAVES PDX AT 9:55 AM, ARRIVES DCA AT 5:55)

GROUND TRANSPORTATION TO YOTEL WASHINGTON DC, 415 NEW JERSEY AVE. NW, WASHINGTON, DC 20001. (202) 638-1616.

7:30 PM DINNER AT LOCATION TBD

TUESDAY, JULY 19, 2020

9:00 AM MEET AT SUMMIT STRATEGIES OFFICES TO REVIEW SCHEDULE, DISCUSS TALKING POINTS AND SPEAKING ROLES FOR MEETING PARTICIPANTS, ETC.

10:30 AM – 5:00 PM - CONGRESSIONAL MEETINGS – MEETING REQUESTS WILL BE SENT TO:

SENATOR RON WYDEN
SENATOR JEFF MERKLEY
SENATOR PATTY MURRAY
SENATOR MARIA CANTWELL
REP. EARL BLUMENAUER
REP. PETER DEFAZIO
REP. JAIME HERRERA BEUTLER
REP. CLIFF BENTZ

6/10/2022 9:47 PM



SUMMIT
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6:30 PM DINNER AT LOCATION TBD

WEDNESDAY, JULY 20

9:00 – 4:00 PM CONTINUED CONGRESSIONAL MEETINGS PLUS THREE AGENCY MEETINGS

USDOT – OFFICE OF THE SECRETARY –
INFRA/MEGA/RURAL PROGRAM DIRECTOR

USDOT – BUILD AMERICA BUREAU (TIFIA LOANS)
DIRECTOR, OUTREACH AND PROJECT DEVELOPMENT

USDA OFFICE OF RURAL DEVELOPMENT
MEET WITH DIRECTOR OF DIRECT LOAN/GRANTS USDA RURAL DEVELOPMENT

6:55 PM – DIRECT FLIGHT FROM DCA TO PDX (ALASKA AIRLINES – ARRIVES PDX 9:38 PM)

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PORT WILL PAY FOR INDIVIDUAL ROOMS AT YOTEL FOR TWO NIGHTS.

PORT WILL PAY FOR AIRFARE ON ALASKA FROM PORTLAND TO WASHINGTON, DC. IF MEMBERS CHOOSE TO MAKE DIFFERENT ARRANGEMENT, PLEASE SUBMIT RECEIPTS TO PORT STAFF FOR REIMBURSEMENT.

PORT STAFF WILL PAY FOR TAXIS AND MEALS WHEN IN GROUP. PLEASE HOLD ON TO YOUR RECEIPTS UNTIL AFTER TRIP FOR REIMBURSEMENT.

6/10/2022 9:47 PM

Bi-State Bridge Authority Formation Update

PRESENTED TO BI-STATE WORKING GROUP












JUNE 13, 2022

Overview

2

- ▶ Under Oregon and Washington statutes:
 - Local governments must enact and execute a Commission Formation Agreement (“CFA”) to form a bi-state bridge authority
 - The CFA must address certain items listed in the statutes, but can include other items at the local governments’ discretion
 - The CFA may be enacted in phases
- ▶ Under the proposed schedule, the CFA is approved and executed in December 2022 and the Bi-State Bridge Authority begins July 2023
- ▶ In addition required items, the CFA will include a roadmap for how governance of the Replacement Bridge will transition from BSWG/POHR to the Bi-State Bridge Authority

Commission Formation and Transition Schedule

	Start	End	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23
BSWG Review CFA Draft 1	7/15/22	8/4/22													
Prepare CFA Draft 2	8/5/22	8/24/22													
BSWG Review CFA Draft 2	8/25/22	9/12/22													
Prepare CFA Draft 3	9/13/22	9/22/22													
BSWG Review CFA Draft 3	9/23/22	10/5/22													
BSWG Recommends CFA to Local Gov'ts	10/10/22														
Local Gov'ts Enact and Execute CFA	10/11/22	12/15/22													
Nominating Process for Board of Directors	10/11/22	12/1/22													
Counties Appoint Board (effective 7-1-23)	12/1/22	1/15/23													
Transition Period	1/1/23	6/20/23													
Commission Effective Date	7/1/23														

Required Items in CFA

4

Effective Date: July 1, 2023

Name: Mid-Columbia Bridge Commission (the “Commission”)

Primary Place of Business: TBD. Primary Place of Business determines which state's laws are generally applicable to the Commission.

Board of Directors: Six voting Directors, three appointed by Klickitat County and three by Hood River County. Counties establish process to solicit nominations and select Directors. CFA establishes general criteria for appointment of Directors.

- *Option:* For initial 1-2 year period, BSWG members may serve as ex officio Director.
- *Option:* Allow for senior officials from DOTs and Treasuries to serve as ex officio Directors.

Formal Actions of Board: A minimum of four affirmative votes required to pass ordinance or resolution.

Transition Provisions in CFA – part 1 5

- ▶ **Transition Staffing:** POHR staffs Commission until Commission retains own staff/consultants
- ▶ **Transition Budgeting:** CFA outlines how the Commission and POHR will jointly and cooperatively budget costs/revenues for Replacement Bridge:
 - POHR to institute budgeting protocols to clarify the amount of toll proceeds from existing bridge that are annually deposited in a reserve fund dedicated to the Replacement Bridge/Commission.
 - All unencumbered reserves in POHR's Bridge Repair or Bridge Replacement funds to be transferred to the Commission when existing bridge closed, or earlier.

Transition Provisions in CFA – part 2 6

Transition Grant Responsibilities: POHR continues as grantee for \$5 million BUILD grant and the \$5 million WA and OR grants awarded in 2021. Commission will be the grantee for any new grants awarded for the Replacement Bridge, including the upcoming \$75M WA grant.

Initial Capitalization of Commission: Commission and local governments establish and implement a plan to:

- (i) Fund Commission activities prior to the start of toll collections that are not grant eligible, and
- (ii) Capitalize reserves for the Replacement Bridge and the activities of the Commission.

Questions?

**PORT OF HOOD RIVER
BRIDGE REPLACEMENT FUND
BUDGET FOR FISCAL YEAR 2022-23**

HISTORICAL DATA				RESOURCE & EXPENDITURE DESCRIPTION	BUDGET FY 2022-23		
2YRS PRIOR FY 2019-20	1ST YR PRIOR FY 2020-21	ADOPTED BUDGET FY 2021-22	PROPOSED		APPROVED	ADOPTED	
				RESOURCE			
				BEGINNING FUND BALANCE	\$ 4,900,000	\$ 4,900,000	
				INTEREST INCOME	500	500	
				GRANT - STATE OF WASHINGTON	2,297,500	2,297,500	
				GRANT - BUILD	2,400,000	2,400,000	
				OTHER INCOME/FINANCING	-	-	
				TOTAL CASH AVAILABLE	9,598,000	9,598,000	
				TRANSFER FROM REVENUE FUND			
				FROM REVENUE FUND - 2023 TOLL INCREASE	350,000	350,000	
				TOTAL TRANSFERS	350,000	350,000	
				TOTAL RESOURCES	\$ 9,948,000	\$ 9,948,000	\$ -
				EXPENDITURES			
				PERSONNEL SERVICES			
				WAGES - REPLACEMENT	146,100	146,100	
				BENEFITS - REPLACEMENT	64,100	64,100	
				TOTAL PERSONNEL SERVICES	210,200	210,200	
				MATERIAL & SERVICES - ADMINISTRATIVE			
				IT, INTERNET AND PHONE SERVICES	2,800	2,800	
				TRAVEL AND LODGING	25,000	25,000	
				OFFICE EQUIPMENT AND SUPPLIES	500	500	
				OTHER - MISCELLANEOUS	10,000	10,000	
				MATERIALS & SERVICES - PROFESSIONAL SERVICES			
				PROFESSIONAL SERVICES - NEPA	150,000	150,000	
				PROFESSIONAL SERVICES - PROJECT MANAGEMENT	200,000	200,000	
				PROFESSIONAL SERVICES - CONTRACT ADVISORS	215,000	215,000	
				PROFESSIONAL SERVICES - OTHER STUDIES/AGENCY REVIEW	20,000	20,000	
				PROFESSIONAL SERVICES - OTHER	5,000	5,000	
				PROFESSIONAL SERVICES - LEGAL	7,500	7,500	
				TOTAL MATERIAL & SERVICES	635,800	635,800	
				CAPITAL OUTLAY			
				CAPITAL IMPROVEMENT PROJECT - PROJECT MANAGEMENT	1,100,000	1,100,000	
				CAPITAL IMPROVEMENT PROJECT - ENGINEERING	3,000,000	3,000,000	
				TOTAL CAPITAL OUTLAY	4,100,000	4,100,000	
				DEBT			
				DEBT SERVICE	-	-	
				TOTAL DEBT	-	-	
				TOTAL OPERATIONS EXPENDITURES	\$ 4,946,000	\$ 4,946,000	\$ -
				CONTINGENCY	\$ -	\$ -	\$ -
				TOTAL EXPENDITURES	\$ 4,946,000	\$ 4,946,000	\$ -
				ENDING FUND BALANCE	\$ 5,002,000	\$ 5,002,000	\$ -
				APPROPRIATIONS			
				PERSONNEL SERVICES	\$ 210,200	\$ 210,200	\$ -
				MATERIALS & SERVICES	\$ 635,800	\$ 635,800	\$ -
				CAPITAL OUTLAY	\$ 4,100,000	\$ 4,100,000	\$ -
				DEBT SERVICES	\$ -	\$ -	\$ -
				CONTINGENCIES	\$ -	\$ -	\$ -
				TOTAL APPROPRIATIONS	\$ 4,946,000	\$ 4,946,000	\$ -
				FUND BALANCE - ASSIGNED	\$ 4,652,000	\$ 4,652,000	\$ -
				FUND BALANCE - COMMITTED	\$ 350,000	\$ 350,000	\$ -
				FUND BALANCE - RESTRICTED	\$ -	\$ -	\$ -
				TOTAL REQUIREMENTS	\$ 9,948,000	\$ 9,948,000	\$ -

PROJECT TOTALS BY FUNDER (2022 Q1)

		FHWA		ODOT			WSDOT			OTHER	TOTAL
		80%	OTHER	OTHER	TOTAL	20%	OTHER	TOTAL	TOTAL		
PERSONAL SERVICES											
	Wage Rate			\$ 14,546.76	\$ 14,546.76		\$ 9,751.02	\$ 9,751.02		\$ 24,297.78	
	Insurance			\$ 2,667.90	\$ 2,667.90		\$ 2,667.90	\$ 2,667.90		\$ 5,335.80	
	Taxes, etc.			\$ 2,378.85	\$ 2,378.85	\$ -	\$ 2,378.85	\$ 2,378.85		\$ 4,757.70	
	SUBTOTAL	\$ -	\$ -	\$ 19,593.51	\$ 19,593.51	\$ -	\$ 14,797.77	\$ 14,797.77	\$ -	\$ 34,391.28	
MATERIALS & SERVICES											
	<i>Administrative</i>										
	Advertising/Notices/Print		\$ -	\$ -	\$ -		\$ 4,482.92	\$ 4,482.92		\$ 4,482.92	
	Computer/IT		\$ -	\$ -	\$ -		\$ 85.99	\$ 85.99		\$ 85.99	
	Office Supplies		\$ -	\$ -	\$ -		\$ -	\$ -		\$ -	
	Phone/Internet		\$ -	\$ -	\$ -		\$ 130.15	\$ 130.15		\$ 130.15	
	Training		\$ -	\$ -	\$ -		\$ -	\$ -		\$ -	
	<i>Subtotal</i>				\$ -		\$ 4,699.06	\$ 4,699.06		\$ 4,699.06	
	<i>Travel and Reimbursements</i>										
	Housing			\$ 210.24	\$ 210.24					\$ 210.24	
	Mileage			\$ 245.70	\$ 245.70					\$ 245.70	
	Other				\$ -					\$ -	
	<i>Subtotal</i>			\$ 455.94	\$ 455.94					\$ 455.94	
	<i>Legal</i>										
	Contract Counsel			\$ -	\$ -		\$ 2,475.00	\$ 2,475.00		\$ 2,475.00	
	Outside Counsel			\$ 17,497.72	\$ 17,497.72		\$ -	\$ -		\$ 17,497.72	
	<i>Subtotal</i>			\$ 17,497.72	\$ 17,497.72		\$ 2,475.00	\$ 2,475.00		\$ 19,972.72	
	<i>Contracted Project Advisors</i>										
	Enviro/Sec 106/Treaty (WSP)			\$ 24,226.65	\$ 24,226.65		\$ 14,407.47	\$ 14,407.47		\$ 38,634.12	
	Financial Advising (Siegel)			\$ -	\$ -		\$ -	\$ -		\$ -	
	Governance Advising (Siegel)			\$ 9,476.25	\$ 9,476.25		\$ 25,293.75	\$ 25,293.75		\$ 34,770.00	
	Tribal Assistance			\$ -	\$ -		\$ -	\$ -		\$ -	
	Project Management (RBMC)			\$ -	\$ -		\$ -	\$ -		\$ -	
	AE/Design			\$ -	\$ -		\$ -	\$ -		\$ -	
	Geotechnical			\$ -	\$ -		\$ -	\$ -		\$ -	
	Public Involvement			\$ -	\$ -		\$ -	\$ -		\$ -	
	Traffic & Revenue			\$ -	\$ -		\$ -	\$ -		\$ -	
	P3 Consulting			\$ -	\$ -		\$ 810.00	\$ 810.00		\$ 810.00	
	Project Delivery Support			\$ -	\$ -		\$ -	\$ -		\$ -	
	Other			\$ -	\$ -		\$ -	\$ -		\$ -	
	Other			\$ -	\$ -		\$ -	\$ -		\$ -	
	<i>Subtotal</i>			\$ 33,702.90	\$ 33,702.90		\$ 40,511.22	\$ 40,511.22		\$ 74,214.12	
	<i>Project Services</i>										
	Graphic Design				\$ -		\$ -	\$ -		\$ -	
	DOT/Agency Review				\$ -		\$ -	\$ -		\$ -	
	Other				\$ -		\$ -	\$ -		\$ -	
	<i>Subtotal</i>				\$ -		\$ -	\$ -		\$ -	
	Other				\$ -		\$ -	\$ -		\$ -	
	SUBTOTAL	\$ -	\$ -	\$ 51,656.56	\$ 51,656.56	\$ -	\$ 95,370.56	\$ 47,685.28	\$ -	\$ 99,341.84	
CONTINGENCY											
	Contingency	\$ -			\$ -	\$ -		\$ -		\$ -	
	SUBTOTAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	REIMBURSE TOTAL	\$ -	\$ -	\$ 71,250.07	\$ 71,250.07	\$ -	\$ 110,168.33	\$ 62,483.05	\$ -	\$ 133,733.12	
	BEGIN BALANCE	\$ 5,000,000.00			\$ 5,000,000.00			\$ 5,000,000.00	\$ -	\$ 15,000,000.00	
	REMAINING BAL	\$ 5,000,000.00			\$ 4,928,749.93			\$ 4,937,516.95	\$ -	\$ 14,866,266.88	



Project Director Report
June 7, 2022

The following summarizes Bridge Replacement Project activities from May 15-June 2, 2022:

PROJECT MANAGEMENT CONTRACT PROCESS

- *Negotiations are currently underway.*
- *Still looking at July 12 action item from Commission.*
- *Commissioner Fox, Project Director Kevin Greenwood and Property Manager Greg Hagbery are involved in negotiations along with the Port's technical advising firm, Arup Engineering. Bill Ohle, outside counsel, has also been involved.*

GRANT FUNDING UPDATES

- *The Port has submitted its first reimbursement invoice to WSDOT and ODOT. A copy of the quarterly tracking document is included in the packet.*
- *Staff and WSP continues to work with FHWA to finalize the BUILD 2020 grant agreement.*
- *Staff met with WSDOT planning staff to identify yearly use of \$75M starting in FY23-25 biennium.*

GOVERNANCE/BRIDGE AUTHORITY PROGRESS

- *Steve Siegel, staff and Commissioner Benton are working through elements of the Commission Formation Agreements. Benton agreed to serve on the sub-committee to begin crafting the document required for all six local governments to adopt. CFAs are still scheduled for a late 2022 adoption.*

WSDOT CRITICAL RURAL FREIGHT CORRIDOR

- *In 2017, Klickitat County and the SWRTC successfully advocated for the Hood River Bridge to be identified on the WSDOT CRF System.*
- *This is a five-year designation and needs to be re-authorized every five years.*
- *Effective marketing designation for grant applications*

NEPA/TRIBAL PROGRESS

- *Monthly update included in packet.*

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BRIDGE REPLACEMENT PROJECT UPDATE

JUNE 2022 UPDATE



The Hood River-White Salmon Interstate Bridge is a vital transportation link connecting Hood River, Oregon with the communities of White Salmon and Bingen in Washington. Since 2003, the Port of Hood River (Port) has been working to advance the replacement of this bridge that was originally constructed in 1924. Currently, the Port is advancing the design of the replacement bridge, completing environmental review and positioning 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.

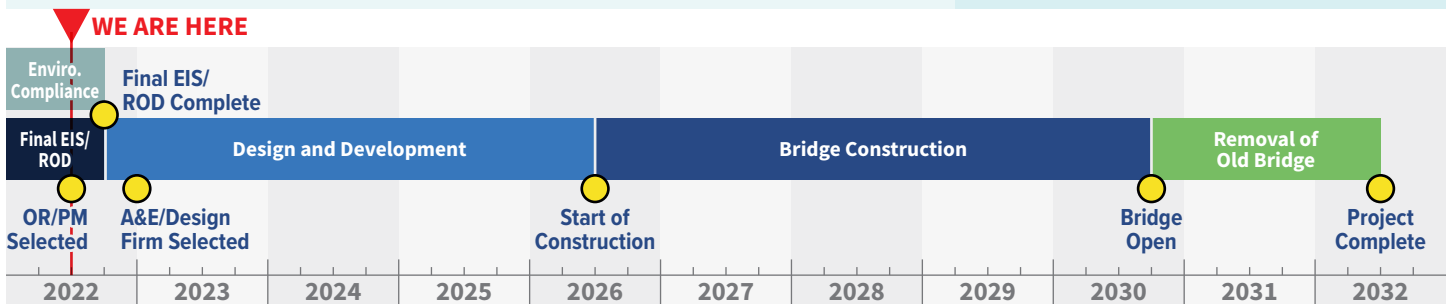
Current Project Activities:

- **Work continues on tasks necessary to finalize the National Environmental Policy Act review. Current activities include:**
 - Reaching agreement on tribal compensatory agreements for impacts to treaty fishing activities during construction.
 - Completion of the Endangered Species Act consultation with NOAA Fisheries.
 - Finalizing Section 106 process including meeting with consulting parties and completion of the mitigation agreement for impacts to the historic bridge.
- Owners Representative/Project Management procurement nearing completion. Contract negotiations with the selected firm are underway. Project Management contract will represent the Port/Bi-State Working Group for the duration of the replacement project. This is a key contract for providing technical expertise and staff resources to the region as contracts for engineering and construction are pursued and managed.
- Negotiations with FHWA on the BUILD grant agreement continue.
- Project team has completed a highly-competitive federal Multimodal Project Discretionary Grant (MPDG) grant application for \$195M to fund a portion of the bridge construction costs.
- The BSWG is planning an advocacy trip to Washington D.C. in July.

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.



To learn more about the project, please visit us at:
www.portofhoodriver.com/bridge

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