



DRAFT AGENDA

Bi-State Bridge Replacement Working Group
Regular Meeting
August 15, 2022 / 2:00-3:00p
HNTB Project Office/Marina Park #1 Building
700 East Port Marina Way, Suite 201

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 (Councilor); 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; Genevieve Scholl (Interim Executive Director), Port of Hood River; Michael Shannon (Project Manager), HNTB; Steve Siegel, Siegel Consulting.

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| 1. | Welcome | 2:00 |
| 2. | July 11 Regular Meeting Minutes | 2:01 |
| 3. | Commission Formation Agreements Update | 2:02 |
| | A. Consensus for CFA Tax Implications Review | |
| 4. | Grant Opportunities | 2:20 |
| | A. \$195M BIP Application Submitted | |
| | B. SS4A Planning Grant | |
| 5. | Michael Shannon, HNTB | 2:30 |
| | A. Schedule/Next Key Milestones | |
| 6. | Government Affairs 2023 Strategy | 2:40 |
| | A. August 24, 2022 – Port Board Room | |
| | B. Federal Delegation Tour | |
| | C. Project Video | |
| | D. Field Rep Assignments | |
| | E. Speaker Notes | |
| 7. | Project Updates/Other Items | 2:50 |
| 8. | Next Meeting, August 16, 2022 | 3:00 |

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



BRIDGE REPLACEMENT PROJECT

Bi-State Working Group Meeting Summary

Monday, July 11, 2022 | 2:00pm – 3pm
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 - Excused; 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.

Staff/Consultants: Kevin Greenwood (Project Director), Port of Hood River; Genevieve Scholl (Interim Executive Director), Port of Hood River; Hal Hiemstra, Summit Strategies; Steve Siegel, Siegel Consulting.

Welcome

Commissioner Jake Anderson called the meeting to order at 2:04 p.m.

Meeting Minutes

The minutes from June 12 regular meeting were approved by consensus.

Federal Advocacy Trip

Kevin Greenwood noted that there is an itinerary in the packet for the upcoming advocacy trip. Greenwood asked if there were any questions. Mayor Kate McBride asked if they would be carpooling to the Portland Airport. Greenwood replied that he would follow up with her on that. A handout for the advocacy trip was provided. The Bi-State Working Group (BSWG) suggested changing the word “Local” on the pie chart to “Tolls”. The BSWG requested a cheat sheet with the breakdown of the bridge replacement financing. Greenwood noted that the opening date of the new bridge on the handout will be changed to year 2028-2029. The BSWG also suggested that the timeline should reflect that they started much sooner than 2022 on this project.

Mayor Marla Keethler provided an update on the video. Keethler noted that residents were interviewed during the bridge closure and drone footage of the bridge was also taken. The video will promote the bridge replacement project.

Commission Formation Agreements Update

Steve Siegel of Siegel Consulting provided a brief update on the Commission Formation Agreements (CFA). The first draft of the CFA will be sent for review on July 15. The CFA includes additional provisions such as permitting the Commission to function without spending a lot of time on governance issues when it gears up. It also establishes a roadmap on how the transition will phase in over the next 1-2 years. Siegel recommended focusing on the makeup of the Board. One item included in the CFA is the Interim Rules for the Commission. The Interim rules are applicable until the Board adopts superseding rules. Also included in the CFA is coordination of the Port and Commission budgets during the transition period. Siegel questioned if the CFA should be divided into 2-3 separate agreements and added that for now it is easier to follow as one agreement.

RBMC Review and Recommendation

Kevin Greenwood noted that a memo regarding the RBMC contract was included in the packet and asked if there were any questions. Greenwood commented that the most critical part of the contract was the detailed work plan for the next twelve months. Greenwood noted that the HNTB's billable rates must be approved by ODOT and updated annually. There was consensus from the BSWG to present their recommendation to the Port Commission. Commissioner Anderson thanked Commissioner Mike Fox for his work on the RBMC contract.

Project Updates/Other Items

Greenwood commented that Commissioner Fox will be hosting a BBQ on July 30 for the BSWG members.

Adjourn

Commissioner Anderson adjourned the meeting at 3:07 p.m.

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Commission Formation Agreement: Draft 1

BI-STATE WORKING GROUP DISCUSSION
AUGUST 15, 2022

Status of Commission Formation Agreement

- ▶ So far no issues identified requiring major substantive change to CFA. Requesting review by OR and WA Leg. Counsel
- ▶ Several issues require BSWG direction or approval
- ▶ Seeking BSWG approval to subcontract with a WA law firm to:
 - ▶ Analyze differences in the WA sales tax incurred depending on location of Principal Place of Business
 - ▶ Review Draft 1 CFA from perspective of WA laws
- ▶ Propose using Pacifica Law Group, which reviewed legislation for WA Jt. Transp. Comm. and has unique knowledge of CFA
- ▶ No additional project budget is needed; cost paid via reallocation of funds in existing governance contract

Composition of Board: Voting Directors: OK?

- ▶ Three voting members appointed by Klickitat County, with nominations from White Salmon, Bingen, and others
- ▶ Three voting members appointed by Hood River County, with nominations from City of Hood River, Port, and others
- ▶ Both counties also appoint Alternates to serve in lieu of a Director if Director not present. Can appoint one Alternate for each Director, or one Alternate for all three Directors (but Alternate can only represent one absent Director at a meeting)

Ex Officio Members: OK?

- ▶ The co-chairs of BSWG will serve as Ex Officio Members of the Board until June 30, 2025, unless extended by the Board.
- ▶ If a co-chair of BSWG is appointed as a Director, county may appoint another member of BSWG as its Ex Officio Member.
- ▶ Board may from time to time appoint one or more other non-voting Ex Officio Members for a term established by the Board
- ▶ Ex Officio Members may not satisfy quorum requirements, and may not vote on any Board action.
- ▶ Ex Officio Members may: (i) participate in discussions at Board meetings, (ii) serve on committees, and (iii) participate in Executive Sessions

VOTES REQUIRED TO PASS ORDINANCE: WHICH OPTION?

Option A

- ▶ Quorum (4) present
- ▶ Non-emergency ordinance: at least four affirmative votes
- ▶ Emergency ordinance: all Directors voting on the issue approve and at least four affirmative votes

Option B

- ▶ Quorum (4) present
- ▶ Non-emergency ordinance: an affirmative vote by a majority voting on issue
- ▶ Emergency ordinance: an affirmative vote by all Directors voting on the issue

Principal Place of Business: TBD

- ▶ Principal Place of Business can be in Oregon or Washington
- ▶ Principal Place of Business determines which state's laws apply in most situations
- ▶ Still in process of assessing which works best for project

QUESTIONS?

Mr. Kevin Greenwood
Hood River Bridge Replacement Project Director
Port of Hood River
1000 E. Port Marian Driver
Hood River, OR 97031



Subject: Replacement Bridge Management Contract –
Progress Report #1: July 13, 2022 – July 31, 2022

Date: August 02, 2022

Dear Mr. Greenwood:

This progress report summarizes work between July 13, 2022 to July 31, 2022 and the anticipated work between August 1, 2022 and August 31, 2022. See attached monthly progress report for additional details.

Major services for this period:

- NPT received on July 13th, 2022
- Office Lease approved on July 26th, 2022
- Office furniture delivered and installed on July 26th, 2022
- Attended Prep Meeting for upcoming WTC T&R Consultant
- Attended NEPA/ROD Update Meeting with WSP

Upcoming services for next period:

- HNTB Finalize Sub-Agreements
- Complete Office setup
- Hold Project Kickoff with Team
- Draft agenda and schedule Chartering Workshop and Risk Workshop for September
- Develop Risk Register, Project Management Plan (PMP), Document Control Plan (DCP), Quality Management Plan (QMP), Project Control Plan (PCP)
- Start development of Sub Project Schedule and Integrated Project Schedule
- Initiate Project Branding and Public Communication Plan (CommPlan)

Best regards,

A handwritten signature in black ink, appearing to read "MS", with a long horizontal flourish extending to the right.

Michael Shannon, PE
Project Manager

+Draft Agenda Rev 3
Hood River – White Salmon Bridge Replacement Meetings
August 24, 2022

8/12/22 11:40 am

8:00 - 9:45 - Strategy meeting with lobbyists.

9:45 - 10:00 - Delegates arrive at Hood River Port Offices

10:00 - 10:15 - MountNBarrel Shuttle to Mt. Adams Fruit across the bridge to Bingen.

Speaker – Commissioner Fox Shuttle 1, Kevin Greenwood Shuttle 2

Talking points: Current bridge unacceptable

Two Shuttles all attendees

10:15 - 11:00 - Mt. Adams Fruit presentation and tour

Speaker - Don or Doug Gibson owners Mt. Adams Fruit (formerly Underwood Fruit)

Talking points: Importance of the bridge for agriculture transport

Guest Speaker: Senator King

Load Shuttles (2)

11:00 - 11:15 – Shuttle 1 eRail car riders

MountNBarrel Shuttle to Mt. Hood Railroad Depot

Speaker – Wa Klickitat County Commissioner Jacob Anderson

Talking points: Community need for a new bridge, equitable use and importance of Washington citizens, tourists and employees.

14 riders of E Rail Cars – List being finalized

1. Dan Mahr – Senator Merkley
2. Colin Swanson – Rep Herrera Beutler
- ~~3. Bonnie Million – Senator Wyden~~
4. Jacob Engler – Senator Wyden
5. Tucker Johnson – Rep Blumenauer
6. Kathie Eastmantell – Rep Blumenauer
7. Amanda Wyma-Bradley - Senator Murray
8. Rick Evans (Cantwell)
9. Chuck Thompsen
10. Senator Curtis King
11. Commissioner Fox with Thompsen
12. Commissioner Andersen with King

13. Mayor Kiewit
- ~~14. Mayor McBride attend lunch only~~
15. Commissioner Babitz

11:00 – 11:15 Shuttle 2 NON eRail car riders

MountNBarrel Shuttle 2 back to Port Offices
Balance of attendees (lobbyists, HNTB, etc)

Track 1 E Rail Car Riders (Limit 14)

11:15 Arrive at Railroad Station

11:15 - 11:30 - Rail bike preparation

11:30 - 12:30 - Mt. Hood Railroad eRail bike ride for 14 people.

Congressional Staff / Senators matched with BSWG members for ride to the Fruit Company

Track 2 Lobbyists and Others

11:15 – 12:00 Continue funding strategy meeting at Port Offices

12:00 – 12:30 MountNBarrel Shuttle to Fruit Company at Van Horn

Both Tracks at the Fruit Company

12:30 - 1:30 Lunch at the Fruit Company

Welcome and presentation by Scott Webster, CEO of the Fruit Company and Mt. Hood Railroad

Lunch

Speaker 1 - Scott Webster, CEO of the Fruit Company and Mt. Hood Railroad

Speaker 2 - David Windsor, branch manager Cardinal Glass

Speaker 3 - Chuck Thompsen (Possible)

Afternoon Track 1 – eBike Ride to Mosier: (limit 12)

Attendees: TBD

1. Dan Mahr – Senator Merkley
2. Colin Swanson – Rep Herrera Beutler
- ~~3. Bonnie Million – Senator Wyden~~
4. Jacob Engler – Senator Wyden

5. Tucker Johnson – Rep Blumenauer
6. Kathie Eastmantell – Rep Blumenauer
7. Amanda Wyma-Bradley - Senator Murray
8. Rick Evans (Cantwell)
9. Commissioner Andersen
10. Mayor Kiewit
11. Commissioner Babitz
12. Hal Hiemstra

1:30 – 1:50 eBike brief and travel to eBike trail head at Moiser

1:50 – 2:50 MountNBarrel eBike ride down through the tunnels trail towards Hood River

2:50 – 3:00 - MountNBarrel shuttle from Port Commissioner’s Ben Sheppard house.

3:00 Completion of day for Track 1 eBike riders

OPTION

2:50 – 3:30 Cocktails at Port Commission Chair House with shuttle back to Port

Afternoon Track 2 – NON eBike Riders balance of attendees

1:30 – 1:45 load up MountNBarrel Shuttle to Port Offices

1:45 – 2: 00 travel to Port Offices

2:00 Completion of day for Track 2 attendees

Confirmed Attendees:

Congressional Staff

1. Dan Mahr – Senator Merkley
2. Colin Swanson – Rep Herrera Beutler
- ~~3. Bonnie Million – Senator Wyden~~
4. Jacob Engler – Senator Wyden
5. Tucker Johnson – Rep Blumenauer
6. Kathie Eastmantell – Rep Blumenauer
7. Amanda Wyma-Bradley - Senator Murray
8. Rick Evans (Cantwell)

Other Invitees:

Washington State Senator – Curtis King Confirmed

Oregon State Senator – Chuck Thomsen potential

BSWG Attendees:

1. Mike Fox
2. Jake Andersen
3. Catherine Kiewitt
4. Arthur Babitz
5. Bob Benton Lunch Only
6. Kate McBride
7. Kristi Chapman

Lobbyists and others attendees:

1. Hal Hiemstra (Summit)
2. Jake Oken-Berg (Summit)
3. HNTB Communications
4. HNTB Lobbyist
5. Oregon Lobbyist Dan Bates
6. Washington lobbyist Brad Boswell
7. Kevin Greenwood
8. Mike Shannon



RR electric cars.



Hood River – White Salmon

BRIDGE REPLACEMENT PROJECT

Project Director Report
August 15, 2022

The following summarizes Bridge Replacement Project activities from July 28-Aug. 11, 2022:

PROJECT MANAGEMENT

- *Port staff have been meeting with HNTB technical leads beginning the download and transfer of project information.*
- *Staff has asked outside counsel, Bill Ohle, to look into amending HNTB's contract to allow for the Project Management team to complete 20-30% design. In order to speed up work, staff will likely look to add budget to HNTB's contract in the next two months.*
- *As noted last month, the Port's current contract with WSP expires at the end of September. Here is a mini-schedule for the cost to complete and amendment process:*
 - *Aug 17: Draft scope edits, budget reallocation and develop amendment for Port/HNTB to review.*
 - *Aug. 24: Port/HNTB returns comment.*
 - *Aug. 29: Monday meeting to resolve any comments that need further discussion.*
 - *Aug. 31: Final contract amendment materials submitted to Port*
 - *Sept. 1: Submit documents for packet*
 - *Sept. 6: Port Commission review and adoption*

GRANT FUNDING UPDATES

- *Bridge Infrastructure Program (BIP)*
 - *Application and forms submitted August 9th.*
 - *Narrative is included on the Project Resource Page (<https://portofhoodriver.com/bridge/bridge-replacement-project/bridge-replacement-project-resources/>)*
 - *Should hear back this fall before the November election.*
 - *50% match required (other state grants/appropriations and bonds count)*
 - *Obligation date: September 30, 2025 (within 18-month period)*
 - *Amount requested: \$100M*
- *Safe Street and Roads for All (SS4A). For bike/ped facility.*
 - *Appears that the Port may need to produce an "Action Plan" before submitting a grant for construction. Port may submit application for planning dollars this year followed by a construction grant in 2023. Will need to coordinate with City of Hood River as they may be applying as well for the Heights.*
 - *HNTB will draft planning application with Port reviewing/editing.*
- *HNTB has responded to a number of BUILD questions. Must get grant agreement signed by end of September.*

- *Port staff has meeting with the Oregon DOT this week to discuss ARPA reporting. Port has received the \$5M but has placed into a liability account and will draw against it as eligible expenses are incurred.*

GOVERNMENT AFFAIRS UPDATE

- *The BSWG will have a government affairs strategy workshop on Aug. 24th. Hal Hiemstra, Dan Bates and Brad Boswell will be in attendance to review and discuss activities in the 2023 long session and the beginning of the 218th Congress.*
- *Commissioners Chapman and Fox have worked with Hiemstra and a number of local representatives to develop a tour of the bridge and area for the federal field reps. Sen. King and possibly Sen. Thomsen will attend. A draft itinerary of the event is included in your packet.*
- *Marla Keethler and Sean O'Connor, StoryGorge, have developed a short video on the project. <https://vimeo.com/storygorge/review/738773422/50a444619b>. This was reviewed by the BSWG and after a round of edits will be shared with our state/federal delegates on Aug. 24th.*
- *Meeting with Oregon State Rep. McLain went well. Discussed possibility of funding bridge as part of a governance pilot project.*

GOVERNANCE/BRIDGE AUTHORITY PROGRESS

- *First round of Commission Formation Agreements (CFAs) has been received and incorporated.*
- *As the bridge project transitions from the Port to the new Bridge Authority in 2023, the Port will likely serve an administrative role for the Mid-Columbia Bridge Authority (MCBA). This means that during the budget process, the Port's Bridge Replacement Fund will also serve as the MCBA's interim fund. The Port will start tracking allocated expenses for replacement with the intent of showing the true, actual costs related to the effort. Once the MCBA has its own staff and financial system in place, the replacement fund will then transition to the MCBA. There are many legal, financial and policy considerations that will arise during this process, but conceptually this will be the staff/consultant recommendation.*

FINAL EIS/RECORD OF DECISION/TREATY MOUS

- *Environmental Impact Statement technical reports are available at <https://cdxapps.epa.gov/cdx-enepa-ll/public/action/eis/details?eisd=314171>*
- *National Marine Fisheries (NMFS) Biological Opinion (BiOp) Update. Denis Reich, ODOT State Environmental Manager, reported that the Columbia interior branch chief rejected our draft of the BiOp in July. The branch chief was ready to sign a revised version but the Quality Control (QC) manager reviewed it and advised the branch chief not to sign due to formatting protocols. The BiOp was written following a "condensed version" that the Lower Willamette branch has been endorsing in recent years did not adequately account for the level of risk associated with a project the size of the Hood River Bridge. The ODOT environmental team will be rewriting the pieces that can continue to be used. Nancy Munn, QC manager for the Interior Columbia branch will be working directly with the ODOT biologists writing the document to ensure the format only needs one review by the branch chief and NMFA general counsel. Reich felt that his team could deliver the work by end of the year and that*

it” is a priority for our headquarters folks and we now have extra bodies on it...” This likely pushes the ROD completion to early in 2023.

- *Tribal Consultation Update*
 - *Yakama Nation (YN).*
 - *Have submitted commitment requests for both Sec. 106 and Treaty agreements.*
 - *WSP will be finishing an agreement template that includes the Yakama requests.*
 - *FHWA has requested that cost estimates be removed from the template.*
 - *Staff to call YN legal counsel in September.*
 - *Nez Perce. Tribal council completes review of the project in mid-September. Legal counsel will review treaty impacts after that date. Staff to call counsel on Sept. 19.*
 - *Umatilla (CTUIR). Have requested that further meetings on the Treaty impacts not continue until after the BiOp has been released.*
 - *Warm Springs. ODOT managing this relationship.*

OTHER ITEMS

- *The Port of Hood River has the opportunity to represent Oregon ports on the MCEDD board. Unless a representative from the Port Commission would like to serve on the board, the Project Director would be more than willing to do so.*

MEETINGS

- *NEPA/Cultural Resource, Aug. 11*
- *WSP/HNTB Weekly Check In, Aug. 15*
- *BSWG, Aug. 15*
- *Klickitat County Presentation, Aug. 17*
- *ARPA Reporting, Aug. 17*
- *Thorn Run Partners, Aug. 17*
- *WSP/HNTB Weekly Check In, Aug. 22*
- *Govt. Affairs Strategy, Aug. 24*
- *Federal Field Rep. Tour, Aug. 24*
- *NEPA/Cultural Resource, Aug. 25*
- *WSP/HNTB Weekly Check In, Aug. 29*
- *Thorn Run Partners, Aug. 31*
- *Labor Day, Sep. 5*
- *SWRTC Presentation, Sep. 6*



BRIDGE REPLACEMENT PROJECT UPDATE

AUGUST/SEPTEMBER 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 pursuing funding for design 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.

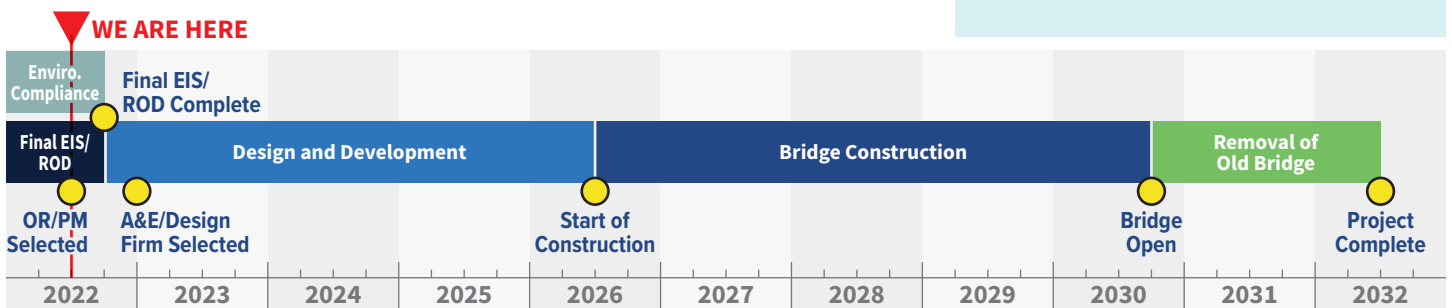
Current Project Activities:

- Work continues on tasks necessary to finalize the National Environmental Policy Act review.
- Port of Hood River and Klickitat County jointly applied for \$100-million federal Bridge Infrastructure Program grant.
- Port will apply for Safe Streets for All (SS4A) planning grant to create Safety Action Plan for bike/pedestrian users on new bridge.
- First round of Commission Formation Agreements – required for new bridge authority creation – in review by six local governments.
- BSWG Subcommittee suggested Mid-Columbia Bridge Commission as potential name for new bridge authority.
- Team met with the Confederated Tribes of the Umatilla Indian Reservation Cultural Resources Committee on project commitments.
- The new Project Management Team, HNTB, is under contract and has new office at site of old Hood River Chamber of Commerce building.
- Members of BSWG visited Washington DC to advocate on behalf of federal funding for bridge.

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

PROJECT CONTACT

Kevin Greenwood, Project Director
 ☎ 541-436-0797
 @ kgreenwood@portofhoodriver.com

**Port of Hood River/BSWG
Washington DC Trip Report**

Participants:

The Honorable Mike Fox, Co-Chair, Hood River/White Salmon Bridge Replacement Project Bi-State Working Group (BSWG); Commissioner, Port of Hood River, Oregon
The Honorable Marla Keethler, Mayor, City of White Salmon, Washington, Member BSWG
The Honorable Kate McBride, Mayor, City of Hood River, Oregon, Member, BSWG
The Honorable Jake Anderson, Chair, Klickitat County, Washington Commission, Co-Chair BSWG
Mr. Kevin Greenwood, Bridge Replacement Project Manager, Port of Hood River, Oregon
Hal Hiemstra, Partner, Summit Strategies Government Affairs

Tuesday, July 19, 2020

1) REP. DAN NEWHOUSE AND STEPHANIE MCBATH, SENIOR LEGISLATIVE AIDE (CURRENTLY COVERING TRANSPORTATION AMONG OTHER ISSUE AREAS)

Rep. Newhouse declared his familiarity with the bridge and emphasized that the bridge is in the state legislative district that he represented when he was in Olympia. He said he had driven across the bridge many times, recognized its need to be replaced. Following a presentation by the four BSWG members emphasizing the need for new bridge (including details about maintenance costs including lift cable replacement); an update on funding that has been made available; the estimated total cost for a new bridge and removal of the current bridge; discussion of economic impacts and constituencies on both sides of the river emphasizing that 30% of the bridge traffic comes from commuters traveling from Washington to Oregon; a discussion of tribal and biological opinion issues associated with completing the EIS; a description of the preference to award a progressive design build contract by the end of the year (pending adequate funding commitments); and the plan to submit a Bridge Discretionary Grant application; Rep. Newhouse said:

1. “there is a clear need to replace the bridge” and that if the current bridge would go out of service, the economic impacts to local Washington communities would be significant.
2. “he is happy to sign on to a NW delegation letter of support for the bridge discretionary grant application”, and he
3. agreed to call USDOT to support the pending Port/Klickitat County INFRA grant application

Follow up Actions:

- a) Hal to follow up with Stephanie McBath, update her on USDOT meeting and ask that Rep. Newhouse or she phone USDOT to express support for the INFRA grant.
- b) Invite Newhouse District and DC staff to August 24 on-site bridge briefing and bike ride.

2) AMANDA WYMA-BRADLEY (LEGISLATIVE ASSISTANT, TRANSPORTATION) AND AUSTYN SMITH (LEGISLATIVE AIDE, TRANSPORTATION AND TRIBAL ISSUES)

Amanda has not visited the bridge, but Austyn is familiar with the bridge, has driven across it.

Following a presentation by the four BSWG members emphasizing the need for new bridge (including discussion of lift cables and maintenance costs in the near future); an emphasis on the “lock step” vision of communities on both sides of the river; description of weight restrictions on the bridge and the economic impacts they are having on businesses; a brief outline of the status of the EIS; a discussion of the need for a new bridge to address emergency preparedness issues (such as the Eagle Creek Fire); a description of the nearly \$100 million that has been secured to date; the need for Oregon to come to the table to match Olympia; the total cost of a new bridge (\$520M); the desire to open a new bridge by October 2030 at the latest; a description of the HNTB management contract awarded the previous week; overall strategies for paying for a new bridge (Oregon/Washing/Feds/tolls); bike ped issues and need for provide equity for disadvantaged residents on both sides of the river; and the hope to award a design build contract by end of the year; Amanda asked:

- 1) Who was the BSWG working with in Olympia? Answer: (Sen. Curtis King, Sen Hobbs, and Rep. Fey).
- 2) Amanda also volunteered that they had been phoning USDOT about pending INFRA/MEGA/RURAL grant proposals and that they were not so sure that the programs would be oversubscribed because many applicants were not ready with matching funds or prepared for the first round of NOFO. Said it was good that this project had a match and had applied.

Follow up Actions:

- a) Hal to follow up with update on USDOT meeting, remind Amanda/Austyn to phone USDOT about this project.
- b) Invite Amanda and Austyn to the gorge on August 24 for on-site briefing and bike ride.

3) REP. EARL BLUMENAUER AND TUCKER JOHNSON (LEGISLATIVE ASSISTANT, TRANSPORTATION)

Rep. Blumenauer arrived late to the meeting. Prior to his arrival, BSWG met with Tucker and provided a history of the bridge; EIS, ROD; HNTB contract award; described impacts to the communities; 60% of toll payers coming from Washington side of the river; 30% commuters to Oregon; no alternative route without bigger carbon footprint; bike/ped issues and fixes with new bridge; overall cost of new bridge \$520M and the fact that \$100 million of new bridge costs is bike/ped portion of the bridge; outlined the nearly \$100M raised to date; emphasized the tribal/equity issues associated with the bridge; and desired to award a progressive design build contract by the end of year, Rep. Blumenauer arrived – we repeated some of the above emphasizing in particular bike/ped access on the new bridge. Blumenauer asked:

- 1) Why has the project taken 20 years to get this far? Answer: Fits and starts depending on one-off funding, but the public has now seen natural disasters and impacts of an undersized, bridge, appreciates the equity issues involved, and now understands the millions to maintain a bridge that no longer meets the needs of the communities it serves.

Kevin Greenwood shared with Rep. Blumenauer that the US Coast Guard has issued a “Preliminary Coast Guard Navigation Determination” for the new bridge.

Follow up Actions:

- a) Hal to follow up with update on USDOT meeting, remind Tucker to phone USDOT about this project.
- b) Invite Tucker (and Jon Bosworth) to the gorge on August 24 for on-site briefing and bike ride.

4) KATHERINE AMBROSE (DIRECTOR, PACIFIC NORTHWEST, HOUSE T&I COMMITTEE) and GARRETT GEE (Surface transportation specialist, Subcommittee on Highways and Transit)

This meeting was rushed, due to the Blumenauer meeting running over and the need to sprint across the capitol to the meeting with Senator Merkley's staff. The BSWG presented a quick overview of the project (history, need, NEPA, progressive design/build, tourism, \$100M raised to date), and emphasized the fact that this project has unanimous support on both sides of the river – as compared to certain other bi-state bridge projects. We discussed the \$195 INFRA grant. Garrett volunteered that a Coos Bay project request could eat up the entire funding available in the MEGA/INFRA/RURAL NOFO – and that it asked for \$600M. They also said the DeFazio was bound to support the IBR project – those two, the IBR and Coos Bay projects are his top discretionary grant priorities. Promised to say good things about Hood River/White Salmon bridge project "if asked." I mentioned the fact that DeFazio had handed Sec. Pete a letter at his portrait event, asking the Secretary to support Historic Columbia River Gorge Highway Bike Trail funding as well.

With DeFazio retiring and his focus on the above 3 projects, his staff's interest in the Hood River project appears limited.

5) MIKE ZAMORE (CHIEF OF STAFF TO SENATOR JEFF MERKLEY), SAMM NEWTON (FELLOW), CAITLINE BUCHANAN (POLICY ADVISER, TRANSPORTATION, DAN MAHR (FIELD REP FOR HOOD RIVER FOR SENATOR MERKLEY)

Following an overview that followed included the primary points above with the addition of urgency emphasized by Mayor Keethler; a more detailed explanation of the economic impacts on various business interests by Mayor McBride (i.e. aggregate, fruit, timber); and a more detailed explanation by Comm. Fox about being ready to go (pending funding) to negotiate a progressive design build contract by the end of the year; Zamore asked how "real" the cost estimate is the project at this time. Comm. Fox answered with an explanation about the estimate developed late last year. Comm. Anderson reviewed the state commitments from Washington state and a discussion was initiated about the need for Oregon to step up. ODOT's position that the Discretionary Grant Program only permits one project per state came up. Zamore instructed Caitlin to look into it, wondering if it could be accurate.

Zamore also said that the Senator is fully supportive of the project, especially likes the broad bi-state support that exists on this bridge project and committed to phoning the Secretary about the pending \$195 million grant and supporting the upcoming Port/Klickitat Bridge Discretionary Grant proposal.

Mr. Hiemstra shared that the group would be meeting with USDOT/FHWA and would ask the question about "one project per state."

Follow up Actions:

- a) Share FHWA answer on “one project per state” question (Hal completed 7/26/22 with Dan Mahr and Caitlin Buchanan)
- b) Remind Caitlin to schedule call for Senator Merkley with Sec. Pete.
- c) Invite Merkley staff to August 24 briefing and bike ride.

6) SENATOR RON WYDEN, SYDNEY BEASLEY (FELLOW, TRANSPORTATION), BONNIE MILLION BOI-BLM FELLOW

Prior to Senator Wyden’s arrival, the BSWG met with Ms. Beasley and Ms. Million. BSWG members provided a brief background of the project; outlined the need; provide an update on EIS; outlined plan to pursue a progressive design build contract pending success on the \$195M request; outlined why the bridge is so important to the constituencies on both sides of the river; talked about the National Scenic Area and limitations that places on expanded development in the gorge; talked about sustainability of rural communities and the critical role the bridge plays; alternatives routes being 20 miles away in either direction; economic impacts. Senator Wyden then joined the meeting.

Senator Wyden immediately said “we will call USDOT! (about the pending INFRA grant) He went on to say “we want this”, “can’t have big league success with little league infrastructure.” He was very enthusiastic about the project, about the need to move ASAP, and expressed a strong willingness to help.

Follow Up Actions:

- a) Hal to check in with Sydney about Senator’s follow up with Sec. Pete (given his enthusiasm, this call should be made by the Senator, if at all possible.)
- b) Don’t recall if we discussed the ODOT “one bridge project per state” issue with Sydney and Bonnie, but Hal should share FHWA’s clarity on that matter.
- c) Invite Wyden staff to August 24 briefing and bike ride.

7) REP. CLIFF BENTZ AND ABIGAIL MICHOS (LEGISLATIVE ASSISTANT, TRANSPORTATION)

When we arrived, Rep. Bentz was in his office, but was called away to vote – so we did not see him. We did meet with Abigail Michos who is from upstate NY and initially said she had not been in Hood River or knew the bridge, but later said she had driven over the bridge (not sure what that actually meant.) She was very nice, but not very senior and not particularly knowledgeable about transportation issues. We provided an abbreviated overview of the project – history, need, EIS, funding to date, overall cost of project, community support, economic impacts. Ms. Michos did ask a few questions, showing an interest in the project. For example, the ODOT bridge sufficiency rating system was all new to her. She remembered signing Rep. Bentz onto the letter of support for the INFRA grant request and said that she had worked closely with Rep. Jaime Herrera Beutler’s office on that effort. She wanted to know whether they would also support a Bridge Discretionary Grant

request. Asked that we urge JHB staff to work with her on the new support letter. She said she would “talk with her team” about making a call to USDOT in support of the INFRA request.

Follow up Actions:

- a) Hal to loop back Abigail, let her know that JHB is prepared to help mentor her, that they expressed a willingness to call USDOT and also sign onto new NW Delegation letter of support for Bridge Discretionary Grant program.
- b) Given redistricting, seems pointless to invite her to August 24 on-site briefing and bike ride, especially considering the field reps are located in Ontario and Roseburg.

Wednesday, July 20

1) US Department of Transportation: Build America Bureau (TIFIA) –

- **TIFIA:**
- **Morteza Farajian, Executive Director,**
- **Nefretiti Harrison, Regional Project Development Lead**
- **Roger Bohnert, Director**
- **Valerie Burnette, Outreach Coordinator**
- **FHWA:**
- **Heather Dean, Transportation Specialist**
- **? Tim Arnade, Leader, Congressional Affairs or possibly Brian Lomax, Congressional Liaison**

Following a brief presentation on the status of the Hood River Bridge Replacement project, Morteza Farajian interrupted the presentation with a comment declaring that the old bridge clearly needs to be replaced and that this project ticks all of the boxes that this administration is looking for: social equity, tribal equity, safety, resiliency, bike/ped access, weight restrictions, freight movement, climate, rural, etc. Following Comm. Fox’s statement that the Port had engaged HNTB to be the project manager, both the TIFIA staff and the FHWA staff present became more animated and engaged in the project discussion. Following an update on the EIS process, Nef urged the Port to work closely with the Division office of FHWA on tribal issues. Following an extensive discussion of the total estimated cost of the project, Mr. Farajian engaged in a more direct conversation on how much toll revenue is generated per year from the bridge and speculated on how much TIFIA funding could be borrowed as a result. The discussion generally landed on speculation about a TIFIA loan of around \$100 million. Ms. Dean emphasized that once the project is federalized, 100% of the toll revenue on the new bridge needs to be dedicated to O&M of the new bridge and/or debt relief and cannot be diverted to other port initiatives.

A lively discussion was led by Mr. Farajian about the most appropriate approach to take in contracting for the new bridge. Generally, he expressed the opinion that a P3 approach would not be his recommendation since the project is a straight forward project (from point A to point B) and does not include many opportunities for innovative design approaches (other than materials and perhaps construction methods – but doesn’t for instance, include multiple exits and entrances to the bridge). He

also emphasized that residents don't like paying tolls to private companies viewed as making excessive profits from the P3 project.

Mr. Farajian engaged in a lively discussion with Comm. Fox about the value of a Progressive Design Build contract and agreed that it would be preferable if the funding can be put in place. He said that a design build project approach financed "by yourself" is probably a better approach.

Timing for applying for a TIFIA loan was discussed. Mr. Farajian suggested that the Port should apply sooner rather than later since a loan operates like a line of credit and can sit dormant with no interest fees accruing until funds are withdrawn. He emphasized that the IJA legislation extended TIFIA payments to 75 years and allows for funding of up to 1/3 of a project's total cost (up to 50% for projects in rural areas – though USDOT has only recently made loans beyond 1/3 of the total cost of a project).

It is expensive to apply for a TIFIA loan – a couple of hundred thousand dollars, and it takes at least a year to close and can take up to 24 months, which is another reason to begin the process sooner rather than later. Underwriting and preliminary credit worthiness decisions take the most time in securing a TIFIA loan.

TIFIA loans are currently at 3.5% interest fixed rate loan over the life of the loan (75 years).

Mr. Farajian mentioned the rather small Innovative Project Delivery NOFO (\$20 million annually) and suggested that it should be investigated by the Port. He also mentioned a Sept NOFO that will apply to tribal and rural areas making \$1.6 million available in technical assistance for these areas. He also said that the Port could begin to get technical assistance from the TIFIA staff once the Port submits a letter of interest to apply for a loan.

Mr. Farajian said "we need the ROD before we can sign off on a loan," but that doesn't appear to be an obstacle given the expected issuing of the ROD later this year and the fact that it will take at least 12 months to secure a TIFIA loan.

Mr. Anderson asked if TIFIA could make a loan to a new entity like the newly created Bi-state Bridge Authority. TIFIA staff clarified that they do so all of the time and that as long as a secure source of revenue is identified (ie. tolls) to pay back the loan, that's the deciding factor, not the length of time a borrowing interest has been in place.

Mr. Farajian emphasized that he recommended that we ask both states to pay for maintenance of the new bridge to avoid having to use toll revenue to do the same, thus maximizing the amount of revenue that could be used to pay back the TIFIA loan.

Ms. Dean rattled off a long list of discretionary grant programs that she believes the Port should consider applying for and implied that it would likely take a bundle of awards from a number of these programs to secure \$195 million from the feds. She highlighted the:

- New PROTECT Program (NOFO not yet out – focused on resiliency)

- Rec. Trails funding (if the project touches on federal lands with trails (i.e. Historic Hwy bike trail))
- Safe Streets for All (NOFO out now, deadline September 15). May need a year for an Action Plan to be developed and approved before construction dollars obligated.
- Discretionary Bridge Program (NOFO out now, deadline August 9)
- Raise
- INFRA/MEGA/Rural

Ms. Dean highlighted the Department's ROUTES initiative (Rural Opportunities to Use Transportation for Economic Success) which aims to address disparities in rural transportation infrastructure by disseminating resources on its website and providing technical assistance. (look up ROUTEs team at rural@dot.gov)

Ms. Dean also mentioned the Regional Infrastructure Accelerator Grant Program and said that Oregon and Washington got a grant and that the Port should explore how the NW Accelerator Grant could assist with this project.

Mr. Farajian closed the meeting by sharing that he is on the final review committee of pending grant applications and that as a senior reviewer, he can bring forward any project that he wants even if it was not advanced by earlier review panels. We could only speculate on why he shared that information. He indicated that RAISE grants would be out soon and that the current round of INFRA/MEGA/Rural grants would probably be announced in September.

Following a brief story by Mayor Keethler about tribal equity issues associated with bike/ped access on a new bridge, Mr. Farajian reemphasized that this project "has it all" and he said to tell the story and answer each question on each NOFO but to also cross reference the questions and our answers with USDOT's strategic plan since it includes the areas of focus this administration is particularly engaged on.

2) REP. JAIME HERRERA BEUTLER AND RILEY LAMP (LEGISLATIVE ASSISTANT, TRANSPORTATION)

Rep. Herrera Beutler was not available due to a vote, but we met with Mr. Riley Lamp. Following a brief overview of the bridge project emphasizing the weight restrictions, 16.8 sufficiency rating, history of the effort to replace the bridge, Mayor Keethler emphasized that this bridge is a life line to the communities on the Washington side of the river and described how important it is to her constituents. Mayor McBride highlighted the bi-state governance of a new bridge and described the economic impacts associated with the current weight restrictions. Mr. Greenwood outlined EIS factors. Comm. Anderson expanded on the bi-state governance issue and also highlighted the \$95 million already raised the Sen. Curtis King's role in securing the \$75 million from Olympia. Comm. Fox outlined the roughly \$500 million cost of the new bridge and the fact the HNTB had been hired to manage the project. Mayor Keethler emphasized the safety and equity components of the project.

Mr. Lamp indicated that despite the shifting congressional district boundaries, they would remain supportive of the project and he expressed a willingness to phone USDOT on behalf of the pending INFRA grant and to also sign on to a letter of support for the new Bridge Discretionary Grant application.

He also said he would help mentor Abigail Michos (Rep. Bentz) and circle back with her about phoning and signing on to a Bridge Discretionary Grant LOS.

Follow up Actions:

- Hal to follow up with Riley about phone call to USDOT and invite him and Colin Swanson to August 24 on-site bridge briefing and bike ride.

3) STEPHENANIE SYKES (DIRECTOR OF INTERGOVERNMENTAL AFFAIRS – WHITE HOUSE INFRASTRUCTURE COORDINATOR) AND LUISA PAIEWONSKY (SENIOR POLICY ADVISOR - WHITE HOUSE INFRASTRUCTURE COORDINATOR)

The BSWG provided a summary of the project, status of the EIS, equity issues, need, description of the bi-state bridge authority, tribal concerns, emergency route, seismic concerns, National Scenic Area overlay, total cost of the project and need to move ASAP due to inflation.

Ms. Luisa Paiewonsky explained that she had previously been the Director of the Mass DOT and she was particularly engaged in a discussion on the status of the EIS and contracting methods such as progressive design build. She clearly knew a lot about project delivery and could become an ally in the White House complex when the project begins to move to the next phase.

Ms. Sykes explained that the White House can't lobby for any particular projects but towards the end of the meeting, became more engaged and said that they would mention the project to USDOT. She was defensive about inflationary pressure on projects. She highlighted the <https://www.whitehouse.gov/build> White House website highlighting all of the IJA discretionary grant opportunities. (We already knew this). She also shared that the Safe Streets for all program was being promoted by US. Conference of Mayors and Bloomberg and encouraged the group to look at their webinars and on-line information. Clearly, the White House does a lot of work with the U.S. Conference of Mayors.

Overall, not a hugely beneficial meeting, but Ms. Sykes did say at the end of the meeting that they would mention the Hood River Project to USDOT... so, it could be worthwhile to remain in contact with both Ms. Sykes and Ms. Paiewonsky. Ms. Paiewonsky in particular could be helpful given her state experiences at Massachusetts DOT.

Thursday, JULY 21

Department of Agriculture: Office of Rural Housing and Community Services

- **Chad Parker, Deputy Administrator, Community Facilities Program,**
- **Joseph Ben-Israel, Assistant Deputy Administrator, Community Facilities Program,**
- **Deb Jackson, Director, Direct Loan and Grant Division, Community Facilities Program**

The BSWG provided a summary of the project, status of the EIS, equity issues, total costs, rural location of the project, made the link between housing and the need for regional housing solutions to housing needs in the gorge – and the importance of a new bridge to making all of this work.

Mr. Joseph Ben-Israel (whom the Port had met with 3 years ago) said that they have LOTS of money to loan - \$2.8 billion – “funding a loan isn’t an issue for USDA at the moment.” USDA caps loans at \$100M (per OMB) so apply for 99.99 million if you want a USDA loan. Can make loans for up to 40 years, current rate is 3 ¼ %. Tolls on bridge would provide adequate source to pay back loan. Take about 6 months (only) to secure a USDA loan.

The way USDA loans work is that the project arranges construction financing and then USDA provides a “take out” loan to pay off the construction financing. Two years interest free. Five-year rule from the obligation letter by USDA.

Comm Anderson asked question about bi-state bridge authority being eligible to take out the loan. Mr. Parker expressed some concern, but Mr. Ben-Israel said while the USDA attorney would need to review, there wouldn’t be a problem as long as the bi-state authority is a unit of local government (which it will be.)

Said USDA typically adopts USDOT/FHWA EIS’s though sometimes USDA does require additional NEPA work – but not generally.

BSWG asked about USDA Grants. Was told that USDA only has \$35 million annually to provide community facility grants to the ENTIRE country, and that their loans are typically under \$1 million and often just a few hundred thousand dollars.

EARMARKS: They shared that Congress earmarked \$183 million in Community Facility earmarks with the largest earmark \$7 million. They implied that next year, it might make sense to pursue an FY24 Community Facilities earmark for a specific project element.

Also mentioned USDA Rural Utility Service as a source of funding (\$2 million tops) for any fiber or other utility that might be laid on the bridge. Also said to go to NTIA for fiber optic and emphasized that IJA includes \$160 billion for fiber upgrades nationally,

General discussion about natural gas distribution lines, but it was determined that this wasn’t a good fit for USDA.

To apply for a loan, BSWG would need to begin process with USDA Rural Development Office in Portland, and they emphasized that it would be critical to have the rural development office architect at the table early on to avoid delays and problems down the road.

Bottom line- seems like a viable secondary option for a loan, but the terms are not as good as TIFIA and the loan begins to accrue interest that day it is made – not when the dollars are withdrawn like a line of credit with a TIFIA loan.