



Bi-State Bridge Replacement Working Group Agenda

Meeting Date: June 05, 2023

Meeting Time: 2:00-4:00p

Location: 1000 E. Port Marina Drive, Hood River, OR

Zoom Meeting

<https://us06web.zoom.us/j/88490950292?pwd=c3RLaXZWMzFUR2JzOGtNZDFDMjk5UT09>

Meeting ID: 884 9095 0292

Passcode: 396314

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; Paul Blackburn (Mayor), City of Hood River; Arthur Babitz (Commissioner), Hood River County

Alternates: Kristi Chapman (Commissioner), Port of Hood River; Jennifer Euwer (Commission Chair), Hood River County; Joe Sullivan (Councilor), 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 (Executive Director), Port of Hood River; Genevieve Scholl (Deputy Executive Director), Port of Hood River; Michael Shannon (Project Manager – Bridge Replacement), HNTB.

1) Welcome

2) Approval of Minutes (2 Min)

- Bi-State Working Group Meeting Minutes 05/01/2023

3) Review Action Items (10 Min)

Priority	Description/ Expected Outcome	Assigned To	Date Assigned	Due Date	Resolution/ Current Status	Status
Med	Track progress of BO following ODOT's commitment to have a draft in Mid-October Primary Contacts: Dennis Reicht: ODOT Tom Loynes – NMFS Liaison and Cash Chesselet – ODOT Environmental Program Coordinator – NMFS Liaison	Mike Shannon	9/19/2022	10/17/2022 10/31/2022 11/14/2022 12/12/2022 01/09/2023 01/23/2023 03/2/2023 03/21/2023 5/1/2023 5/15/2023	10/17/2022 Staff will follow up with ODOT next week on Draft Document 10/31/2022 – Dennis said that Tom and Cash met with QC and NMFS and that it was their priority to get most of the draft completed this week. 11/14/2022 – Dennis ODOT indicated continued delays due to staff working on Abernathy Bridge issues 12/12-2022 – Carol ODOT emailed that the draft is 2-3 weeks out due to workload delays associated with Abernathy Bridge and Training 1/9/2023 - ODOT has requested for the information related to Temporary Work Bridges and Barges to be updated an increase in our information can calculations based on recent events on similar projects.	In Progress

Contact: Michael Shannon, (425) 577-8071 or mwshannon@hntb.com



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					<p>The information is being coordinated with ODOT 1/23/22 – The project team met with ODOT on 1/13/23 to discuss modifications need to the BiOp. ODOT is meeting with FHWA on 1/19/23 to get direction on how to proceed with modifications. Team is working on modifications to progress the work pending the information from FHWA 2/6/23 BA information has been updated and provided back to ODOT. A meeting is scheduled for 2/7 with FHWA to determine next steps.</p> <p>3/2/23 - C Callahan FHWA provided comments on the BA/BO on 2/21 to ODOT for comment. C Snead requested final comments from ODOT by 2/28. No comments/responses have been provided by ODOT – WSP has been directed to address FHWA comments and resend information by 3/22/23 – ODOT provided comments on 3/16, Response to comments will be provided to ODOT by 3/24. No update from ODOT on when the BO will be complete, ODOT could not provide a status of their % complete. BSWG requested a status update from ODOT.</p> <p>4/3/23 – 3/28/23 Meeting with FHWA/NOAA established new contact with ODOT and communication protocols for the remainder of the time until a signed BO is received.</p> <p>5/1/23 – Final BA comments have been received and updates sent to FHWA/NOAA</p> <p>5/10/23 – Cindy Callahan email to NOAA on completion of the consultation of the BA</p>	
	Track Progress of the Final BO	Mike Shannon	9/19/2022	9/1/2023	Anticipating completing the BO by Sept 1.	In Progress

Contact: Michael Shannon, (425) 577-8071 or mwshannon@hntb.com



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4) Informational Items

Time	Discussion Topic	Owner/Presenter
10 Min	<p>Hood River – White Salmon Bridge Authority (HRWSBA)</p> <ul style="list-style-type: none"> • The CFA identifies July 1, 2023 - Authority Formation Date • Update on the county Nomination and Appointment Process • Update on IGA with PORT • Key early activities for Authority <ul style="list-style-type: none"> ○ Legal Services ○ Liability Insurance ○ Public Records Training 	Mike Shannon
10 Min	<p>GR Update</p> <p>Washington</p> <p>Oregon</p> <ul style="list-style-type: none"> • HB 3622 <p>DC</p> <ul style="list-style-type: none"> • May 22-24 	Mike Shannon
10 Min	<p>Funding Finance & Tolling</p> <p>Tolling</p> <ul style="list-style-type: none"> • Open House March 31st – White Salmon • Next Open House June 7th – Hood River <p>Pending Grant Submittals</p> <ul style="list-style-type: none"> • MPDG (INFRA/Rural/Mega) • BIP • SS4A • DOL Labor Grant <p>Grant Submittals</p> <ul style="list-style-type: none"> • Raise Planning 2023 - \$3.6M submitted on 2/28/23 • CDS Appropriations Submittals <p>Current Grant Funding</p> <ul style="list-style-type: none"> • WA • ARPA (Oregon) • Build 20 	Mike Shannon
5 Min	<p>Treaty MOA's</p> <ul style="list-style-type: none"> • Yakama • Nez Perce • Umatilla (CTUIR) • Warm Springs 	Mike Shannon

Contact: Michael Shannon, (425) 577-8071 or mwshannon@hntb.com



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10 Min	RBMC <ul style="list-style-type: none"> • Amendment 4 – 3yr Work Plan • Request for Proposal (RFP) Progressive Design Build (PDB) • Key Stake Holder Coordination (ODOT, WSDOT, FHWA) • Geotechnical Investigation • Right of Way • Permitting 	Mike Shannon
5 Min	NEPA/FEIS/ROD <ul style="list-style-type: none"> • Sec. 106 MOA • BiOp • Schedule 	Mike Shannon

5) Upcoming Actions (2 Min)

Description/ Expected Outcome	Anticipated Action Date
BiOp	September
Treaty Tribe MOA's	October

6) New Action Items

Priority	Description/ Expected Outcome	Assigned To	Due Date

Next Meeting, June 26th, 2023



HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

Project Director Report
June 05, 2023

The following summarizes Replacement Bridge Project activities from May 15, 2023 to June 05, 2023:

PROJECT MANAGEMENT

- *RBMC team is continuing to meet with WSP, ODOT and Federal Highway Administration (FHWA) related to the NEPA/FEIS process and Treaty Tribe Memorandum of Agreement (MOA's).*
- *RBMC team is meeting with ODOT, WSDOT and FHWA on the RFP for the Progressive Design Build Procurement.*
- *Grant Tracking for WA, ARPA, Build Grants will be on going each quarter.*
- *Legislative Outreach is continuing with Oregon, Washington, and DC*

COMMUNICATIONS

- *Organized two open houses for the upcoming toll increase on Sept 1st.*
 - *May 31st – White Salmon Library – meeting was attended by over 150 people, comments, and input received will be compiled for June 20th meeting.*
 - *June 7th – May Street Elementary School – 4:30 to 7:30*

GOVERNMENT AFFAIRS UPDATE

- *State Legislative Activities*
 - *Oregon*
 - *A public hearing was held on 5/16 for HB 3622, where we gave testimony in support of this bill. The bill passed out of the Joint Transportation Commission unanimously and has moved to ways and means.*
 - *We received a letter of support from Sen. Bonham and Rep. Helfrich to Secretary Buttigieg confirming their commitment to obtain \$125M for the project. (See Packet)*
 - *Washington*
 - *Contract renewals for both Boswell Consulting and Thorn Run have been received and recommended to the Port Commission for approval for FY23/24. (See Packet)*
- *Federal Legislative Activities*
 - *CDS Appropriations requests have been sent for both Washington and Oregon for a total funding request of \$8M.*
 - *Rep. Blumenauer, Rep. Newhouse, Sen. Wyden, Sen. Merkley and Sen. Cantwell submitted requests in support of the project. We are not expecting this to finalized until the end of this year.*
 - *A trip to DC was held from May 22nd to May 24th in support of funding requests*
 - *Meetings were held with the following (See Packet)*

- *Sen. Patty Murray Office*
- *Rep. Marie Gluesenkamp Perez*
- *Sen. Merkley Office*
- *Sen. Wyden Office*
- *Sen. Cantwell Office*
- *Rep Blumenauer Office*
- *Rep. Dan Newhouse*
- *Nefretite Harrison – Build America Bureau (TIFIA)*
- *Secretary of Transportation Office (Grants)*
- *Commissioner Fox, Commissioner Anderson, Mayor Keethler, and Mike Shannon attended with Hal.*
- *Contract Renewal for Summit Strategies has been received and recommended to the Port Commission for approval. (See Packet)*

HOOD RIVER-WHITE SALMON BRIDGE AUTHORITY (HRWSBA)

- *Commission Formation Agreements were signed by all members, with the last signing on April 26th establishing the Agreement Effective Date.*
 - *Signed copies of the CFA were sent to the Secretary of State in Washington and Oregon*
- *Hood River County and Klickitat County will now begin the process of taking nominations and appointing the 6 directors for the new Hood River White Salmon Bridge Authority (HRWSBA).*
- *A work plan is being drafted that will outline the early activities needed by the new HRWSBA in preparation for their initial meeting in July.*
- *The POHR has their legal counsel working on a draft IGA that will be shared with the new HRWSBA.*

FUNDING FINANCE & TOLLING

- *Washington State Transportation Commission (WSTC) T&R Analysis*
 - *HNTB and the PORT continue to coordinate with WSTC*
 - *May 16th an update on the project was given to the WSTC.*
 - *May 16th a final presentation of the Study material was presented to the WSTC. (See Packet)*
 - *Schedule Milestones:*
 - *June 2023 – Final Report of findings and recommendations will be submitted to Washington State Legislature.*
- *BSWG Tolling Study*
 - *May 31st an Open House was held at the White Salmon Library to obtain input on the two tolling options that will be implemented in Sept. Over 150 people attended the event. The comments and input from the meeting are being summarized. (See Packet)*
 - *The Online Open house also went live on May 31st and will be open until June 14th.*

- June 7th will be the Open House in Oregon at the Elementary School.

PENDING GRANT FUNDING UPDATES

- *Raise Planning Grant (2023)*
 - *Notice of Funding Opportunity (NOFO) issued: 11/30/22, Update to NOFO received on 12/14/22*
 - *Application Submitted: 2/28/23*
 - *Requested amount of funding: \$3.6M*
 - *Our application focused on a planning grant that will evaluate Bike/Ped connections and Transit services access/connections to the new bridge. With a focus on how the bridge is a vital part of a transportation system.*
 - *Over 20 Letters of Support were included with our application*
- *Safe Streets and Roads for All Grant Program (SS4A)*
 - *2023 Notice of Funding Opportunity (NOFO) released on 3/30/23*
 - *Application Due: 7/10/23 @ 5pm EDT*
 - *Available funding total: \$1.177B*
 - *Planning & Demonstration Grants - Min – Max award \$100,000 to \$10M*
 - *Implementation Grants – Min – Max award \$2.5M to \$25M*
- *Multimodal Project Discretionary Grant (MPDG)*
 - *Next Opening – Spring 2023*
 - *2023 NOFO not released*
 - *INFRA (\$8 B available over 4 years FY22 to FY26)*
 - *MEGA (\$5 B available over 4 years FY22 to FY26)*
 - *Rural (\$2 B available over 4 years FY22 to FY26)*
 - *RBMC is working on updating Benefit Cost Analysis and Application prior to release of NOFO*
- *Bridge Investment Program (BIP)*
 - *Next Opening – Summer 2023*
 - *2023 NOFO – Summer 2023*
 - *RBMC is working on updating Application prior to release of NOFO*
- *DOL Building Pathways to Infrastructure Jobs Grant Program*
 - *Posted: 4/5/23*
 - *Closing: 7/7/23*
 - *Program Funding: \$80M*
 - *Max Award: \$5M Min Award: \$500K*

EXCUTED GRANT FUNDING UPDATES

- *Build20*
 - *Grant Awarded 9/23/22*
 - *Funding: \$5M – Federal Share, \$1.25M Local Match (Washington Grant) – Total \$6.25M with an Expenditure Deadline of 12/31/2024*
 - *Total Submitted for Reimbursement: \$0*
 - *Total Reimbursement received to date: \$0*
 - *Remaining Funds: \$5 million*

- We have received our certification from FHWA on 12/21/22. We have received access to the RADs quarterly reporting system for FHWA on 1/26/22. Training with FHWA is still pending.
- Q4 2022 reporting has been submitted through RADs to FHWA
- ARPA (Oregon Grant)
 - Grant Awarded 5/12/22
 - Funding: \$5M with an Expenditure Deadline of 12/31/26
 - Total Submitted for Reimbursement: \$313,413.78
 - Total Reimbursement received to date: \$313,413.78
 - Remaining Funds: \$4,686,586.22
 - Next reimbursement submittal July 2023
- WA SB 5165 Grant
 - Grant Awarded 2/2/22
 - Funding: \$5M with an Expenditure Deadlines of 6/30/23 (\$3M) and 6/30/23 (\$2M)
 - Total Submitted for Reimbursement: \$2,205,900.80
 - Total Reimbursement received to date: \$384,693.39
 - Remaining Funds: \$2,794,090.20
 - 1st Quarter 23 reimbursement submitted for \$864,760.55
 - Next reimbursement submittal will be July 2023.

TREATY TRIBE MOA'S

- A Semi-weekly meeting has been set up with ODOT and FHWA specific to advancing the Treaty Tribe MOA's. A collaboration space has been created on the Project Portal site.
 - **Yakama Nation (YN).**
 - Draft MOA was submitted by Roy Watters to the Yakama Nation on 1/26/23
 - A meeting to discuss the Section 106 MOA and Treaty Fishing MOA was held on 2/28/23. Meeting was positive and they were very appreciative of the work that was done in the draft Treaty MOA. Yakama Nation will review the draft MOA with a tentative date to provide responses in two weeks.
 - Yakama Nation provided an email update on 3/20/23 that the MOA has been circulated for internal review. We are awaiting their comments and to set up a follow up meeting.
 - FHWA, ODOT and Project team are continuing to reach out to connect with YN and set up a follow meeting.
 - **Nez Perce**
 - The Draft MOA was submitted to ODOT on 1/17/23
 - ODOT approved us to move forward with sending the Draft MOA on 1/24/23.
 - 2/2/23 – MOA was sent to Amanda with Nez Perce on 2/2/23.
 - On 4/18/23 the Tribe's Cultural Resource and Fisheries departments were able to fully brief Nez Perce Tribal Executive Committee's (NPTEC) Natural Resource Subcommittee on the project and the key terms in the draft MOA.

- *A second meeting has been scheduled for 6/6/23 at the Nez Perce Tribal Headquarters in Lapwai, ID. The project team, ODOT and FHWA will be presenting to the Nez Perce Tribal Executive Committee and update on the project and the Treaty Fishing MOA.*
- *At the suggestion of the Tribe, the team also submitted a form to the Nez Perce Tribes requesting permission to use their logo in support of the project. This request will be discussed at the 6/6/23 meeting with the Tribal Executive Committee.*
- **Umatilla (CTUIR).**
 - *The Draft MOA was submitted to the Umatilla Tribe on 1/25/23*
 - *Meeting and Presentation were held with CTUIR Fish and Wildlife commission on 1/24/23*
 - *The team received comments from CTUIR on the first draft of the MOA on 4/3/23.*
 - *A 2nd Meeting was held with CTUIR on 4/5/2023 to review the comments and discuss ideas on how to determine and quantify mitigation measures within the Treat MOA. The meeting was very positive and follow up meeting is being schedule for mid-May.*
 - *The 2nd draft of the CTUIR MOA was sent to Umatilla on 4/25/2023.*
 - *We are coordinating our next meeting with Umatilla to be in June.*
- **Warm Springs.**
 - *The project team met with Warm Springs Natural Resources group on 4/11/23 and presented a project update and introduced the Draft Treaty MOA to the group.*
 - *The project team also meet with the Warm Springs Council on 4/12/23 to update them on the project.*
 - *A request to use the tribe's logo and to obtain a letter of support for the project was also requested of the tribe. They are considering the request. Sample letters of support were provided to them for reference.*
 - *The project team is working on setting up a 2nd meeting with the tribe to advance discussion around the Treaty Tribe MOA.*

RBMC

PROGRESSIVE DESIGN BUILD RFQ/RFP

- *A meeting was held with ODOT on 3/7 with Region 1 staff and Headquarters Procurement staff to discuss their role on the upcoming PDB Procurement. Robert Wattman will be our point of contact and backed by Sam Hunaidi. A number ODOT technical staff were also at the meeting and provided input into how to move forward. WSDOT also attend this meeting.*
- *A meeting is schedule with ODOT Region 1 to provide an update on the RFP development and coordinate their involvement on the PDB procrument*

- *A meeting was held with FHWA on 5/18 to continue updates with them on their role on the upcoming PDB Procurement*
- *A meeting is being coordinated with WSDOT on the PDB procurement.*
- *Preliminary drafts of the RFP/RFQ sections are being assembled and task lead meetings are being held to coordinate the development of the RFP/RFQ. The team is also drafting the evaluation criteria for the procurement.*

KEY STAKE HOLDERS

RAILROAD

- *Kickoff/Update meeting was held with BNSF on 1/25/23, they indicated the new bridge should accommodate a future triple track and a 30' vertical clearance. At this time these are not seen as major impacts to the project.*
- *Coordination of work activities over the track will be critical do to the high volume of usage.*
- *BNSF did not anticipate long review periods given their current workload, they indicated that they had adequate capacity to support the coordination needed on this project.*

GEOTECHNICAL

- *The two Oregon on land borings were completed on Feb 6th and the draft report is in review. Cultural Resource monitoring was done and no cultural resources were found.*
- *Coordination with the tribes will work through ODOT but it is likely the PORT will be asked to fund the tribal monitoring costs.*
- *Underwater drilling start date has been moved to July 10th while coordination is ongoing with tribal fishers. The work will last 5 weeks.*
- *A meeting was held with Columbia River Inter-Tribal Fish Commission (CRITFC) to coordinate the overlap of Geotech borings and summer fishing seasons.*

SURVEY

- *Completed Work:*
 - *Continued effort to resolve OR rights of ways & property lines, additional research and documentation received from ODOT and Hood River County.*
- *Upcoming Work:*
 - *Complete right of way calculations in OR and WA*

RIGHT OF WAY

- *Coordination has begun with WSDOT and ODOT to define the jurisdictional limits for both agencies.*
- *Our right of way team is coordinating with the two property owners in Washington that will need to provide Right of Entry for the geotechnical borings. The two owners are a private owner and Klickitat County. We have received the ROE letters from both.*

- *The SDEIS preferred alternative does indicate a potential whole take of the private landowner and we will need to coordinate with the BSWG and PORT on when to move forward with discussion with the landowner on this action.*
- *We are finalizing the appraisal on the private property full take in Washington and will be starting work on the Port Facilities.*

PERMITTING

- ***SHPO Permit for Upland Work in Oregon*** – *This permit was issued on 1/19/23. CTOGR included some standard stipulations in their permit comments. The Oregon UPLAND boring work can proceed and is scheduled for next week.*
- ***USACE Permit*** – *USACE issued the permit on 05/09/2023 (See Packet)*
- ***DEQ Permit*** – *Permit received on 5/22/23*
- ***DSL Short Term Access Agreement*** – *This approval was issued in September 2022.*
- ***DSL No Permit Needed Letter*** – *This letter was issued January 18, 2023 confirming the work does not require a DSL Removal-Fill Permit.*
- ***WDFW Hydraulic Permit Approval*** – *The original HPA was modified with new project information and schedule on January 11th. The HPA includes several standard BMPs and notification requirements. Notification must be made at least three days prior to in-water work on WA. Side.*
- ***City of White Salmon SEPA and SMP Exemption Letter*** – *The final letter from City confirming Teotech work is exempt from SEPA and SMP was issued on January 23, 2023.*
- ***WDNR Aquatic Lands ROE Permit*** – *We received the requisite signatures from Klickitat Co. and Shin Jin Ko on February 2, 2023. We will submit the application (JARPA) to WDNR by COB February 3, 2023. Expect two months for DNR to issue the ROE permit. We have coordinated recently with WDNR regarding insurance certifications for the Port and drilling contractor and they have told us the application is complete and we should see the ROE permit in the next few weeks.*
- ***NMFS Slopes V Compliance*** – *The USACE has determined that the work as proposed will result in No Effect on listed fish based on the standard BMPs to be included (SLOPES V BMPs) and the short duration, confined nature of the work. We were able to avoid getting NMFS involved.*

When USACE issues the verification, it will also include the necessary ESA/NMFS compliance. The provisional verification discusses this and application of SLOPES V. So this task/compliance need will get completed when USACE issues the permit (without NMFS involvement), which will happen once the DEQ permit lands.

- The DEQ permit application was submitted to DEQ on 1/13/23 after they issue their permit USACE will immediately take the “provisional” moniker off of the provisional verification. Once submitted WDNR should be able to turn around the permit within two months. There is a \$25 fee for this permit.

FINAL EIS/RECORD OF DECISION

- Environmental Impact Statement technical reports are available at <https://cdxapps.epa.gov/cdx-enepa-ll/public/action/eis/details?eisId=314171>
- Responses were provided on 3/28/23 to ODOT for the from ODOT Liaisons related to the Biological Assessment and their writing of the Biological Opinion. (See Packet)
- Email from Cindy Callahan at FHWA on 3/28 re-establishing the communication process that should be followed until the signing of the Biological Opinion. (See Packet)
- A coordination meeting was held with the Project Team, NOAA and FHWA on 3/29/23. NOAA indicated that once the liaison receives the updated BA anticipated to be in the next two weeks and all comments are closed that it would take 90 Days to complete the BO and then an additional 45 Days for NOAA’s full review including their legal review. This would set the new anticipated date to receive the signed BO around Sept 1, 2023.
- A monthly recurring coordination meeting has been set up with Cindy Callahan – Senior Biologist (FHWA) and Rod Thompson – State Environmental Engineer (ODOT)

OTHER ITEMS

KEY MEETINGS

Date:	Subject:
5/15	Weekly meeting with Port Director
5/16	Washington State Transportation Commission Presentation
5/16	Hearing Presentation on HB 3622
5/17	Weekly WSP/PORT Checking
5/18	Coordination with Trucking Industry on impacts of existing bridge
5/18	Coordination with FHWA on PDB
5/19	Introduction with PNWER
5/22-5/24	Washington DC Meetings with Congressional Members from Oregon and Washington as well as Build America Bureau and USDOT

<i>5/25</i>	<i>Coordination Meeting with CRITFC on Geotech Borings</i>
<i>5/25</i>	<i>Consultant Project Briefing with Parsons</i>
<i>5/25</i>	<i>Cultural Resources/NEPA Meeting with FHWA/ODOT/WSP</i>



BRIDGE REPLACEMENT PROJECT

Bi-State Working Group Meeting Summary

Monday, May 15, 2023 | 2:00 p.m. – 4:00 p.m.
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; Arthur Babitz (Commissioner), Hood River County; Marla Keethler (Mayor), City of White Salmon; Catherine Kiewit (Mayor), City of Bingen.

Alternates: Grant Polson, City of Hood River.

Staff/Consultants: Michael Shannon (Project Manager), HNTB; Brian Munoz, HNTB; Debbie Smith-Wagar (Finance Director), Port of Hood River; Kary Witt, HNTB; Kevin Greenwood (Executive Director), Port of Hood River; Jessica Pickul, JLA; Hal Hiemstra, Summit Strategies.

Guests: Kelly O’Grady-Smith; Giridhar Reddy; Denis Reich, ODOT; Mary Francoeur; Matt Ransom, RTC; Naoh Noteboom, Columbia Gorge News; Shaneka Odom.

Approval of Minutes

The Bi-State Working Group (BSWG) minutes for May 1, 2023, were approved by consensus.

Review Action Items

Michael Shannon, HNTB Project Manager, reported that they closed out all their responses with Oregon Department of Transportation (ODOT). ODOT is now working towards finalizing the Biological Opinion (BiOp). A follow-up is scheduled for May 24 with ODOT and Federal Highway Administration (FHWA).

Informational Items

- a. **Hood River-White Salmon Bridge Authority (HRWSBA)** – Shannon noted that they met with ODOT to seek clarification on Amendment 4 scope for consulting services. ODOT described their process for developing the scope internally and that the level of information they provide in these Intergovernmental Agreement’s (IGA) is typically high level. There are also limitations with their internal systems to track and provide information. BSWG consensus was to recommend to the Port Commission, funding 100% of the requested funds.

Shannon commented that they are working on a transition plan for the HRWSBA. Commissioner Arthur Babitz noted that Hood River County will formally open their nomination process today and anticipates that interviews and selections will take place on June 20. Commissioner Jake Anderson stated that Klickitat County will open nomination May 16, and anticipates interviews and selections to take place on June 20.

Kevin Greenwood, Executive Director, reported that the process for developing the IGA with the Port has begun. A draft will be available for review at the next BSWG meeting. Shannon requested guidance on how the BSWG would like to proceed to get the IGA approved. Commissioner Babitz commented that the IGA can be reviewed by the BSWG, but the HRWSBA should be making the final decision. Shannon inquired about obtaining legal services for the HRWSBA. The BSWG consensus was to allow the HRWSBA to go through these processes and make their own decisions, and the BSWG should focus their efforts on what needs to be done now.

Shannon noted that July 10 will be the first meeting of the HRWSBA. Shannon asked if public records training was needed for the new members of the HRWSBA. The BSWG believes that those who have not been on a public body should attend the training. The BSWG meeting on June 19 has been rescheduled to June 26. A special meeting will be held before June 20 to approve HNTB's contract amendment.

- b. **GR Update** – Shannon reported that there are no updates for Washington. In Oregon, they are still waiting to hear if the Bridge Replacement Project (“Project”) received funding through the recent HB 3622. There still is another opportunity for funding from Oregon at the end of the session. Shannon asked whether the BSWG would like to attend Washington DC next week or wait till July when more information is available. A discussion followed and concluded with consensus from the BSWG to go next week. Commissioner Fox noted that the Labor Agreement Project was not well received at the recent meeting in Salem, Oregon. Mayor Marla Keethler suggested a neutral approach moving forward.
- c. **Funding Finance & Tolling** – Shannon commented that the Open Houses are scheduled for May 31 and June 7. BSWG members and council members are encouraged to attend. A briefing of the outcome will be provided to the BSWG. A Zoom meeting has been scheduled on June 16 to discuss a tolling recommendation for the Port. Shannon summarized the status of the grant submittals. A discussion ensued regarding the DOL Building Pathways grant and whether to pursue the grant. There was consensus from the BSWG to postpone the DOL grant and consider it for next year.
- d. **Treaty Memorandum of Agreement’s (MOA’s)** – Shannon reported that they are continuing their conversations with the tribes. A supplemental document is being developed to propose mitigating terms.
- e. **RBMC** – Shannon noted that the Geotech borings schedule starts June 19. There is a conflict with the tribes fishing season that also starts on June 19. A meeting is scheduled this week to discuss other alternatives. HNTB is working through the Request for Proposal (RFP) process for the Progressive Design Build procurement. Shannon added that they are also researching the ability to develop on a piece of land on the Washington side.

Adjourn

The meeting was adjourned at 3:44 p.m.

-###-



MONTHLY FINANCIAL REPORT – MAY 2023

FUNDING AND BUDGET STATUS

Actual Costs through 4/30/23

Funding

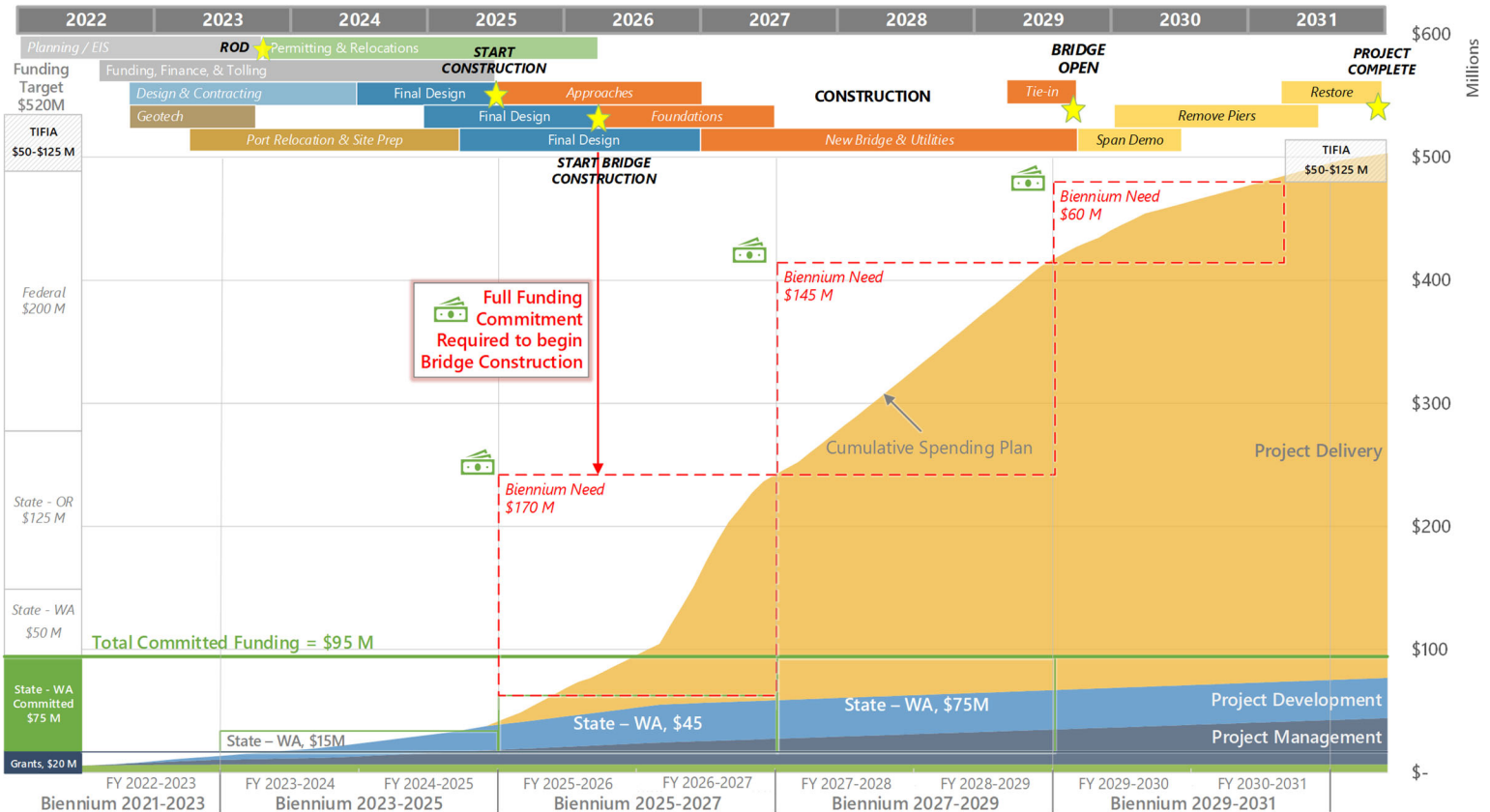


- The Project Work Breakdown Structure (WBS) segregates the cost and schedule into four main Phases. This report summarizes these phases below, with individual Phase reports on subsequent pages. (WBS attached for reference)

Budget and Funding Status by Phase

PHASE	Working Budget	Allocated Funding	Authorized Work	Expenditures to Date	Funding Remaining
Project Planning	\$6,500,000	\$6,764,663	\$6,500,000	\$6,409,152	\$355,512
Project Management	\$37,695,702	\$6,750,000	\$2,659,827	\$1,281,580	\$5,468,420
Project Development	\$32,692,076	\$6,750,000	\$2,819,813	\$802,395	\$5,947,605
Project Delivery	\$426,408,622	\$0	\$0	\$0	\$0
TOTAL	\$503,296,401	\$20,264,663	\$11,979,640	\$8,493,127	\$11,771,537

Spending Plan – Cashflow



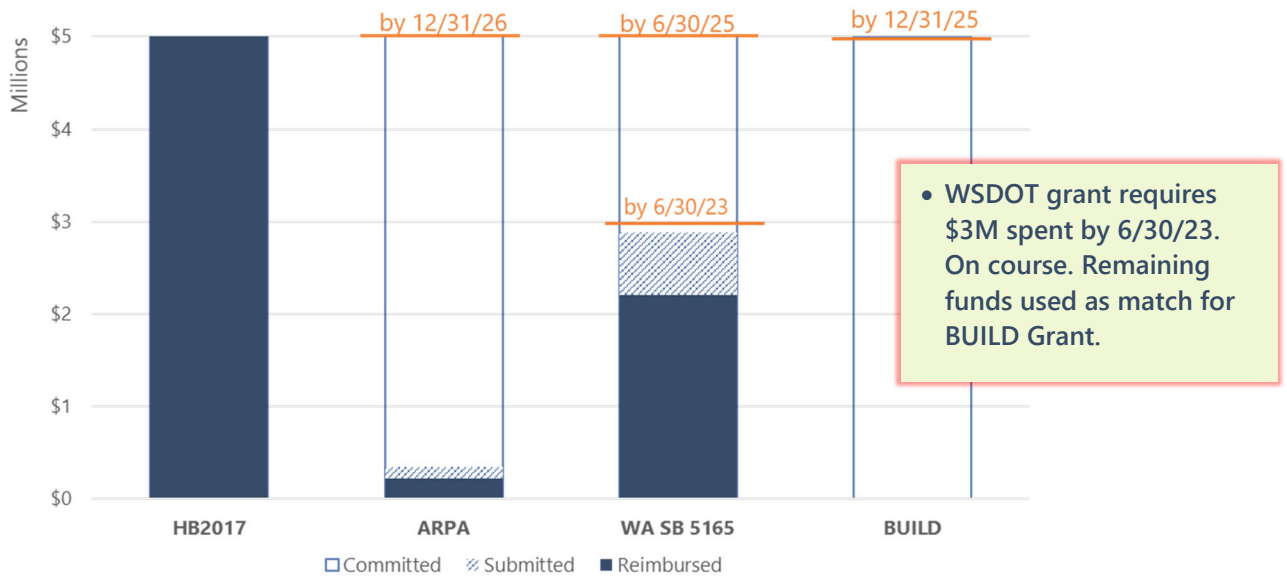


GRANT REIMBURSEMENT TRACKING

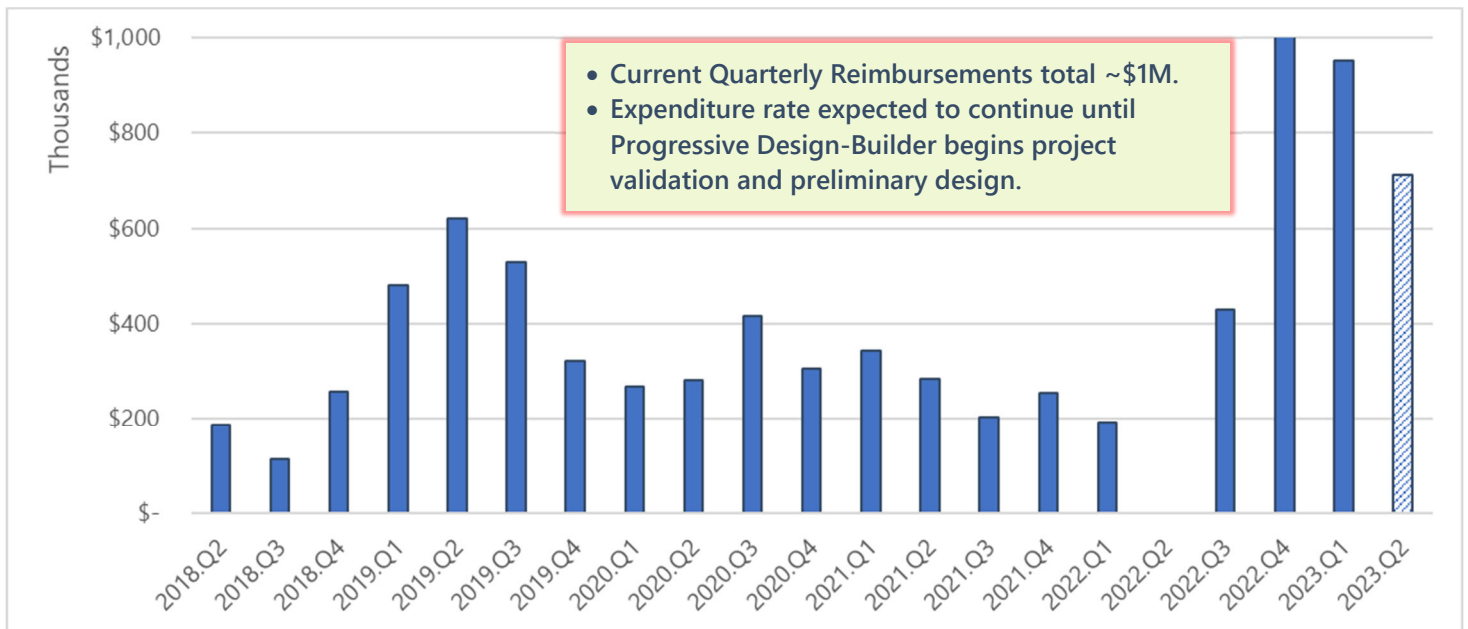
Current Fund Sources and Commitments

Fund	Type	Source	Fund Amount	Costs to Date	Remaining Commitments	Available Funding
HB2017	Grants	State - OR	\$5,000,000	\$4,998,073	\$0	\$0
WA SB 5165	Grants	State - WA	\$5,000,000	\$2,884,566	\$3,209,211	-\$1,093,777
ARPA	Grants	State - OR	\$5,000,000	\$345,824	\$4,176	\$4,650,000
BUILD Planning Grant	Grants	Federal	\$5,000,000	\$0	\$0	\$5,000,000
Toll Revenue	Toll	Local	\$264,663	\$264,663	TBD	TBD
			\$20,264,663	\$8,493,127	\$3,213,387	\$8,556,223

Grant Usage and Reimbursement



Grant Reimbursements by Quarter





PROJECT PLANNING – NEPA

• This Phase Report covers mostly historical costs related to project planning from 2017 to present.

Timeline

2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Planning / FEIS		★ ROD								
Governance		★ HRWSBA Established								

Budget Status

SUB-PHASE	Budget	Authorized	Period Costs	Costs to Date	Remaining
Port Planning Oversight	\$1,138,963	\$1,138,963	\$6,733	\$1,112,446	\$26,517
Professional Services	\$5,361,037	\$5,361,037	\$25,049	\$5,296,706	\$64,331
TOTAL	\$6,500,000	\$6,500,000	\$31,782	\$6,409,152	\$90,848

Planning Phase Expenditures



Planning Phase Expenditures by Cost Category

Cost Category	Amount
WSP	\$3,477,140
Port Staff Support	\$912,018
Steve Siegel	\$734,516
ODOT	\$408,524
Professional Services	\$203,059
Legal	\$117,334
Lobbying	\$154,994
Travel & Meetings	\$107,760
OTAK	\$69,253
ARUP	\$68,373
Traffic / Tolls	\$64,280
Port Miscellaneous	\$50,206
Advertising	\$41,692
Total	\$6,409,149

• A summary of the major costs by cost category are provided in the table to the left.

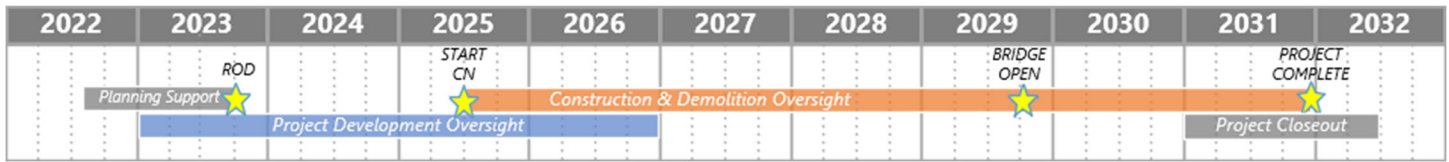
• Remaining costs in this Phase are non-RBMC costs associated with finalizing the FEIS and ROD, and lobbying for funding.

• This Phase is expected to complete by the end of calendar year 2023.



PROJECT MANAGEMENT & ADMINISTRATION

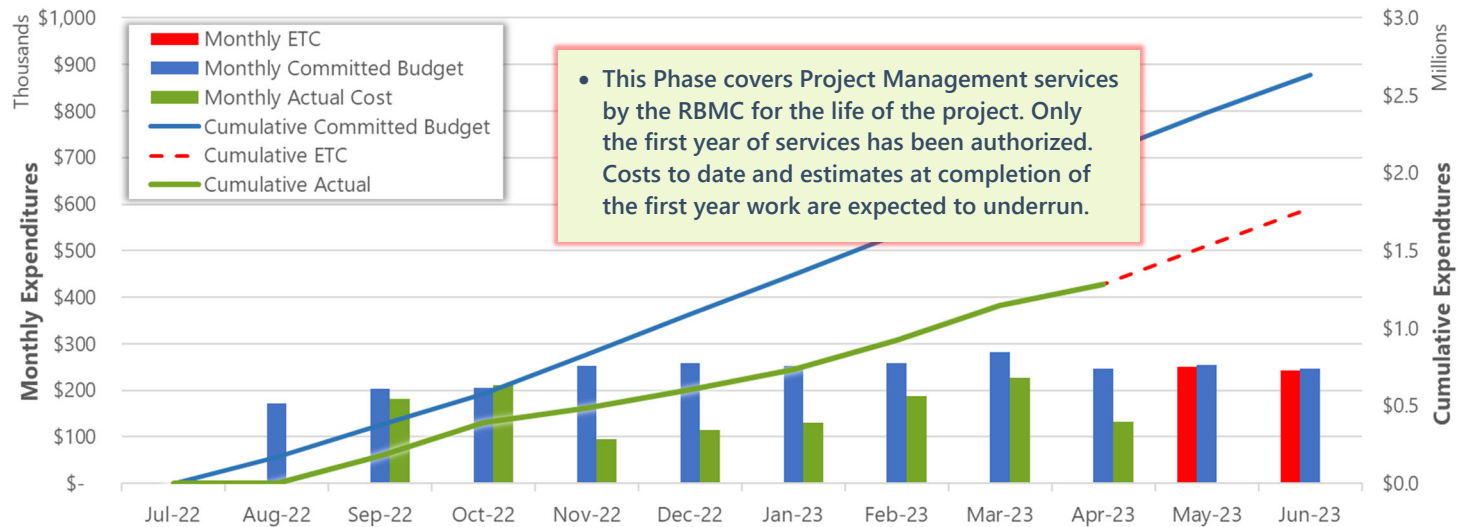
Timeline



Budget Status

WORK PACKAGE	Budget	Authorized	Period Costs	Costs to Date	Remaining
Management & Admin.	\$24,055,702	\$1,542,780	\$90,043	\$757,862	\$784,918
Management & Administration	\$19,905,702	\$1,094,000	\$74,537	\$657,129	\$436,871
Budget & Cost Estimating	\$600,000	\$25,461	\$3,819	\$12,943	\$12,518
Change Management	\$450,000	\$25,461	\$0	\$0	\$25,461
Project Controls	\$1,600,000	\$171,527	\$4,031	\$66,306	\$105,221
Quality Assurance	\$800,000	\$94,957	\$4,920	\$17,899	\$77,058
Risk Management	\$700,000	\$131,374	\$2,736	\$3,584	\$127,790
Funding, Finance, & Tolling	\$2,940,000	\$781,928	\$39,465	\$337,597	\$444,331
Financial Plan	\$1,165,000	\$156,346	\$5,897	\$131,953	\$24,393
Tolling	\$825,000	\$301,040	\$1,181	\$32,368	\$268,672
Funding	\$500,000	\$36,777	\$0	\$0	\$36,777
Competitive Grant Services	\$450,000	\$287,765	\$32,387	\$173,276	\$114,489
Public Involvement	\$2,450,000	\$335,119	\$3,638	\$186,121	\$148,998
Brand Management	\$200,000	\$52,981	\$0	\$33,765	\$19,216
Public Involvement	\$2,250,000	\$282,138	\$3,638	\$152,356	\$129,782
Progressive Design Build Oversight	\$8,250,000	\$0	\$0	\$0	\$0
Phase 1A Oversight	\$1,250,000	\$0	\$0	\$0	\$0
Phase 1B Oversight	\$2,000,000	\$0	\$0	\$0	\$0
Phase 2 Oversight	\$5,000,000	\$0	\$0	\$0	\$0
TOTAL	\$37,695,702	\$2,659,827	\$133,146	\$1,281,580	\$1,378,247

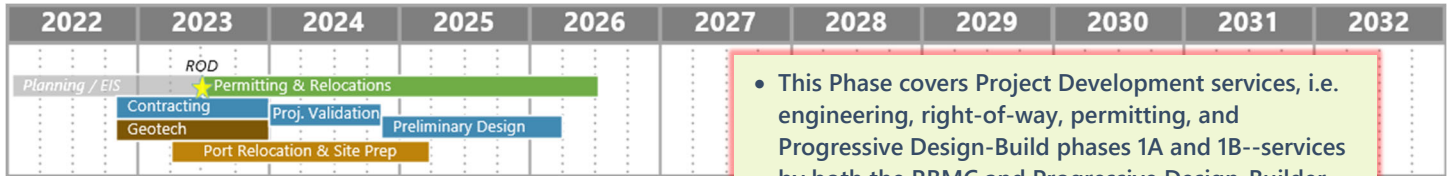
Phase Performance – Authorized Work





PROJECT DEVELOPMENT

Timeline

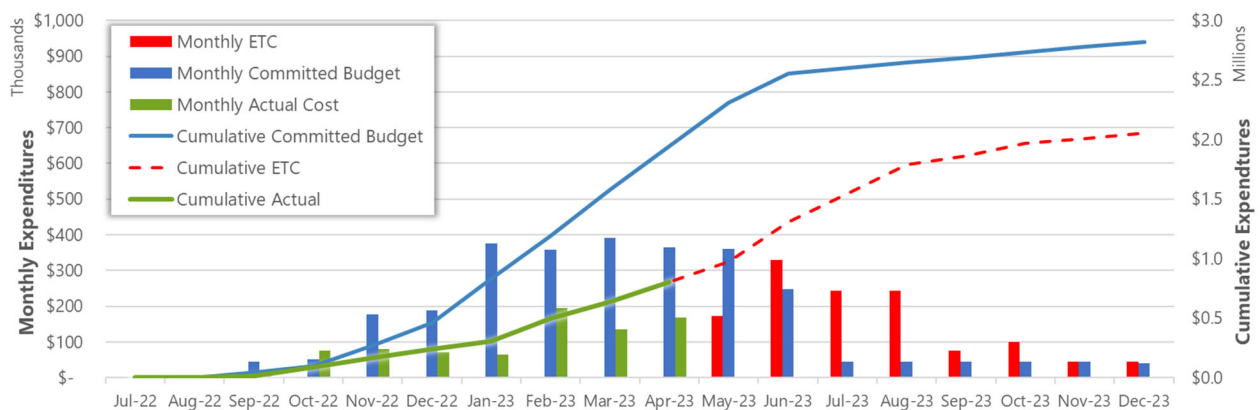


- This Phase covers Project Development services, i.e. engineering, right-of-way, permitting, and Progressive Design-Build phases 1A and 1B--services by both the RBMC and Progressive Design-Builder.
- Authorized work for the first year is underrunning.

Budget Status

WORK PACKAGE	Budget	Authorized	Period Costs	Costs to Date	Remaining
Preliminary Engineering	\$1,804,526	\$1,135,549	\$38,604	\$199,915	\$935,634
Preliminary Engineering	\$297,026	\$297,026	\$64,173	\$173,070	\$123,956
Constructability & Staging	\$63,774	\$63,774	\$1,281	\$14,531	\$49,243
Geotechnical	\$1,100,001	\$924,143	\$16,778	\$154,894	\$769,249
Survey	\$93,726	\$93,726	\$20,546	\$30,490	\$63,236
Utilities	\$249,999	\$53,906	\$0	\$0	\$53,906
Env. & Regulatory Compliance	\$9,115,559	\$784,022	\$39,201	\$265,566	\$518,456
Environmental Compliance	\$1,017,738	\$81,049	\$2,522	\$43,088	\$37,961
Railroad Coordination	\$1,582,262	\$82,262	\$1,525	\$8,233	\$74,029
Regulatory Compliance	\$600,000	\$131,585	\$15,872	\$91,345	\$40,240
Tribal Coordination	\$750,000	\$489,126	\$19,283	\$122,901	\$366,225
Mitigation	\$5,165,559	\$0	\$0	\$0	\$0
Right of Way	\$5,768,970	\$34,731	\$2,465	\$6,582	\$28,149
Acquisitions	\$2,500,000	\$34,731	\$2,465	\$6,582	\$28,149
Leases	\$706,470	\$0	\$0	\$0	\$0
Relocations	\$2,562,500	\$0	\$0	\$0	\$0
Procurement	\$668,485	\$568,485	\$22,888	\$157,263	\$411,222
Delivery Method Selection	\$205,379	\$205,379	\$10,412	\$127,221	\$78,158
PDB Procurement	\$463,106	\$363,106	\$12,476	\$30,042	\$333,064
Progressive Design Build Work	\$15,334,536	\$0	\$0	\$0	\$0
Project Validation	\$2,542,342	\$0	\$0	\$0	\$0
Preliminary Design	\$12,792,194	\$0	\$0	\$0	\$0
TOTAL	\$32,692,076	\$2,522,787	\$103,159	\$629,326	\$1,893,461

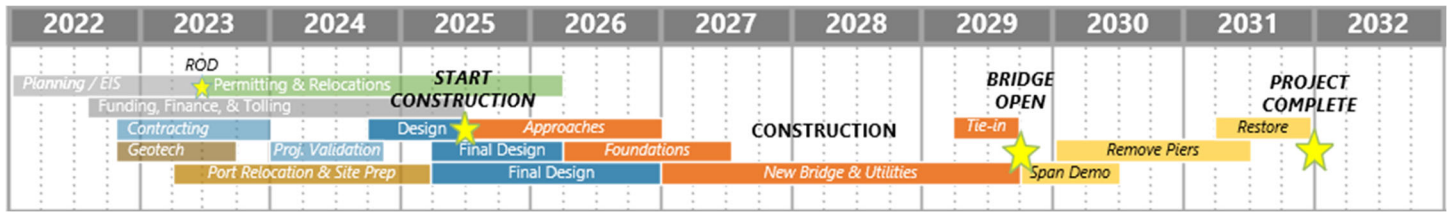
Phase Performance – Authorized Work





PROJECT DELIVERY – FINAL DESIGN & CONSTRUCTION

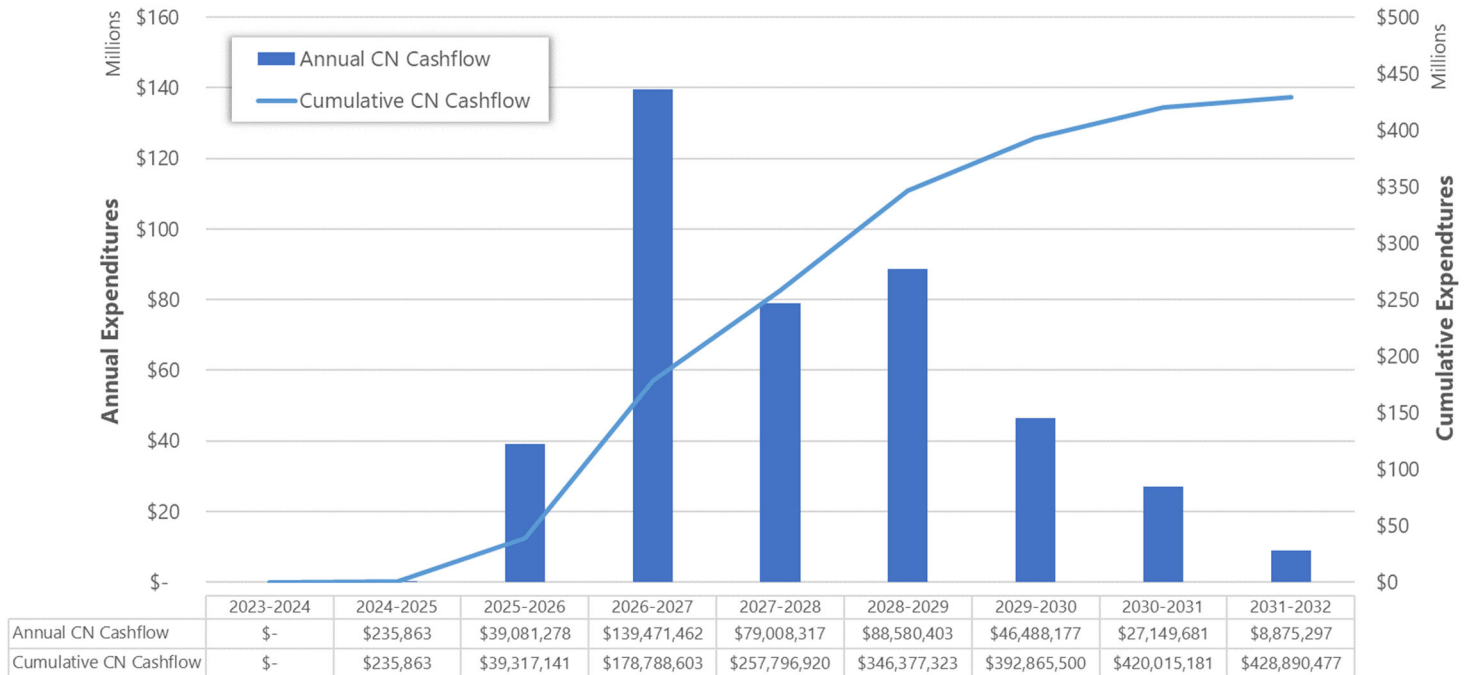
Timeline



Budget Status

Work Package	Budgeting Basis	Working Budget	Authorized Budget	Costs to Date	Authorized Remaining
Final Design		\$5,084,684	\$0	\$0	\$0
Phase 2 Final Design	CN Base * 2%	\$5,084,684			
Construction		\$421,323,938	\$0	\$0	\$0
General Construction	CN Base	\$254,234,207			
Toll Facilities	WAG	\$2,000,000			
Design Support	(Base+Contingency)*1%	\$3,259,283			
Contingency	Base * 30% - draws	\$71,694,046			
Escalation	4%/yr	\$90,136,402			
TOTAL		\$426,408,622	\$0	\$0	\$0

Delivery Phase Estimated Cashflow



- This Phase covers the final design 90-100%, construction of the new bridge, and demolition of the existing bridge.
- Estimates for this Phase will be updated during the Project Validation and Preliminary Design phases.
- The Working Budget and Budgeting Basis are based on the 2021 Project Cost Estimate (PCE).
- Work is not expected to begin on this phase until 2025.



RBMC CONTRACT FINANCIAL SUMMARY

Contract Summary

• This page covers just the RBMC contract.
 • The 1st table below summarizes the authorized RBMC budget. The 2nd table and chart show performance.

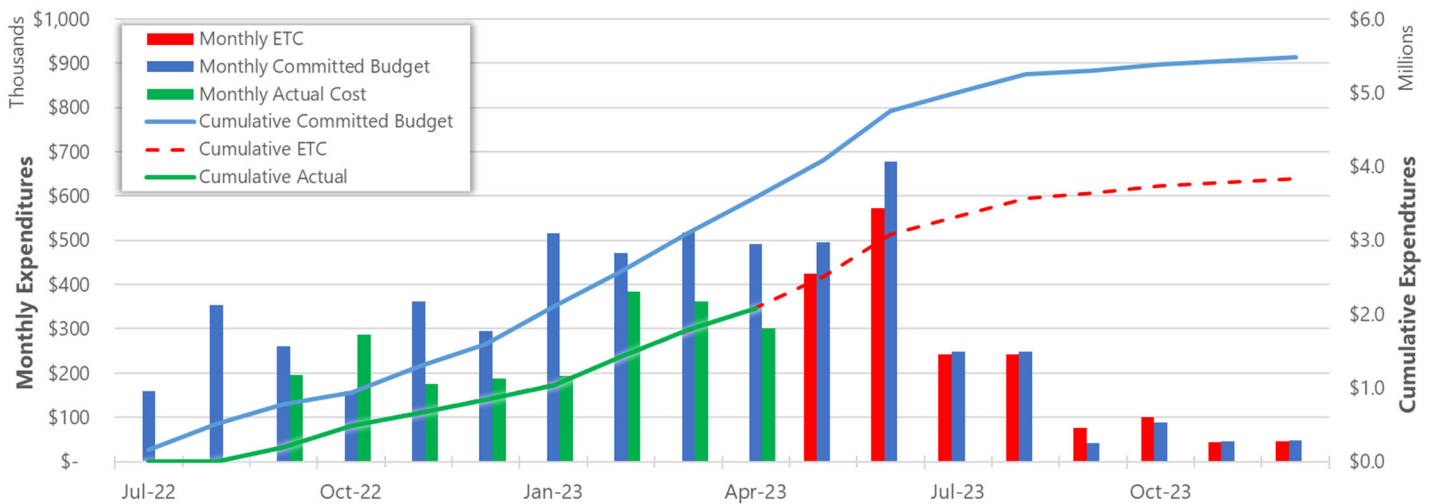
Task	Task Title	Original Contract	Amendment 01	Amendment 02	Amendment 03	Total Budget
1	Project Management & Administration	\$487,762	\$421,431	\$0	\$0	\$909,194
2	Risk Management & Project Cost Estimate	\$73,128	\$83,913	\$0	\$0	\$157,040
3	Change Management	\$0	\$25,615	\$0	\$0	\$25,615
4	Quality	\$28,964	\$65,993	\$0	\$0	\$94,957
5	Project Controls	\$154,554	\$17,076	\$0	\$0	\$171,631
6	Communication	\$113,726	\$37,066	\$123,827	\$0	\$274,619
7	Funding, Financing and Tolling	\$205,798	\$35,609	\$540,622	\$0	\$782,030
8	Delivery Method	\$205,379	\$0	\$0	\$0	\$205,379
9	Environmental & Regulatory	\$205,783	\$136,954	\$441,285	\$0	\$784,022
10	Right-Of-Way	\$7,186	\$8,730	\$0	\$0	\$15,916
11	Engineering	\$34,812	\$1,093,668	\$0	-\$261,537	\$866,943
12	Construction	\$25,510	\$38,265	\$0	\$0	\$63,774
13	Contracting	\$101,608	\$0	\$0	\$261,498	\$363,106
99	Direct Expenses	\$95,697	\$569,750	\$98,400	\$38	\$763,885
	TOTAL	\$1,739,908	\$2,534,069	\$1,204,134	\$0	\$5,478,110

• Estimates at Completion indicate a notable underrun for first year work.
 • A 3-year workplan is in development which will include a budget deobligation for unused budget (see Variance at Completion below).

Contract Status

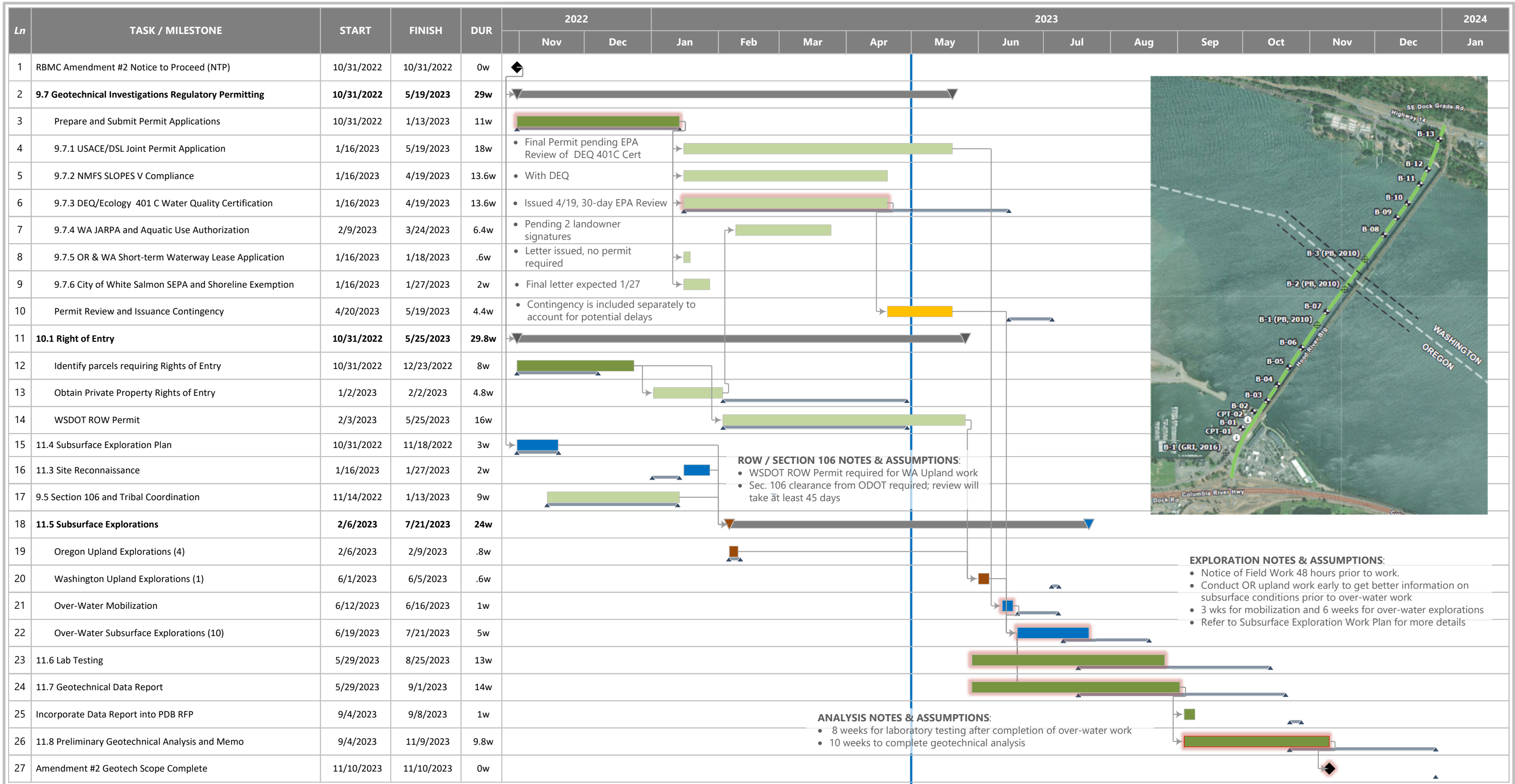
Task	Task Title	Allocated Budget	Invoiced Amount	Percent Spent	Remaining Budget	Estimate to Complete	Estimate at Completion	Variance at Completion
1	Project Management & Administration	\$909,194	\$607,369	67%	\$301,824	\$174,000	\$781,369	\$127,824
2	Risk Management & Project Cost Estimate	\$157,040	\$16,527	11%	\$140,513	\$18,000	\$34,527	\$122,513
3	Change Management	\$25,615	\$0	0%	\$25,615	\$5,000	\$5,000	\$20,615
4	Quality	\$94,957	\$17,899	19%	\$77,057	\$8,000	\$25,899	\$69,057
5	Project Controls	\$171,631	\$66,306	39%	\$105,325	\$27,000	\$93,306	\$78,325
6	Communication	\$274,619	\$164,182	60%	\$110,437	\$90,000	\$254,182	\$20,437
7	Funding, Financing and Tolling	\$782,030	\$337,597	43%	\$444,433	\$132,000	\$469,597	\$312,433
8	Delivery Method	\$205,379	\$127,221	62%	\$78,158	\$10,000	\$137,221	\$68,158
9	Environmental & Regulatory	\$784,022	\$265,566	34%	\$518,456	\$98,500	\$364,066	\$419,956
10	Right-Of-Way	\$15,916	\$6,582	41%	\$9,334	\$5,000	\$11,582	\$4,334
11	Engineering	\$866,943	\$330,616	38%	\$536,327	\$363,000	\$693,616	\$173,327
12	Construction	\$63,774	\$14,531	23%	\$49,244	\$10,000	\$24,531	\$39,244
13	Contracting	\$363,106	\$30,042	8%	\$333,064	\$280,000	\$310,042	\$53,064
99	Direct Expenses	\$763,885	\$99,537	13%	\$664,348	\$527,000	\$626,537	\$137,348
	TOTAL	\$5,478,110	\$2,083,975	38%	\$3,394,135	\$1,747,500	\$3,831,475	\$1,646,635

Contract Performance



Geotechnical Subsurface Explorations Schedule

Schedule Date: 05/01/2023



Data Date

Progressive Design-Build Procurement – Summary Schedule

Schedule Date: 05/01/2023

Ln	TASK / MILESTONE	START	FINISH	DUR	Task Owner	2023												2024					
						Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar			
1	PDB Procurement - Notice to Proceed (NTP)	1/9/2023	1/9/2023	0w																			
2	RFP Development	1/18/2023	11/8/2023	42w																			
3	Initial Development	1/18/2023	3/29/2023	10.2w																			
4	Kick-off Meeting	1/18/2023	1/18/2023	.2w	Project Manager																		
5	Develop Template	1/19/2023	2/16/2023	4.2w	Procurement Lead																		
6	Develop and Compile Attachments, Exhibits, & References	1/19/2023	3/1/2023	6w	RFP Authors																		
7	Prepare Draft RFP	2/17/2023	3/16/2023	4w	RFP Authors																		
8	Technical Edit	3/17/2023	3/29/2023	1.8w	Tech Editor																		
9	Preliminary Review	3/30/2023	5/5/2023	5.4w																			
10	Develop PDFs and Distribute for Review	3/30/2023	4/3/2023	.6w	Procurement Lead																		
11	Preliminary Review Period	4/4/2023	5/2/2023	4.2w	RFP Authors/Project Team																		
12	Review Comments	5/3/2023	5/5/2023	.6w	Core Team																		
13	Revision 2	5/8/2023	6/26/2023	7w																			
14	Resolve Comments and Incorporate Revisions	5/8/2023	5/22/2023	2.2w	Core Team / RFP Authors																		
15	Technical Edit	5/23/2023	6/2/2023	1.8w	Tech Editor																		
16	QC Process and QA Audit	6/5/2023	6/23/2023	3w	QC Checkers/RFP Authors																		
17	Submit Attachments, Exhibits, & References	6/26/2023	6/26/2023	0w	RFP Authors																		
18	Final Review	6/26/2023	7/24/2023	4.2w																			
19	Develop PDFs and Distribute for Review	6/26/2023	6/28/2023	.6w	Procurement Lead																		
20	Agency and Internal Team Review	6/29/2023	7/19/2023	3w	Agency Reviewers																		
21	Compile Comments, Distribute to Authors	7/20/2023	7/24/2023	.6w	Procurement Lead																		
22	Final Revision	7/25/2023	9/4/2023	6w																			
23	Resolve Comments and Incorporate Revisions	7/25/2023	8/7/2023	2w	Procurement Lead																		
24	Technical Edit	8/8/2023	8/14/2023	1w	Tech Editor																		
25	Submit Attachments, Exhibits, & References	8/15/2023	8/15/2023	0w	RFP Authors																		
26	QC Process and QA Audit	8/15/2023	9/4/2023	3w	QC Checkers/RFP Authors																		
27	Agency and Industry Review	9/5/2023	10/24/2023	7.2w																			
28	Develop Industry Review Package	9/5/2023	9/11/2023	1w	Procurement Lead																		
29	Issue Industry Review RFP	9/12/2023	9/12/2023	0w	Procurement Lead																		
30	Industry Review Period & Meetings with Potential Proposers	9/12/2023	10/2/2023	3w	Industry																		
31	Compile Comments & Distribute to Project Team	10/3/2023	10/3/2023	.2w	Procurement Lead																		
32	Comment Resolution Prep & Meetings	10/4/2023	10/17/2023	2w	Project Management Team																		
33	Resolve Industry Comments & Make Revisions	10/18/2023	10/24/2023	1w	RFP Authors/Project Team																		
34	Final Approval	10/25/2023	11/8/2023	2w																			
35	Final Review and Approval	10/25/2023	10/31/2023	1w	PM Team / HRWSBA																		
36	Create Final RFP Package	11/1/2023	11/7/2023	1w	Procurement Lead																		
37	Issue RFP	11/8/2023	11/8/2023	0w																			

Data Date

Funding, Finance, & Tolling Summary Schedule – Financial Planning and Competitive Grant Services

Schedule Date: 05/01/2023

Ln	TASK / MILESTONE	START	FINISH	DUR	2022		2023				2024				2025				2026	
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1	7.1 Financial Planning / Modeling & Scenarios	1/2/2023	2/5/2024	57w																
2	Develop Initial Project Financial Plan	1/2/2023	11/3/2023	44w																
3	Draft Review Initial Project Financial Plan	11/6/2023	2/2/2024	13w																
4	Submit Initial Project Financial Plan	2/5/2024	2/5/2024	0w																
5	7.2 Workshops – refer to 7.4.2	1/10/2023	2/6/2023	3.8w																
6	Tolling Workshop – Internal Team	1/10/2023	1/10/2023	0w																
7	Tolling Workshop – BSWG	2/6/2023	2/6/2023	0w																
8	7.3 Competitive Grant Services	3/3/2021	12/31/2026	304.4w																
9	7.3.1 Grant Applications	5/23/2022	9/15/2023	69w																
10	BIP Grant Submission - 2022	8/9/2022	8/9/2022	0w																
11	INFRA/MEGA/RURAL Grant Application - 2022	5/23/2022	5/23/2022	0w																
12	Grant Application Lessons Learned	2/1/2023	2/21/2023	3w																
13	Update Benefit Cost Analysis (BCA)	3/3/2023	5/15/2023	10.4w																
14	RAISE Grant Application - 2023	11/30/2022	2/28/2023	13w																
15	DOL Grant	4/5/2023	7/7/2023	13.6w																
16	INFRA/MEGA/RURAL Grant Application - 2023	5/5/2023	7/27/2023	12w																
17	BIP Grant Application - 2023	5/11/2023	8/9/2023	13w																
18	SS4A Grant Application - 2023	5/16/2023	9/15/2023	17.8w																
19	7.3.2 Grant Advocacy	1/2/2023	9/15/2023	37w																
20	7.3.3 Grant Agreements, Admin, and Reporting	3/3/2021	12/31/2026	304.4w																
21	OR ARPA Grant Funds Available (\$5M)	3/3/2021	12/31/2026	304.4w																
22	WA SB 5165 Grant Funds Available (\$5M)	2/2/2022	6/30/2025	177.8w																
23	USDOT BUILD Grant Funds Available (\$5M)	9/23/2022	3/25/2026	182.8w																
24	State Legislative Funding Strategy (in development)	1/9/2023	6/27/2025	129w																
25	Oregon Legislative Funding Strategy 2023	1/17/2023	6/23/2023	22.8w																
26	Washington Funding Strategy 2023	1/9/2023	4/24/2023	15.2w																
27	Oregon Legislative Funding Strategy 2024	1/16/2024	2/21/2024	5.4w																
28	Washington Legislative Funding Strategy 2024	1/8/2024	3/7/2024	8.8w																
29	Oregon Legislative Funding Strategy 2025	1/21/2025	6/27/2025	22.8w																
30	Washington Legislative Funding Strategy 2025	1/13/2025	4/28/2025	15.2w																

Data Date

Funding, Finance, & Tolling Summary Schedule – TIFIA and Tolling

Schedule Date: 05/01/2023

Ln	TASK / MILESTONE	START	FINISH	DUR	2022		2023				2024				2025				2026		
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
1	7.3.4 TIFIA Application Support	12/8/2022	4/1/2026	172.8w																	
2	Build America Bureau (BAB) Preliminary Consultations	12/8/2022	8/31/2023	38.2w																	
3	Submit TIFIA Letter of Interest (LOI)	9/1/2023	9/1/2023	0w																	
4	Eligibility and Creditworthiness Review	9/1/2023	10/1/2024	56.4w																	
5	Due Diligence – Project Eligibility	9/1/2023	3/28/2024	30w																	
6	Provide Preliminary Credit Rating Opinion letter and Advisors’ Fees Upfront Payment	1/1/2024	1/26/2024	4w																	
7	Due Diligence - Creditworthiness	1/29/2024	9/30/2024	35.2w																	
8	Oral Presentation to BAB	6/28/2024	6/28/2024	0w																	
9	TIFIA Invitation to Submit Application	10/1/2024	10/1/2024	0w																	
10	TIFIA Application Review and Selection	12/2/2024	7/1/2025	30.4w																	
11	TIFIA Application Submitted	12/2/2024	12/2/2024	0w																	
12	DOT Council on Credit and Finance Evaluation and Recommendation	12/2/2024	4/30/2025	21.6w																	
13	Project Selection: Secretary Approval	5/1/2025	7/1/2025	8.8w																	
14	TIFIA Loan Term Sheet and Credit Agreement	9/2/2024	3/31/2026	82.4w																	
15	Term Sheet Negotiations	9/2/2024	12/31/2025	69.6w																	
16	Investment Grade Credit Rating Issued	12/1/2025	12/1/2025	0w																	
17	Loan Agreement Finalized and Funds Obligated	1/1/2026	3/31/2026	12.8w																	
18	Closing – Funds Available for Disbursement	4/1/2026	4/1/2026	0w																	
19	7.4.1 Traffic & Revenue Studies	9/1/2022	10/31/2024	113w																	
20	Preliminary T&R Forecasts – 8 Scenarios (CDM Smith)	9/1/2022	2/15/2023	24w																	
21	Refined T&R forecasts - 2 scenarios & Draft Report (CDM Smith)	2/16/2023	4/19/2023	9w																	
22	Final T&R Forecast (CDM Smith)	4/20/2023	5/17/2023	4w																	
23	Level 2 T&R Study Complete (CDM Smith)	6/1/2023	6/28/2023	4w																	
24	Investment Grade T&R Study Complete	10/31/2024	10/31/2024	0w																	
25	7.4.2 Toll Revenue Plan	12/1/2022	9/1/2023	39.4w																	
26	Toll Rate Scenario Development	12/1/2022	4/3/2023	17.6w																	
27	Toll Workshop – Internal Team	1/10/2023	1/10/2023	0w																	
28	Toll Workshop – BSWG Presentation	2/6/2023	2/6/2023	0w																	
29	Review and Approve Pre-Construction Toll Revenue Plan	4/18/2023	7/25/2023	14.2w																	
30	Public and Stakeholder Engagement	4/19/2023	6/19/2023	8.8w																	
31	Implementation of Pre-Construction Toll Revenue Plan	7/26/2023	9/1/2023	5.6w																	

Data Date

Treaty MOA Development – Summary Schedule

Schedule Date: 05/01/2023

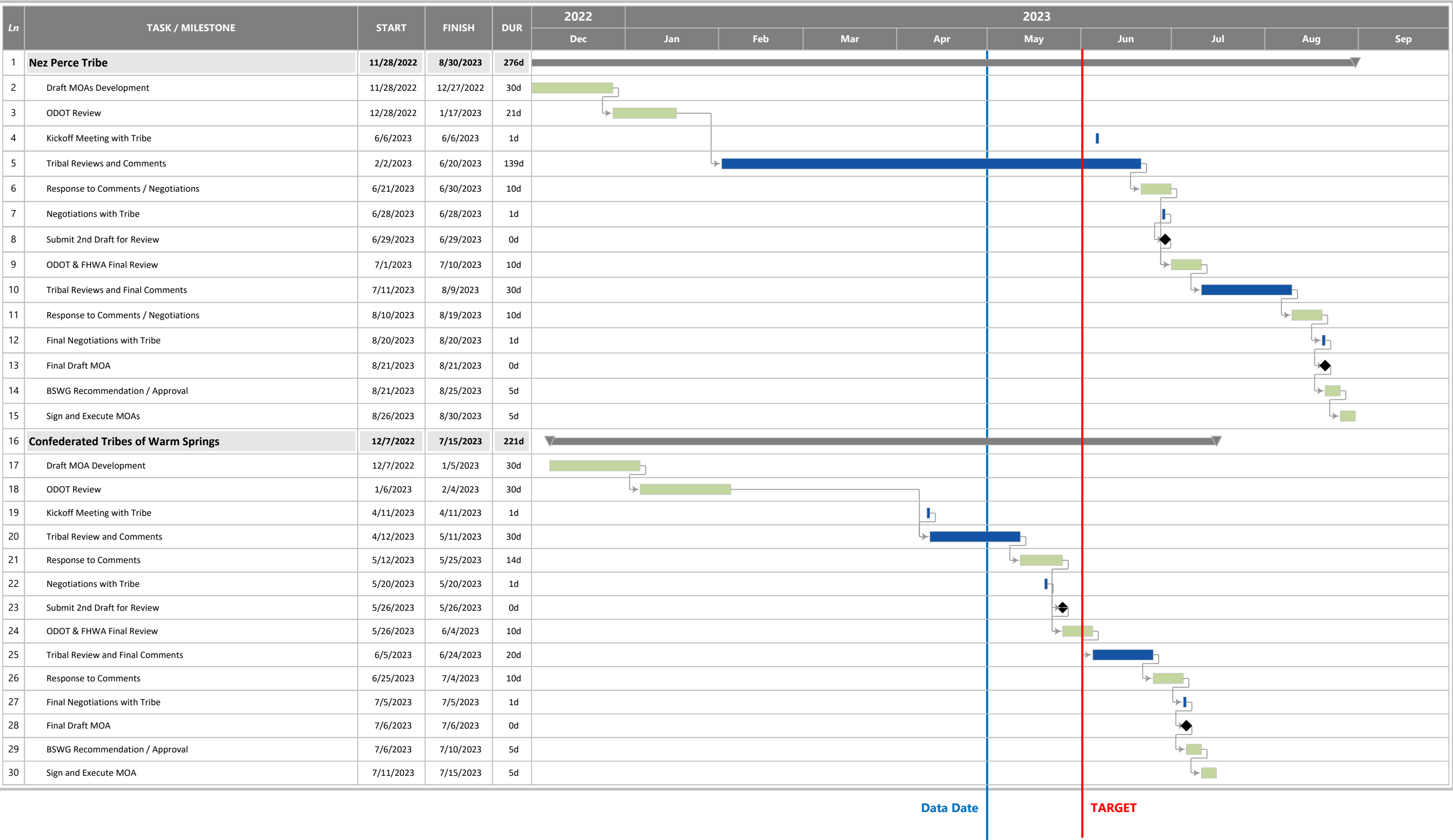
Ln	TASK / MILESTONE	START	FINISH	DUR	2022		2023											
					Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep				
1	Yakama Nation	12/1/2022	8/3/2023	246d	[Gantt bar spanning Dec 2022 to Aug 2023]													
2	ODOT Review	12/1/2022	12/31/2022	31d	[Green bar from Dec 1 to Dec 31, 2022]													
3	Responses to ODOT Comments	1/1/2023	1/18/2023	18d	[Green bar from Jan 1 to Jan 18, 2023]													
4	Kickoff Meeting with Tribe	2/28/2023	2/28/2023	1d	[Blue vertical bar on Feb 28, 2023]													
5	Tribal Review and Comment	1/19/2023	5/15/2023	117d	[Blue bar from Jan 19 to May 15, 2023]													
6	Response to Comments	5/16/2023	5/29/2023	14d	[Green bar from May 16 to May 29, 2023]													
7	Negotiations with Tribe	5/28/2023	5/28/2023	1d	[Blue vertical bar on May 28, 2023]													
8	Submit 2nd Draft for Review	5/30/2023	5/30/2023	0d	[Black diamond on May 30, 2023]													
9	ODOT & FHWA Final Review	5/30/2023	6/12/2023	14d	[Green bar from May 30 to Jun 12, 2023]													
10	Tribal Review and Final Comments	6/13/2023	7/12/2023	30d	[Blue bar from Jun 13 to Jul 12, 2023]													
11	Response to Comments	7/13/2023	7/19/2023	7d	[Green bar from Jul 13 to Jul 19, 2023]													
12	Final Negotiations with Tribe	7/20/2023	7/20/2023	1d	[Blue vertical bar on Jul 20, 2023]													
13	Final Draft MOA	7/21/2023	7/21/2023	0d	[Black diamond on Jul 21, 2023]													
14	BWSG Recommendation / Approval	7/21/2023	7/27/2023	7d	[Green bar from Jul 21 to Jul 27, 2023]													
15	Sign and Execute MOA	7/28/2023	8/3/2023	7d	[Green bar from Jul 28 to Aug 3, 2023]													
16	Confederated Tribes of the Umatilla Indian Reservation	11/28/2022	6/22/2023	207d	[Gantt bar spanning Dec 2022 to Jun 2023]													
17	Draft MOAs Development	11/28/2022	1/6/2023	40d	[Green bar from Nov 28 to Jan 6, 2023]													
18	ODOT Review	1/7/2023	1/27/2023	21d	[Green bar from Jan 7 to Jan 27, 2023]													
19	Follow-up Meeting with Tribe	4/5/2023	4/5/2023	1d	[Blue vertical bar on Apr 5, 2023]													
20	Tribal Review and Comment	1/28/2023	4/12/2023	75d	[Blue bar from Jan 28 to Apr 12, 2023]													
21	Response to Comments / Negotiations	4/13/2023	4/17/2023	5d	[Green bar from Apr 13 to Apr 17, 2023]													
22	Submit 2nd Draft for Review	4/18/2023	4/18/2023	0d	[Black diamond on Apr 18, 2023]													
23	ODOT & FHWA Final Review	4/18/2023	4/24/2023	7d	[Green bar from Apr 18 to Apr 24, 2023]													
24	Tribal Review and Final Comments	4/25/2023	5/24/2023	30d	[Blue bar from Apr 25 to May 24, 2023]													
25	Response to Comments	5/25/2023	6/7/2023	14d	[Green bar from May 25 to Jun 7, 2023]													
26	Final Negotiations with Tribe	6/8/2023	6/8/2023	1d	[Blue vertical bar on Jun 8, 2023]													
27	Final Draft MOA	6/9/2023	6/9/2023	0d	[Black diamond on Jun 9, 2023]													
28	BSWG Recommendation / Approval	6/9/2023	6/15/2023	7d	[Green bar from Jun 9 to Jun 15, 2023]													
29	Sign and Execute MOAs	6/16/2023	6/22/2023	7d	[Green bar from Jun 16 to Jun 22, 2023]													

Data Date

TARGET

Treaty MOA Development – Summary Schedule

Schedule Date: 05/01/2023





HOOD RIVER-WHITE SALMON BRIDGE REPLACEMENT

SINCE OUR LAST VISIT...



AGREEMENT
 >>>>>



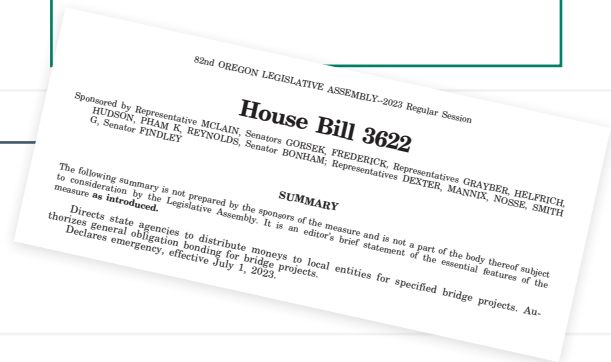
Hood River-White Salmon Bridge Authority

- Bi-State representation
 - » 3 Oregon members
 - » 3 Washington members
- Established July 1, 2023
- Charged with owning, operating, and maintaining new bridge

RESOLUTIONS PASSED

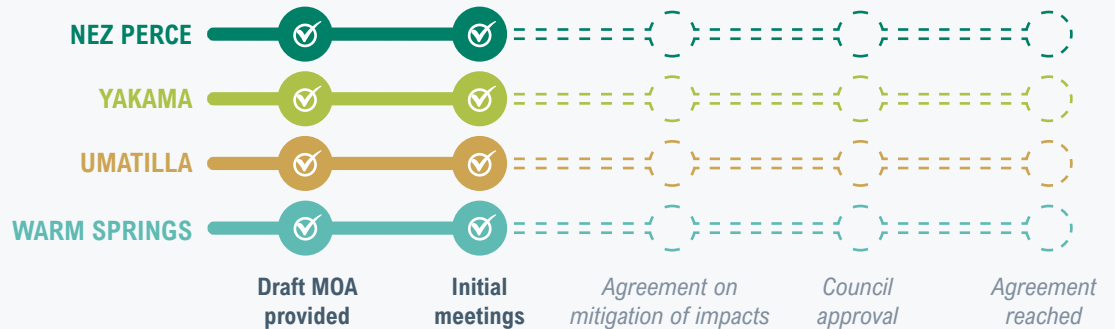
1
 All toll revenue to be used for bridge repair and replacement beginning June 30, 2026

2
 Commitment to funding new bridge through toll increase in September 2023

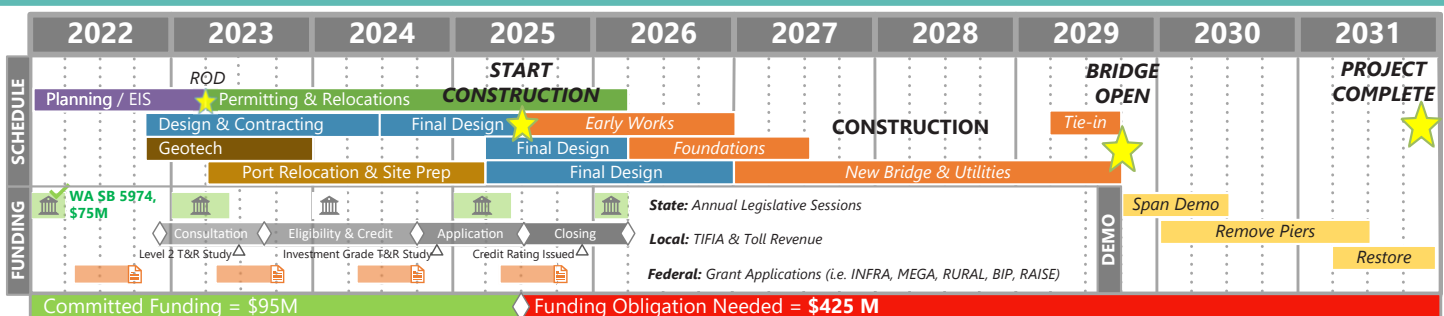


TREATY TRIBE NEGOTIATIONS

Memorandum of Agreement (MOA) for Impacts to Fishing Rights



FEDERAL FUNDING = PROJECT ADVANCEMENT





MOVING THE PROJECT FORWARD >>>>>

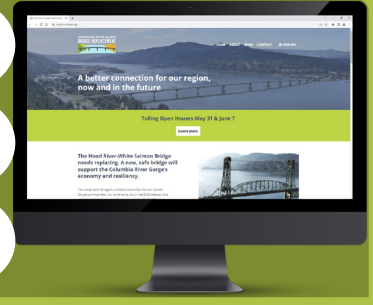
Advancing Right-of-Way and Survey



Geotechnical Work



Public Outreach



Key Project Activities Completed in 2022

- ☑ Enacted legislation to establish Bistate Bridge Commission
- ☑ Received an additional \$75M from Washington State
- ☑ Selected Replacement Bridge Management Contract
- ☑ Opened Replacement Bridge Project Office
- ☑ Initiated WA Transportation Commission Traffic & Revenue Study
- ☑ Advanced Geotechnical Data Collection
- ☑ Began Preliminary Engineering
- ☑ Established Project Delivery Method
- ☑ Conducted Extensive Legislative outreach
- ☑ Solicited Industry Input
- ☑ Held 2022 Federal grant debrief
- ☑ Updating benefit cost analysis in support of our Federal grant applications

Key Project Activities for 2023



COMPLETED

- ✓ Complete Traffic and Revenue Study
- ✓ Established Hood River White Salmon Bridge Authority
- ✓ Confirm preliminary permits with U.S. Army Corps of Engineers & U.S. Coast Guard
- ✓ Increase public outreach
- ✓ Washington allocates \$75M by 2023
- ✓ Washington identifies \$50M in future funds
- ✓ Renewed commitment by ODOT/FHWA/NOAA to prioritize biological opinion



IN PROGRESS

- Developing RFP/RFQ for progressive design build procurement
- Complete early geotechnical investigation
- Advance right-of-way acquisition
- Obtain Oregon funding commitment - HB 3622 (\$125M)
- Obtain FEIS/ROD signatures
- Complete Treaty Tribe Fishing Rights MOA
- Begin TIFIA loan process
- Implement toll increase by September 1, 2023



WHAT'S NEXT?

- Obtain \$200M in federal grant funding



Learn More

Check out our YouTube playlist featuring real-life bridge crossings and more information.

hoodriverbridge.org
 Michael Shannon | (425) 577-8071 | mwshannon@hntb.com



KEY PARTNERS





SUMMIT
STRATEGIES

440 1st Street NW, Suite 440
Washington, DC 20001
(202) 638-3307

Ryan Vislosky
Legislative Assistant
ryanv@summitstrategies.us



PORT OF HOOD RIVER/BSWG

Represented By:

The Honorable Mike Fox, Co-Chair, Hood River/White Salmon Bridge Replacement Project Bi-State Working Group, Commissioner, Port of Hood River, Oregon

The Honorable Marla Keethler, Mayor, City of White Salmon, Washington, Member BSWG

The Honorable Jake Anderson, Chair, Klickitat County, Washington Commission, Co-Chair BSWG

Michael Shannon, Bridge Replacement Project Director, Port of Hood River, Oregon

May 22 – Fly in to DC

May 24th (evening) – Depart DC

Staying at Phoenix Park Hotel – 520 N Capitol St NW, Washington DC 20001

Accompanied by Hal Hiemstra, Partner, Summit Strategies Govt Affairs - 202-494-3104

MAY 22-24, 2023

MONDAY, MAY 22, 2023

7:45 PM **DINNER AT ST. ANSELM DC**
1250 5TH ST NW
WASHINGTON, DC 20002
RESERVATION UNDER RYAN VISLOSKY

TUESDAY, MAY 23, 2023

9:30 AM **STRATEGY SESSION AT SUMMIT STRATEGIES**
440 1ST ST NW STE 440
WASHINGTON, DC 20001

10:30 AM **MEETING WITH AMANDA WYMA-BRADLEY, SENIOR POLICY ADVISOR, AND AUSTYN SMITH, LEGISLATIVE AID, OFFICE OF SENATOR PATTY MURRAY**
154 RUSSELL SENATE OFFICE BUILDING

11:30 AM **MEETING WITH REPRESENTATIVE MARIE GLUESENKAMP PEREZ**
1431 LONGWORTH HOUSE OFFICE BUILDING

6/1/2023 8:46 AM



- 1:00 PM **MEETING WITH THE SERENA BASERMAN, LEGISLATIVE CORRESPONDENT, AND OMISHA MANGLANI, SEA GRANT FELLOW, OFFICE OF SENATOR MERKLEY**
531 HART SENATE OFFICE BUILDING
- 2:00 PM **MEETING WITH SYDNEY BEASLEY, LEGISLATIVE ASSISTANT, OFFICE OF SENATOR RON WYDEN**
221 DIRKSEN SENATE OFFICE BUILDING
- 6:15 PM **DINNER AT CHINA CHILCANO**
418 7TH ST NW
WASHINGTON, DC 20004
RESERVATION UNDER RYAN VISLOSKY

WEDNESDAY, MAY 24, 2023

- 9:30 AM **STRATEGY SESSION AT SUMMIT STRATEGIES**
440 1ST ST NW STE 440
WASHINGTON, DC 20001
- 10:00 AM **MEETING WITH NASEEM MEHYAR, LEGISLATIVE ASSISTANT, AND JOSIE MCKINLEY, LEGISLATIVE CORRESPONDENT, OFFICE OF SENATOR MARIA CANTWELL**
511 HART SENATE OFFICE BUILDING
- 11:00 AM **MEETING WITH TUCKER JOHNSON, LEGISLATIVE ASSISTANT, AND ZOE WALKER, LEGISLATIVE ASSISTANT, OFFICE OF REPRESENTATIVE EARL BLUMENAUER**
1111 LONGWORTH HOUSE OFFICE BUILDING
- 11:45 AM **MEETING WITH JESSICA CARTER, CHIEF OF STAFF, OFFICE OF REPRESENTATIVE DAN NEWHOUSE**
504 CANNON HOUSE OFFICE BUILDING
- 2:30 PM **MEETING WITH ROGER BOHNERT, DIRECTOR (OFFICE OF OUTREACH AND PROJECT DEVELOPMENT), ARVIND PATEL, MAJOR PROJECTS ENGINEER, DANIEL SCHNED, HEAD OF PROJECT DEVELOPMENT, PATRICK DECORLA-SOUZA, PROGRAM MANAGER, ANDREW BRUNNER, ENVIRONMENTAL PROTECTION SPECIALIST, PETER MANCAUSKAS, INNOVATIVE FINANCE PROGRAM MANAGER, AND NEFRETITI HARRISON, PROJECT DEVELOPMENT LEAD, BUILD AMERICA BUREAU**
1200 NEW JERSEY AVE, SE
WASHINGTON, DC 20590



SUMMIT
STRATEGIES

440 1st Street NW, Suite 440
Washington, DC 20001
(202) 638-3307

Ryan Vislosky
Legislative Assistant
ryanv@summitstrategies.us

CALL NEFRETITI HARRISON AT 202-366-3063 UPON ARRIVAL

3:30 PM

MEETING WITH CHRISTOPHER COES, ASSISTANT SECRETARY FOR TRANSPORTATION POLICY, THE OFFICE OF THE SECRETARY, AND CHARLES SMALL, DEPUTY ASSISTANT SECRETARY – INTERGOVERNMENTAL, LONDON BAILEY, SPECIAL ASSISTANT FOR INTERGOVERNMENTAL AFFAIRS, AND JAMISE HARPER, CONGRESSIONAL LIAISON SPECIALIST, OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

1200 NEW JERSEY AVE, SE

WASHINGTON, DC 20590

CALL TAMEKO EDWARDS AT 240-927-0404 UPON ARRIVAL

6/1/2023 8:46 AM



May 22, 2023

Secretary Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Support for the Port of Hood River Bridge Replacement

Dear Secretary Buttigieg,

As members of the Oregon State Legislature, and proud sponsors of [HB 3622](#), we are writing to express our commitment to ensuring that Oregon will fully participate in its share of the finance plan to replace the Hood River-White Salmon Bridge. We are committed to securing \$125 million from Oregon for this project over the next two biennium. The bridge is one of the most important transportation infrastructure assets in the Columbia River Gorge and replacement is one of the region's top economic development priorities. Dedicated future funding is critical in replacing the antiquated bridge before transportation in the region is permanently interrupted.

The construction of a new, safe bridge will enhance the economy and resiliency of the Columbia River Gorge. With narrow lanes, weight restrictions, no shoulders, difficult barge navigation, seismic vulnerability and no bike or pedestrian access, the current bridge has reached the end of its serviceable life and is not equipped to meet the long-term needs of the local communities.

We urge the Department to also fully commit to replacing the bridge.

Senator Daniel Bonham
Oregon Senate District 26

Representative Jeff Helfrich
Oregon House District 52

HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT



Welcome!

Tonight, you will be able to review and discuss:

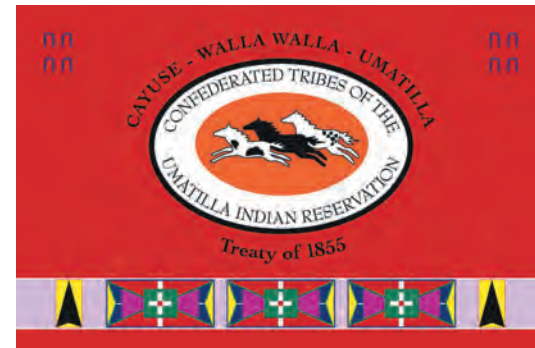
- Benefits of the new bridge
- Anticipated project schedule
- Paying for the new bridge
- The new Hood River–White Salmon Bridge Authority
- Current bridge governance



Potential new bridge design



Take our survey to provide feedback on tolling options. »



We Must Replace the Bridge Now



The current bridge is deteriorating and is rapidly reaching the end of its life.

- **Costly to maintain.** The Port of Hood River has identified \$100 million in repairs necessary to maintain the bridge.
- **Other issues:**
 - No pedestrian or bike access.
 - Limited roadway width creates hazardous conditions for freight trucks.
 - Weight limits make it inaccessible for some emergency vehicles and freight trucks.
 - Low capacity and speeds create traffic congestion.
 - Deck surface allows for vehicle debris and runoff into the river.
 - Poorly aligned, narrow channel creates dangerous conditions for barges.



Current bridge conditions »

New Bridge Benefits

A safer way to travel



Wider lanes: Regulation lane widths with shoulders facilitate safe flow of traffic at highway speed.

Safer navigation: The new bridge will provide more space for barges to more easily navigate underneath the bridge.

Seismically resilient: This will ensure the bridge will remain a critical connection for the Gorge after a major earthquake.

Reduced maintenance cost: Modern design and materials will reduce maintenance costs over the lifespan of the new bridge.



New Bridge Benefits

Regionally responsible



A bike and pedestrian path: New separated facilities for people walking, biking and rolling will increase equity, access and tourism.

Environmental benefits: A storm water collection system will eliminate direct runoff from vehicles into the Columbia River.





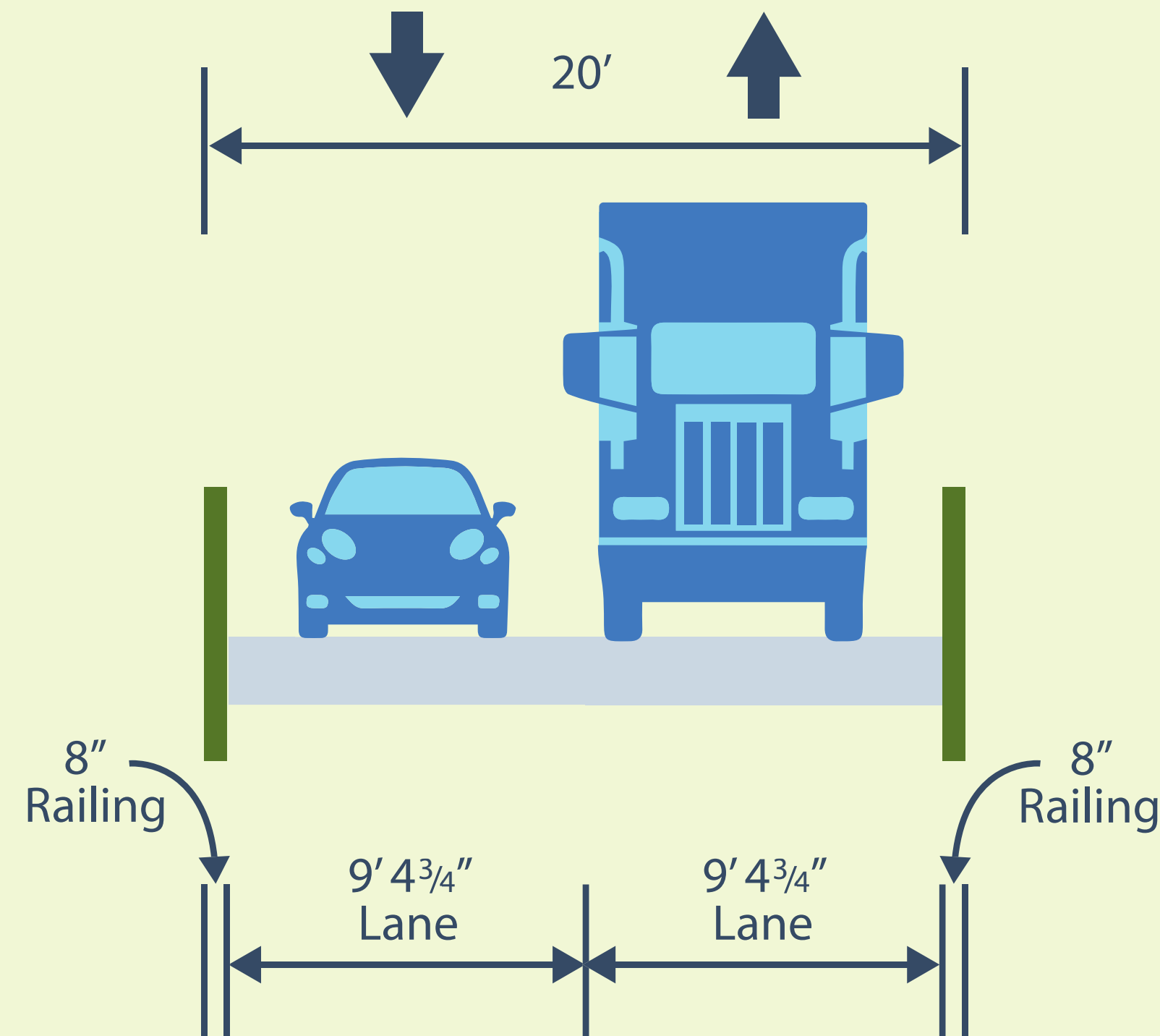
Benefits of the New Bridge

New bridge configuration

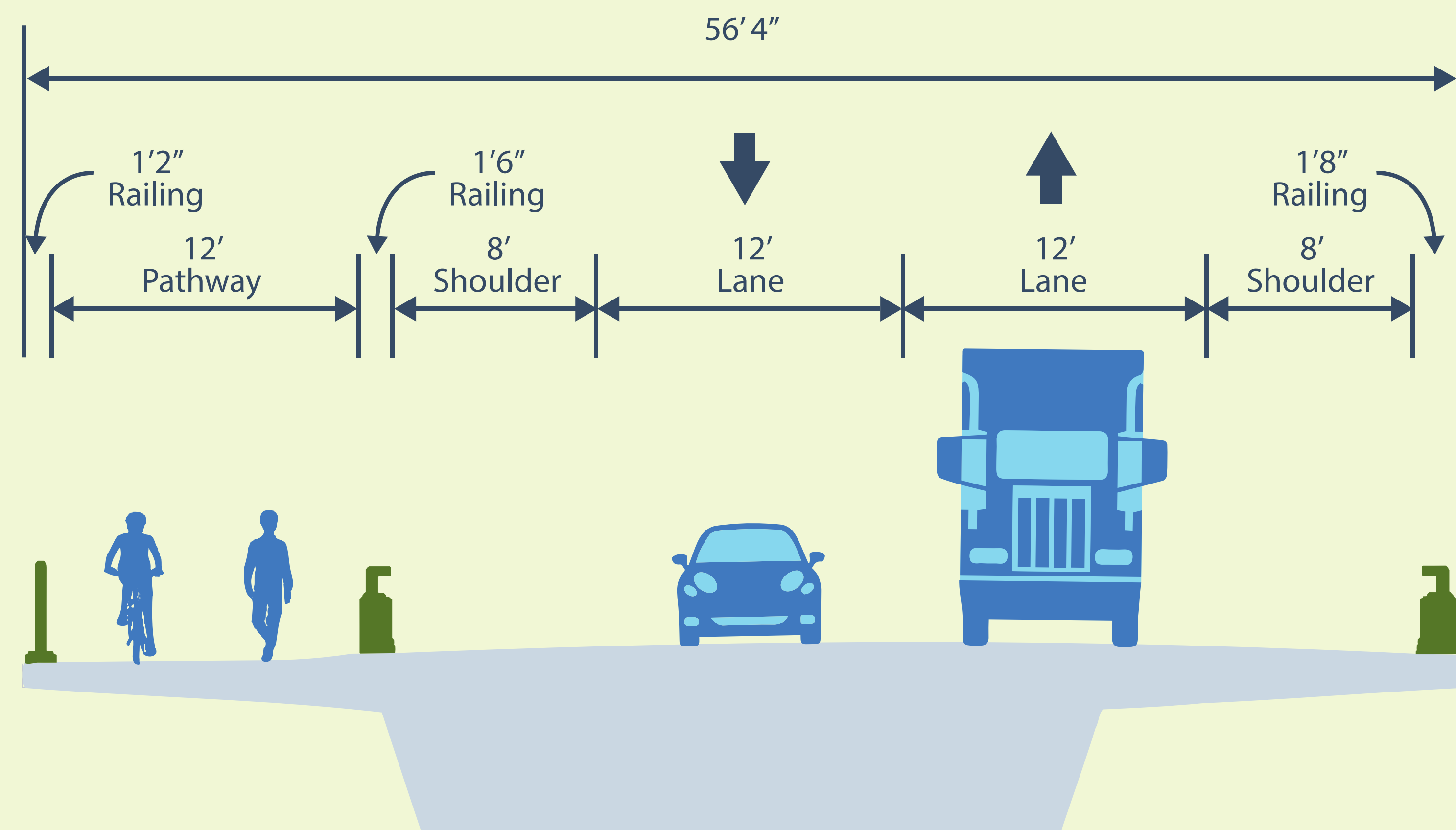


EXISTING

9.5' wide travel lanes with no pedestrian or bicycle facilities. Typical semi-trucks are 8.5' wide.



PROPOSED



Location: The new bridge will be slightly downstream, however the approaches on both sides of the river will be close to where they are now.

Design: Modern, wide, concrete bridge with one 12-foot lane in each direction with 8-foot shoulders.

Access: It will also include a 12-foot walking and biking path on its west side. It will accommodate all anticipated heavy loads.

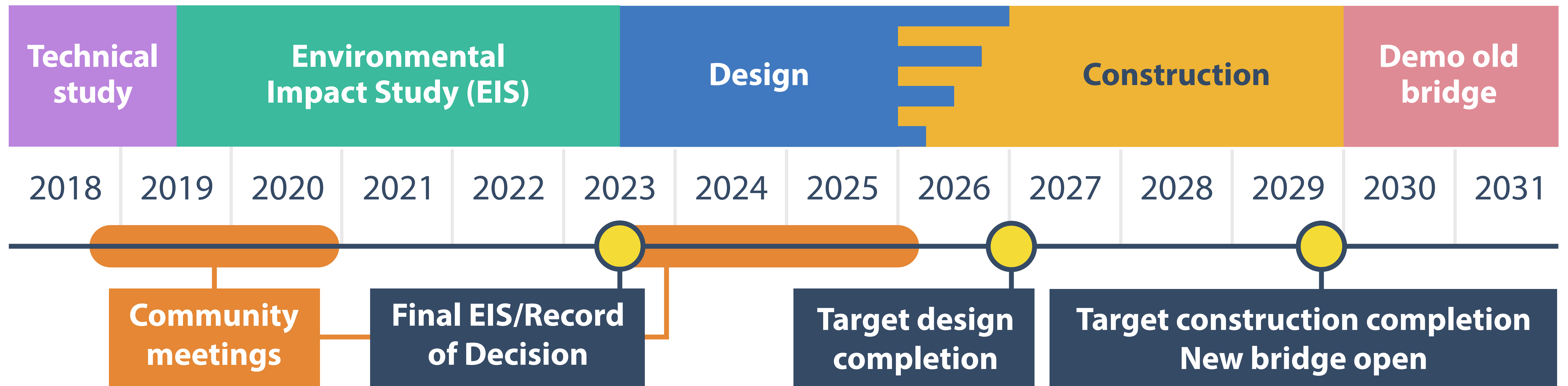
Speed limit: The bridge will have a 45 mph speed limit to safely blend with existing interchanges on both sides of the river.



Anticipated project schedule



Design and construction completion dates are based on an accelerated timeline and are contingent on funding. Completing the bridge by the end of 2029 will likely save money because inflation costs are offset by accelerating the timeline by one year.



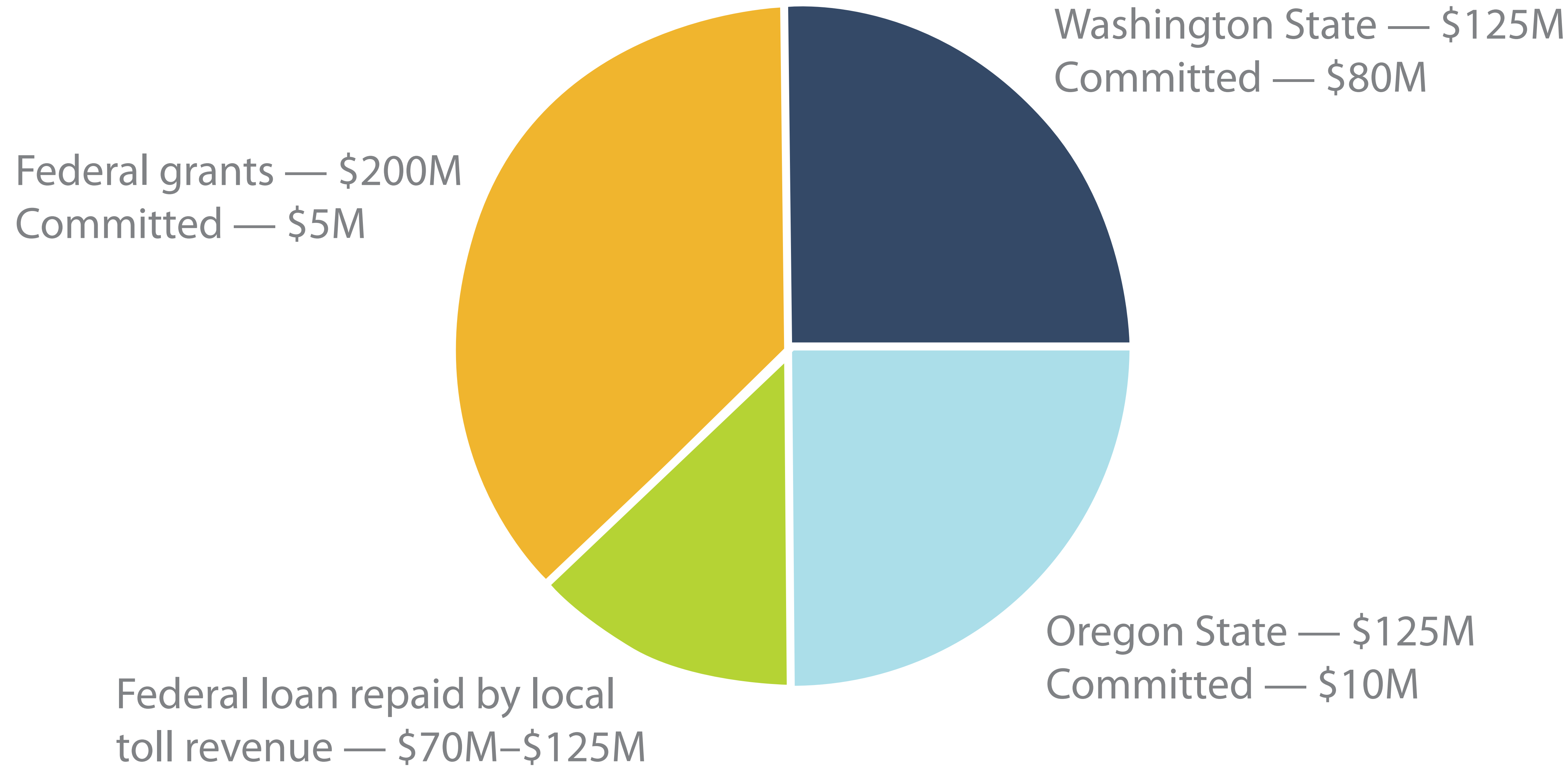
For more information, please visit: hoodriverbridge.org

Paying for the New Bridge

Costs & funding sources



Funding Sources



Total cost: \$520M (based on 2025 construction start and 2029 new bridge opening)

The project team is aggressively pursuing additional federal grants, as well as more funding from Oregon and Washington.

Paying for the New Bridge

Tolling



The portion of new bridge costs not covered by state funds and federal grants will need to be paid with a federal loan.

To secure the loan, the project needs to build up at least \$15M in cash reserves by 2028.

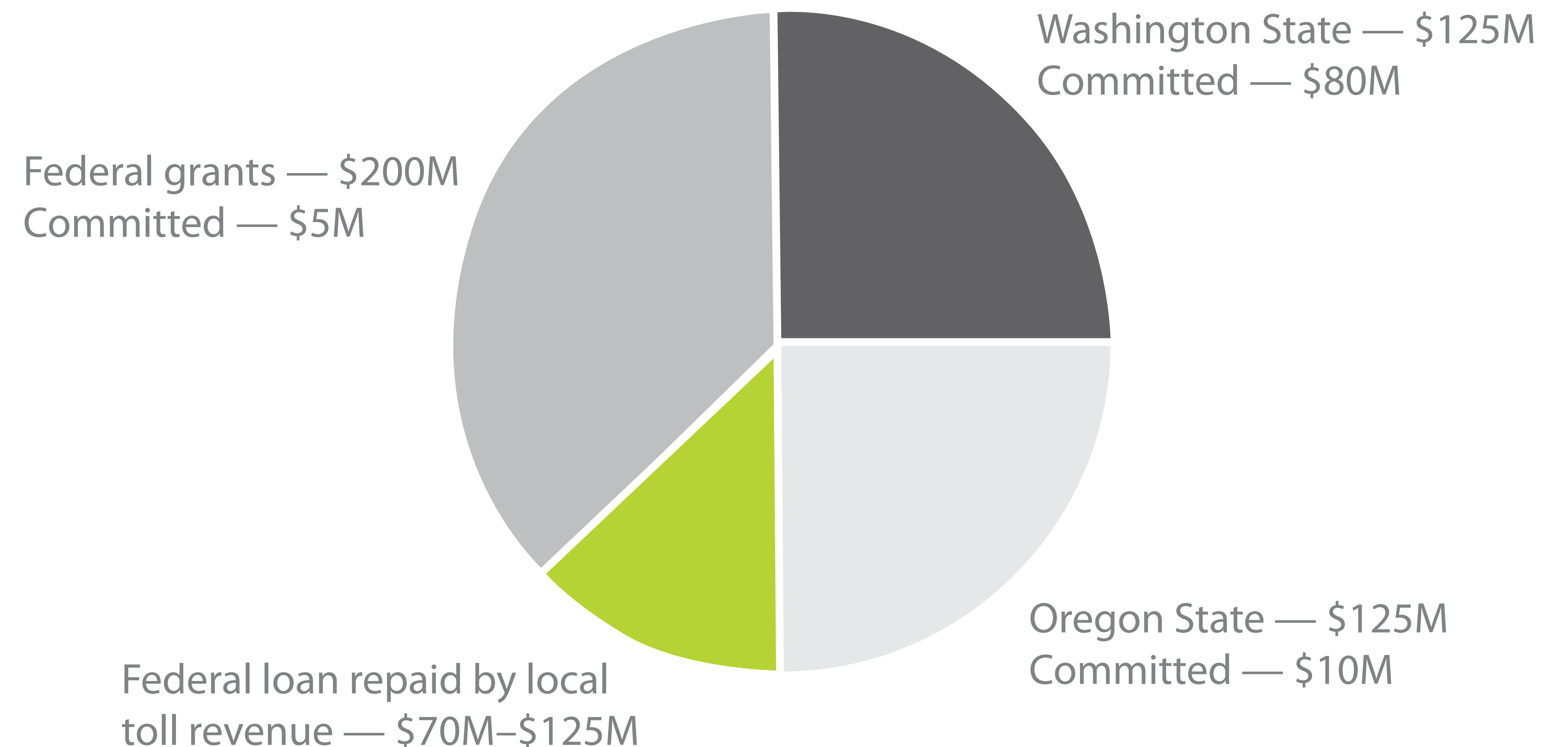
To meet that goal and to eventually repay the full loan, the project needs to raise money now in the form of increased tolls.

All new revenue from this toll increase will go into a restricted fund to be used only for the new bridge.

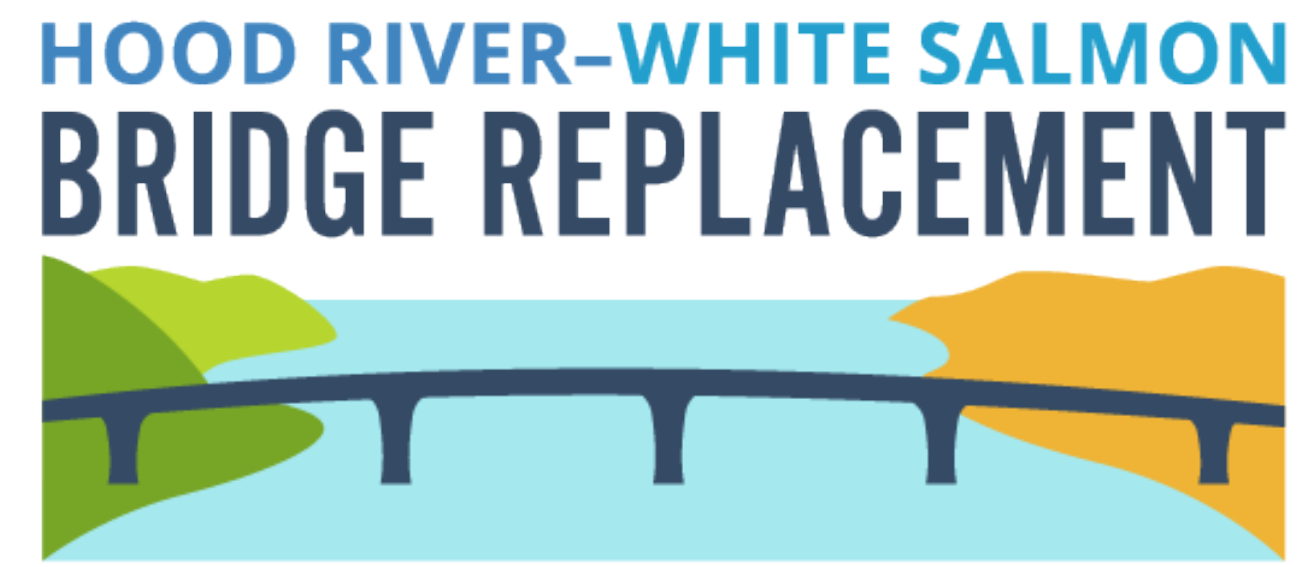
Exact loan amount needed will depend on:

- Final total cost of new bridge
- Grant funding from state or federal sources
- Schedule (delays cost money due to inflation)

Funding Sources



100% of the toll increase will go toward the new bridge.



Tolling Option 1



Place a dot sticker here if this option best meets the community's needs.



Paying for the New Bridge

Tolling Option 1



VEHICLE TYPE	CURRENT		OPTION 1	
	Cash	BreezeBy	Cash	BreezeBy
Motorcycle	\$1.00	\$0.75	\$3.00	\$1.50
Autos/Pickups	\$2.00	\$1.00	\$3.50	\$1.75
Commercial Trucks/Vans	\$6.00	\$4.00	\$8.00	\$6.00
3 Axle Truck	\$9.00	\$6.00	\$12.00	\$9.00
4 Axle Truck	\$12.00	\$8.00	\$16.00	\$12.00
5 Axle Truck	\$15.00	\$10.00	\$20.00	\$15.00
For each additional axle	+\$3.00	+\$2.00	+\$4.00	+\$3.00

Considerations:

- Higher cash but lower BreezeBy tolls..
- Provides a lower cost per crossing for more frequent customers.
- Would benefit locals, most of whom are BreezeBy customers.
- Higher cost for cash is borne mostly by infrequent users or those without BreezeBy accounts.
- Both tolling options meet the revenue target of \$15M by 2028 and \$21M by bridge opening.



Tolling Option 2



Place a dot sticker here if this option best meets the community's needs.



Paying for the New Bridge

Tolling Option 2



VEHICLE TYPE	CURRENT		OPTION 2	
	Cash	BreezeBy	Cash	BreezeBy
Motorcycle	\$1.00	\$0.75	\$3.00	\$1.50
Autos/Pickups	\$2.00	\$1.00	\$3.00	\$2.00
Commercial Trucks/Vans	\$6.00	\$4.00	\$8.00	\$6.00
3 Axle Truck	\$9.00	\$6.00	\$12.00	\$9.00
4 Axle Truck	\$12.00	\$8.00	\$16.00	\$12.00
5 Axle Truck	\$15.00	\$10.00	\$20.00	\$15.00
For each additional axle	+\$3.00	+\$2.00	+\$4.00	+\$3.00

Considerations:

- All tolls increased by same dollar amount.
- Preserves existing benefit of lower cost for BreezeBy customers.
- Lessens cost increase for infrequent users and those without BreezeBy accounts.
- Both tolling options meet the revenue target of \$15M by 2028 and \$21M by bridge opening.



Hood River-White Salmon Bridge Authority



A new bridge authority will oversee the bridge replacement project effective July 1.

Authority role:

- Oversee design and construction of the new bridge
- Manage operations, maintenance and toll-setting once new bridge is open
- Sole access to new toll revenue, and decision-making authority over those funds

Representation: The new bridge authority will have a board of six voting members, with Klickitat County and Hood River County appointing three members each.





Since 1933, the Port's primary purpose has been to develop land for job creation and economic growth.

The Port has owned and operated the bridge since 1950 and has always used a portion of toll revenue goes to fund economic development projects as well as waterfront parks and facilities that would normally be funded by property taxes.

In 2013, a study found that the estimated total economic impact of the Port and businesses on Port properties was \$276M in output, \$55M in wages and benefits, and 958 jobs.

The Port will continue to maintain and operate the existing bridge and will transition all responsibilities for the new bridge to the new bridge authority on July 1. By July of 2026, toll revenues from the existing bridge will only be used for bridge maintenance and operation, or funding the new bridge.





Tell us what you think!



Weigh in on which tolling option best meets the community's needs.

- Complete comment form
- Or, take the survey online



Scan to view online survey!

Or enter URL: bit.ly/3ouKilM

Visit the project website and follow us on social media for the latest updates: hoodriverbridge.org

 [@hoodriverbridge](https://www.facebook.com/hoodriverbridge)

 [@hoodriverbridge](https://www.instagram.com/hoodriverbridge)

 [hood-river-white-salmon-bridge-replacement-project](https://www.linkedin.com/company/hood-river-white-salmon-bridge-replacement-project)



May 23, 2023

Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the Bi-State Working Group which transitions into the Hood River-White Salmon Bridge Authority on July 1, 2023, would like to express our support for the Pacific NorthWest Economic Region's (PNWER) application for the Regional Infrastructure Accelerator Demonstration Program, Funding Opportunity Number DOTBAB01062023, and our commitment to working with the PNWER RIA team as a Partner Project.

Building off the success of the past year, the PNWER RIA is expanding focus for the next round of funding to specifically include all five PNWER states of Washington State, Oregon, Idaho, Montana, and Alaska. The PNWER RIA team and local partners are working with identified projects in each of the five PNWER states to prepare them for "Step 1" of the Build America Bureau's TIFIA and RRIF loan application process, and provide additional support to explore innovative financing opportunities for critical infrastructure projects in the region.

The Hood River-White Salmon Bridge spans the Columbia River and is a critical connection for communities in Oregon and Washington. Unfortunately, the existing 100-year-old Bridge is functionally obsolete, seismically deficient and no longer able to safely accommodate Hood River, OR or White Salmon, WA's long-term needs.

The Hood River-White Salmon Bridge Replacement project will support a thriving economy and livable communities. The new bridge design will address problems with river navigation, vehicle travel, pedestrian and bicycle connections, transit access, and safety. Oregon and Washington State legislators are each committed to providing \$125 million for the new bridge, discretionary federal funding is being sought, and the project will still need \$75 million to \$130 million in toll-backed financing from TIFIA.

The PNWER RIA can provide additional assistance and support as the newly-formed Hood River-White Salmon Bridge Authority and bridge replacement project team pursue TIFIA financing. Building on their existing relationship with the Build America Bureau, the PNWER RIA will

provide unique insight and expertise as we prepare our TIFIA letter of interest and eventual application.

PNWER as an organization has over 30 years of experience in leveraging key players within its jurisdictions and at the federal level to be able to raise awareness of critical issues within our region. This sustainable convening power allows PNWER to address regional and cross-border issues, and collaborate on solutions to create a resilient and interconnected region.

We look forward to working closely with the PNWER Regional Infrastructure Accelerator program to accelerate this regionally significant project with innovative financing solutions.

For these reasons, the Bi-State Working Group urges your consideration of the Pacific NorthWest Economic Region's grant proposal. Should you have any questions, please contact our office.

Sincerely,



Michael Fox
Co-Chair
Bi-State Working Group
c/o Port of Hood River
1000 E Port Marina Dr.
Hood River, OR 97031



Jacob Anderson
Co-Chair
Bi-State Working Group
c/o Port of Hood River
1000 E Port Marian Dr.
Hood River, OR 97031

CC: Dr. Morteza Farajian
Executive Director
Build America Bureau
1200 New Jersey Ave, SE
Washington, DS 20590

A-Engrossed
House Bill 3622

Ordered by the House May 24
Including House Amendments dated May 24

Sponsored by Representative MCLAIN, Senators GORSEK, FREDERICK, Representatives GRAYBER, HELFRICH, HUDSON, PHAM K, REYNOLDS, Senator BONHAM; Representatives DEXTER, LEWIS, MANNIX, NELSON, NOSSE, SMITH G, Senator FINDLEY

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

[Directs state agencies to distribute moneys to local entities for specified bridge projects. Authorizes general obligation bonding for bridge projects.]

Expresses commitment of Legislative Assembly to support specified bridge projects through investments of specified amounts.

Declares emergency, effective July 1, 2023.

A BILL FOR AN ACT

1
2 Relating to bridges; and declaring an emergency.

3 Whereas the Hood River-White Salmon Interstate Bridge, the Bridge of the Gods and Burnside
4 Bridge are key transportation links serving the Oregon economy; and

5 Whereas those bridges are in need of replacement, modernization and seismic improvement in
6 order to improve traffic flow, reduce congestion and travel times and enhance safety for all users;
7 and

8 Whereas bridge projects will create numerous job opportunities and stimulate economic growth
9 by attracting new businesses and improving the efficiency of freight movement; and

10 Whereas state funding for bridge projects enables matching funds and enhances opportunities
11 for future funding, including federal funding; now, therefore,

12 **Be It Enacted by the People of the State of Oregon:**

13 **SECTION 1. The Legislative Assembly commits to support the Hood River-White Salmon**
14 **Interstate Bridge replacement project through an investment of \$20,000,000 in the biennium**
15 **beginning July 1, 2023.**

16 **SECTION 2. The Legislative Assembly commits to support the Bridge of the Gods seismic**
17 **strengthening project through an investment of \$6,000,000 in the biennium beginning July 1,**
18 **2023.**

19 **SECTION 3. The Legislative Assembly commits to support the Earthquake Ready**
20 **Burnside Bridge project through an investment of \$20,000,000 in the biennium beginning July**
21 **1, 2023.**

22 **SECTION 3a. Before making any distribution required under section 5 of this 2023 Act,**
23 **the Oregon Department of Administrative Services shall enter into an agreement with**
24 **Multnomah County that obligates Multnomah County to report to the interim Joint Com-**
25 **mittee on Transportation, during the interim between the 2024 and 2025 regular sessions of**

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1 **the Legislative Assembly, on the progress of the Earthquake Ready Burnside Bridge project.**

2 **SECTION 4. This 2023 Act being necessary for the immediate preservation of the public**

3 **peace, health and safety, an emergency is declared to exist, and this 2023 Act takes effect**

4 **July 1, 2023.**

5

Hood River T&R Study

Washington State Transportation Commission – Study Progress & Summary

5/16/2023



**CDM
Smith**[®]

Carl See - WSTC

Tim Boesch, Yonnel Gardes - CDM Smith

Lowell Clary – Clary Consulting

Agenda

- Recap Study Background
- Follow Up Analysis on Proposed Final Scenarios
- Review Final Two Tolling Scenarios
- Sensitivity Tests
- Recommended Considerations for Future Study
- Update on Final Report
- Next Steps / Timeline



Study Background

Study Purpose

- The 2022 enacted State Supplemental Transportation Budget (ESSB 5689) directs the WSTC to carry out a planning level traffic and revenue study of the Hood River Bridge to be completed by June 30, 2023
- The primary goal is to develop planning level traffic and revenue analysis and resulting toll funding capacity across multiple scenarios to support future funding decisions for proposed bridge replacement plan(s)
- This study should also inform a potential investment grade traffic and revenue study



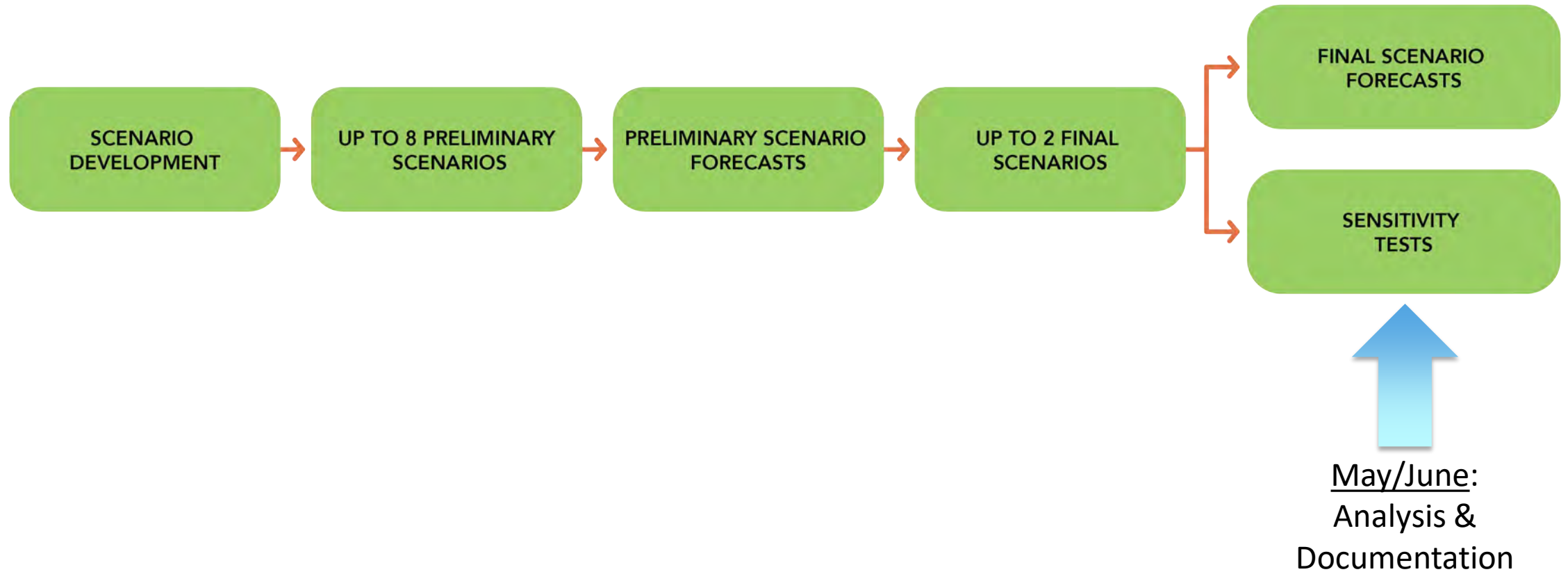
Hood River Bridge Replacement Funding

- Total bridge replacement project costs: \$520 million (2022 dollars)
 - Estimate based on preliminary analysis by the Port of Hood River
- Funding committed to date: \$95 million
 - State Funding: \$80 million from Washington, \$10 million from Oregon
 - Federal Grants: \$5 million in federal grant fund
- Funding targets to address the \$425 million in unfunded need include:
 - State Funding: \$160 million in additional state funding
 - Intent is to have total of \$125 million committed by both WA and OR (\$250 million total)
 - Federal Grants: \$125 - \$195 million
 - Unsuccessful in 2022, preparing new federal grant applications for 2023
 - Toll-Backed Financing: \$75-\$125 million
 - **Subject to on-going traffic & revenue analysis and financial need**

Hood River Bridge Replacement Tolling

- Current Hood River Bridge tolling revenues support existing bridge operations & maintenance and a small portion of bridge replacement.
- Port of Hood River anticipates tolling in support of the replacement bridge to include:
 - Pre-Completion Tolling: Revenues from a toll increase on the current bridge dedicated to the replacement bridge project as soon as September 1st, 2023
 - Post-Completion Tolling: Revenues from tolling on the replacement bridge beginning in FY 2031 dedicated to funding debt service as well as on-going operations & maintenance and repair & replacement costs

Study Scenarios Process





Final Two Scenarios

Summary of WSTC Direction

- **Summary of direction from WSTC (4/18) – final two tolling scenarios:**

Policy Choices	Scenario A	Scenario B
Funding / Financing Needs	<ul style="list-style-type: none"> • Advance bookend scenario for minimum end of toll funding range (\$75 million) targeted by the Bi-State Working Group (BSWG) 	<ul style="list-style-type: none"> • Advance bookend scenario for max end of toll funding range (\$125 million) targeted by the Bi-State Working Group (BSWG)
BreezeBy / Video Rate Differential	<ul style="list-style-type: none"> • Apply \$2 differential between BreezeBy and video toll rates 	<ul style="list-style-type: none"> • Apply escalation on BreezeBy and video toll rates
Pre-Completion Rates	<ul style="list-style-type: none"> • Apply BSWG’s Scenario 3 	<ul style="list-style-type: none"> • Apply BSWG’s Scenario 5
Toll Rate Increases / Escalation	<ul style="list-style-type: none"> • Apply a toll rate increase upon bridge opening in FY 2031 • Apply periodic escalation at amounts proposed in preliminary scenarios (15% increase every 5 years) starting in FY 2036 	

WSTC Direction: Final Two Tolling Scenarios (Preliminary)

FY 24 – FY 30 toll rates align with BSWG Scenario 3 (\$1.75/3.50) & Scenario 5 (\$2.00 / \$3.00)

FY 31 – FY 51 toll rates tested

Existing Toll Rates	BreezeBy	\$1.00	
	Cash / CC	\$2.00	
		Scenario A Prelim	Scenario B Prelim
Pre-Completion (FY 24-30)		FY 24 Increase by \$.75 for BreezeBy & \$1.50 for Cash	FY 24 Increase by \$1.00 for BreezeBy & Cash
FY 24	BreezeBy	\$1.75	\$2.00
	Cash / CC	\$3.50	\$3.00
FY 30	BreezeBy	\$1.75	\$2.00
	Cash / CC	\$3.50	\$3.00
Targeted Reserves (pending)		\$15-21 million	\$15-21 million
Post Completion (FY 31-51)		15% Increase every 5 yr starting in FY 36 (BreezeBy)	15% Increase every 5 yr starting in FY 36
FY 31	BreezeBy	\$2.00	\$2.50
	Video	\$4.00	\$5.00
FY 51	BreezeBy	\$3.50	\$4.45
	Video	\$5.50	\$8.75
Targeted Financial Capacity		\$75 million	\$125 million

Forecast Refinement

- Work performed to refine final scenarios
 - Re-benchmark to 2022 actuals
 - Lower growth in pre-completion phase to better align with historic transactions and socioeconomic trends
 - Refine trip suppression process in response to survey analysis finalization, proposed toll rates, and input received from technical staff
 - Update toll operating costs
 - Update financial capacity analysis

Results of Forecast Refinement

- Result of forecast refinement – preliminary final scenarios did not meet funding targets:
 - Preliminary Scenario A supported \$70M (\$75M target)
 - Preliminary Scenario B supported \$120M (\$125M target)
- Proposed Change to Final Scenarios:
 - Proposed \$0.25 increase in opening year BreezeBy toll rates per prior direction from WSTC

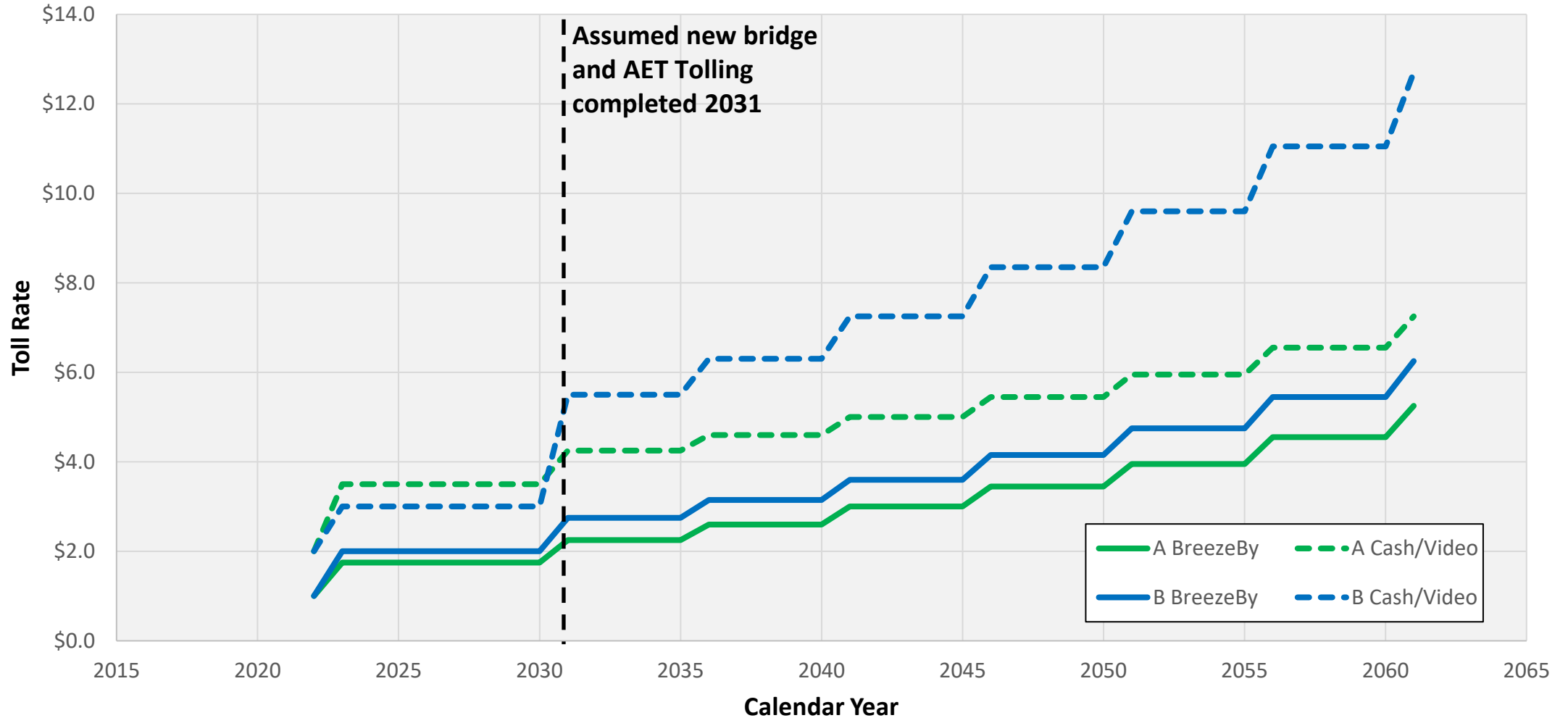
Final Two Tolling Scenarios

FY 24 – FY 30 toll rates align with BSWG Scenario 3 (\$1.75/3.50) & Scenario 5 (\$2.00 / \$3.00)

FY 31 – FY 51 revised toll rates w/\$0.25 increase in opening year BreezeBy toll rates

Existing Toll Rates	BreezeBy	\$1.00	
	Cash / CC	\$2.00	
		Scenario A FINAL	Scenario B FINAL
Pre-Completion (FY 24-30)		FY 24 Increase by \$.75 for BreezeBy & \$1.50 for Cash	FY 24 Increase by \$1.00 for BreezeBy & Cash
FY 24	BreezeBy	\$1.75	\$2.00
	Cash / CC	\$3.50	\$3.00
FY 30	BreezeBy	\$1.75	\$2.00
	Cash / CC	\$3.50	\$3.00
Targeted Reserves (pending)		\$15-21 million	\$15-21 million
Post Completion (FY 31-51)		15% Increase every 5 yr starting in FY 36 (BreezeBy)	15% Increase every 5 yr starting in FY 36
FY 31	BreezeBy	\$2.25	\$2.75
	Video	\$4.25	\$5.50
FY 51	BreezeBy	\$3.95	\$4.75
	Video	\$5.95	\$9.60
Targeted Financial Capacity		\$75 million	\$125 million

Passenger Car Toll Rates for Final Scenarios



Pre-completion: Cash or Credit Cards toll rates. Post-completion: Video toll rates (cash/credit no longer accepted)
 All toll rates for 2 axle passenger cars and light trucks. Additional amounts for trailers and multipliers for trucks are assumed.

Final Two Tolling Scenarios – Vehicle Class Tolls

Scenarios A and B assume the existing vehicle classification system and associated toll rate ratios continue throughout the forecast horizon

		Existing	FY 23-30		FY 31		FY 51	
			Scenario A	Scenario B	Scenario A	Scenario B	Scenario A	Scenario B
Class 1	BreezeBy	\$ 1.00	\$ 1.75	\$ 2.00	\$ 2.25	\$ 2.75	\$ 3.95	\$ 4.75
	Cash/CC	\$ 2.00	\$ 3.50	\$ 3.00				
	Video				\$ 4.25	\$ 5.50	\$ 5.95	\$ 9.60
Class 5	BreezeBy	\$10.00	\$17.50	\$20.00	\$22.50	\$27.50	\$39.50	\$47.50
	Cash/CC	\$15.00	\$26.25	\$22.50				
	Video				\$31.90	\$41.25	\$44.65	\$72.00

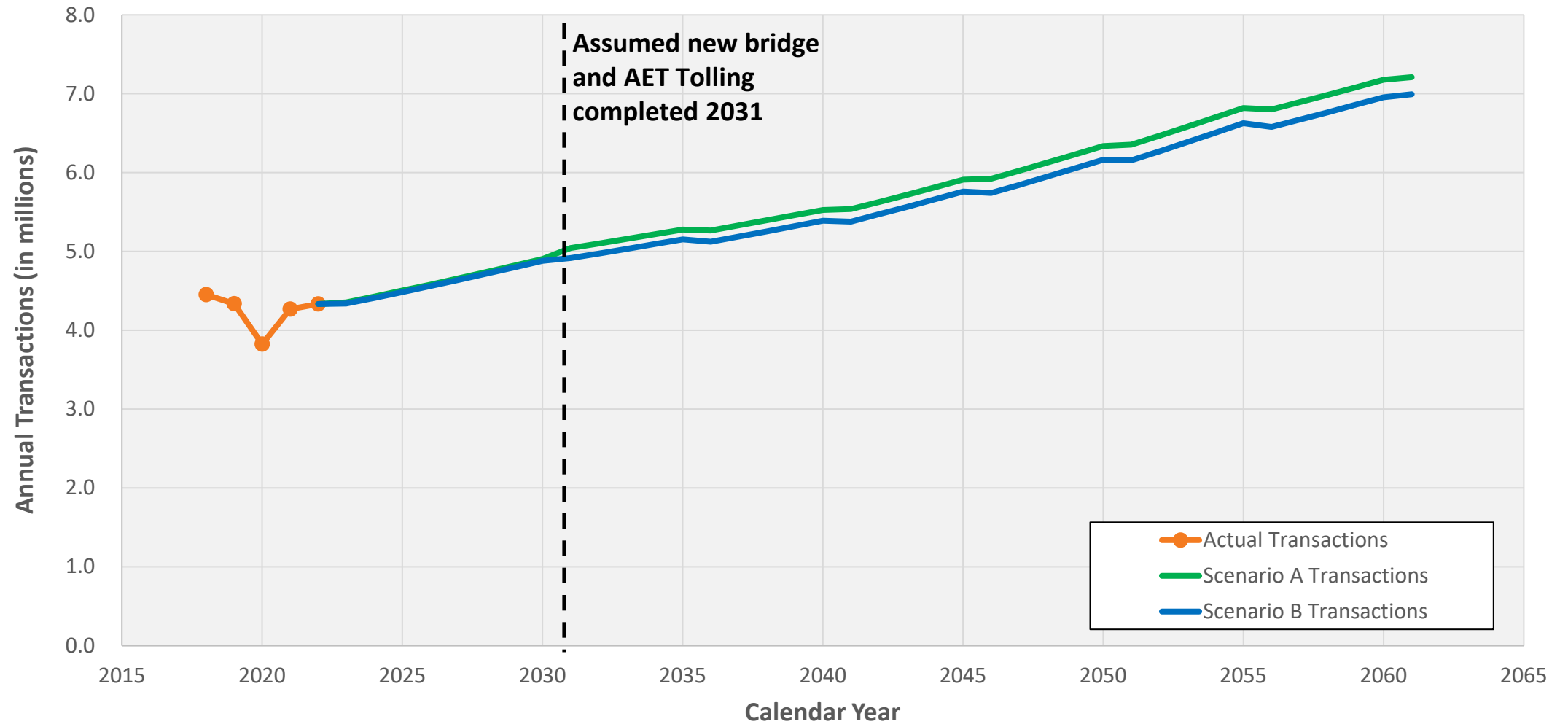
Class 1 – Passenger Autos and Pickups (nothing in tow) – about 97% of vehicle transactions in 2022

Class 5 – 5-Axle Trucks

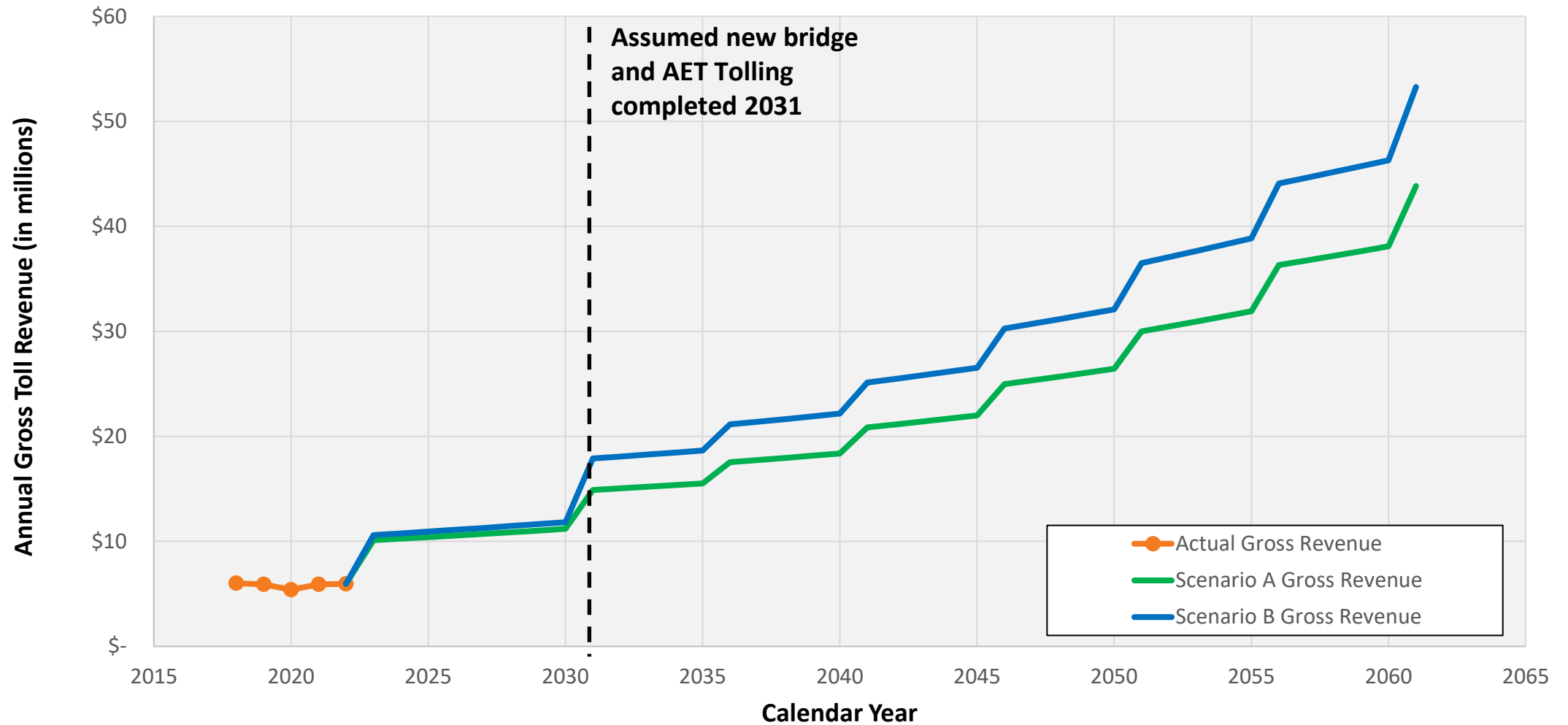
Traffic & Revenue Forecasting Assumptions

- Bridge replacement configuration, timing, and phasing
- Model years: 2019, 2031, 2040, 2055
- Tolling concept of operations, methods of payment
- Toll systems coordination - current system, ODOT system, WSDOT system
- Inflation
- Payment share assumptions

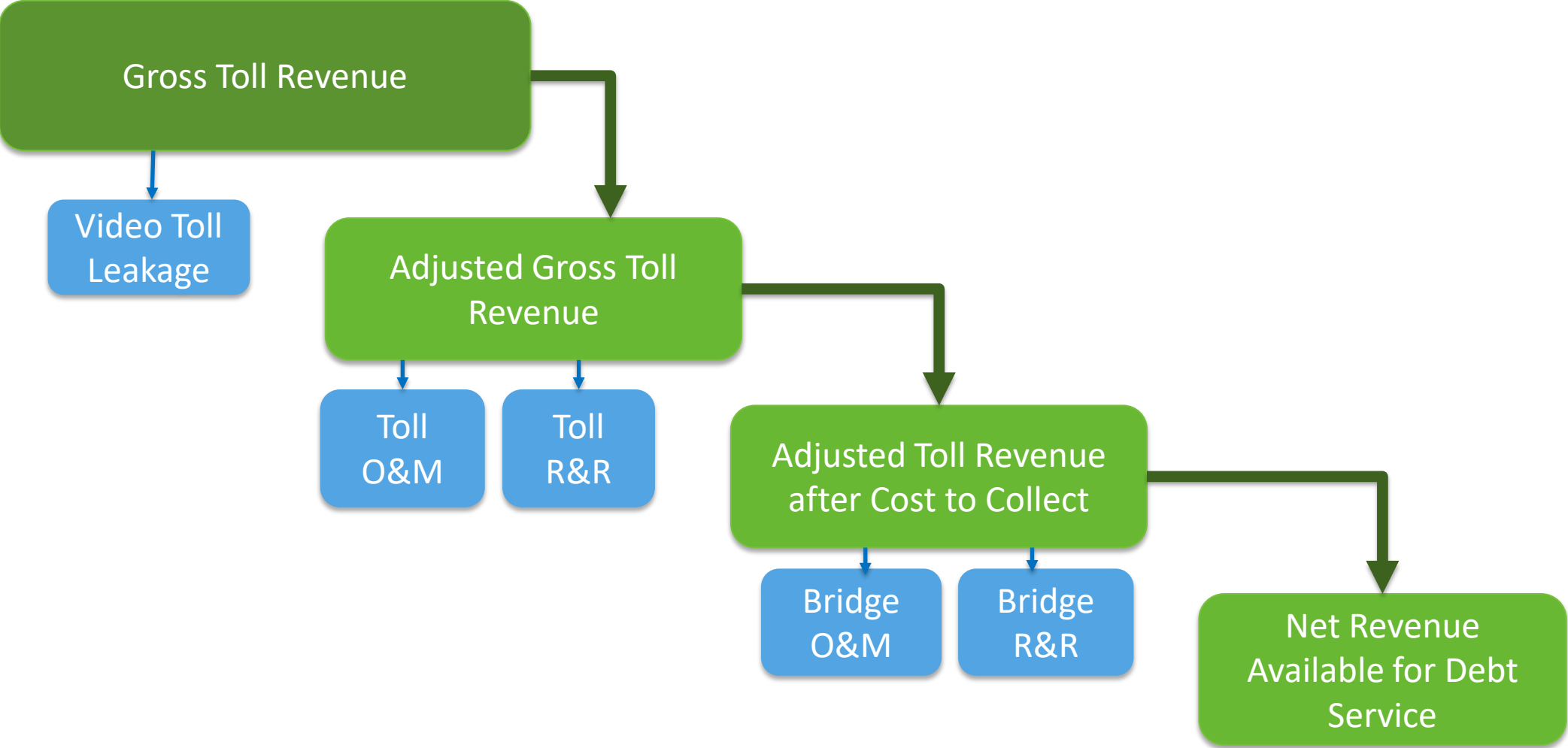
Annual Toll Transactions



Annual Gross Toll Revenue



Gross Revenue to Net Available For Debt Service





Final Scenarios Financial Capacity Analysis

Financial Capacity Analysis Assumptions

Federal TIFIA Loan

- Debt structure
 - Issued as line of credit
 - Capitalized interest during construction
 - 35 year total loan duration
 - Debt service ramps up five years
 - Tapered debt service for five years
 - Level debt service for 25 years
- Debt service interest rates
 - 4.01% interest rate – 3.75% base rate + 25bps cushion + 1bp per TIFIA guidelines
 - *Rates subject to change - current as of 5/11/23*
- Required debt service coverage ratio
 - Assumed minimum 1.20x ratio of net revenues to TIFIA Loan debt service

Estimated Financial Capacity (in millions of \$)

- Differences in estimated net revenues available for debt service from each tolling scenario results in a range of financial capacities for each financing option

Federal TIFIA Loan Preliminary Scenarios

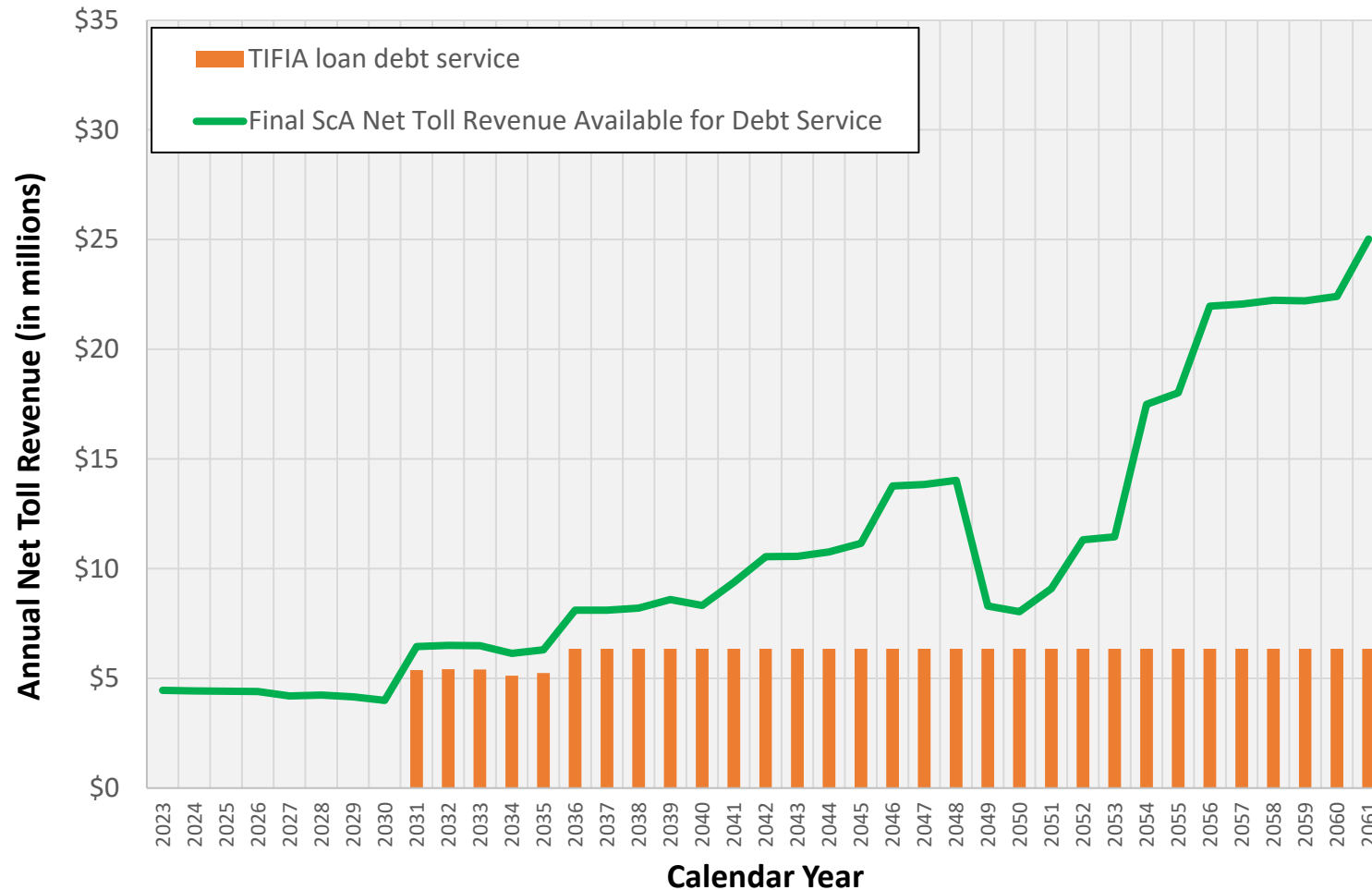
1A - \$0
1B - \$0
2A - \$85M
2B - \$75M
3A - \$85M
3B - \$75M
4A - \$145M
4B - \$140M

Federal TIFIA Loan Final Scenarios

A - \$95M
B - \$135M

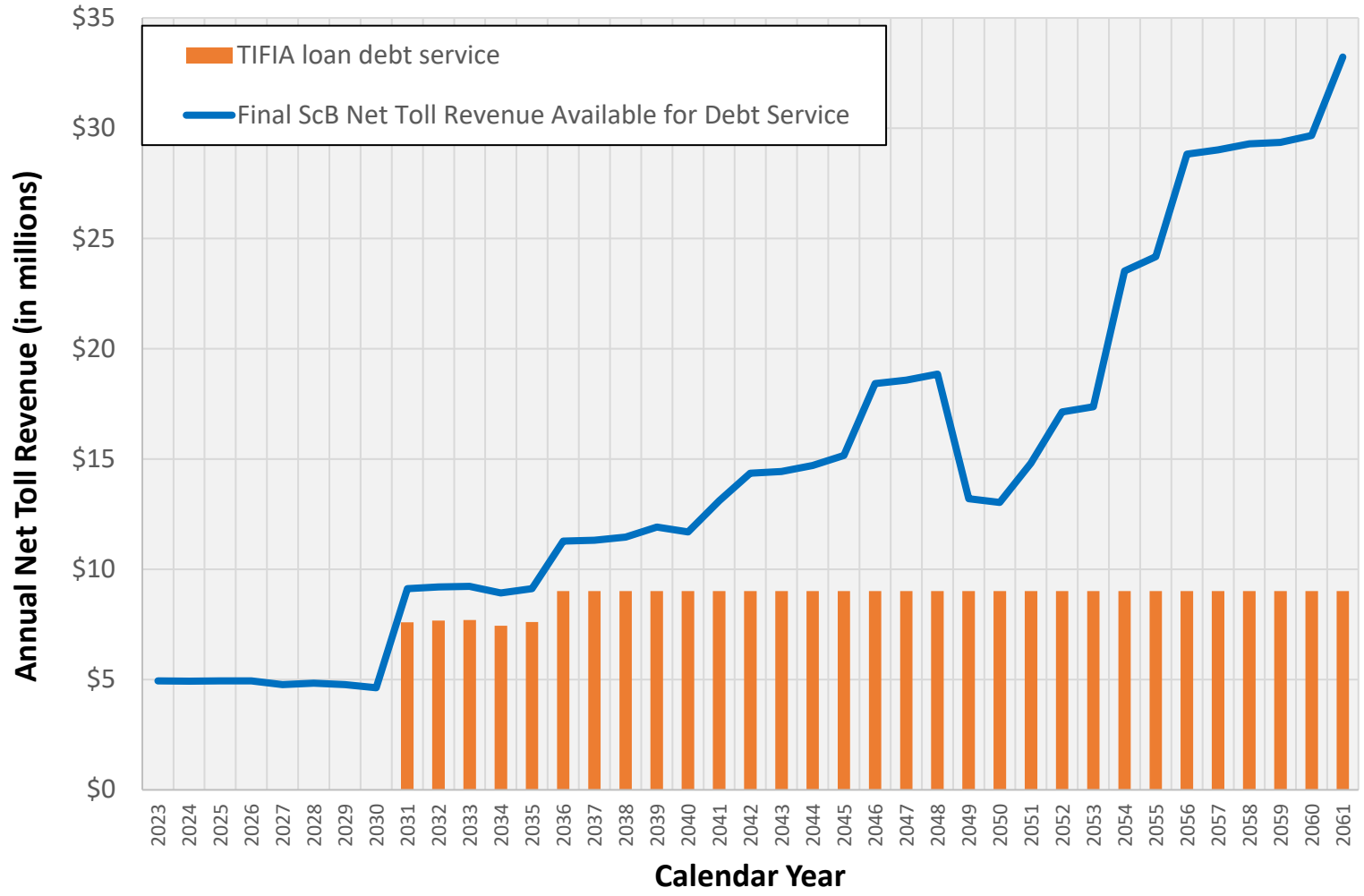
Market Interest Rates as of 05-11-2023. Changes in market rates will change the results.

Net Revenue Available for Debt Service vs. Funding Needs – Final Scenario A



- Net Toll Revenue Available for Debt Service = gross revenue adjusted for video leakage and net of cost to collect and bridge O&M and R&R
- Bridge O&M and R&R assumed to be funded before debt service due to standalone nature of facility and owner agency
- Net toll revenue available for debt service designed to exceed annual debt payments
- \$95M capacity (\$75M Target)

Net Revenue Available for Debt Service vs. Funding Needs – Final Scenario B



- Net Toll Revenue Available for Debt Service = gross revenue adjusted for video leakage and net of cost to collect and bridge O&M and R&R
- Bridge O&M and R&R assumed to be funded before debt service due to standalone nature of facility and owner agency
- Net toll revenue available for debt service designed to exceed annual debt payments
- \$135M capacity (\$125M Target)



Sensitivity Tests

Sensitivity Tests Variations

- Sensitivity Tests as Approved for Analysis by WSTC (4/18)
 - Low-income discount
 - Frequency discount (flat monthly pass plan)
 - Lower socioeconomic growth
 - Lower value of time
 - Higher suppression
 - Lower and higher transponder share of transactions
 - Toll sensitivity curve

Sensitivity Tests – Overall Parameters

- Opening year 2031 only
- Variations are on Final Scenario B
- Analysis carried to gross revenue with two exceptions
- Results expressed as percentage impact on transaction/gross revenue vs. baseline
- Financial capacity impact not included
- Results are preliminary

Low-Income Discount Program

- Low-income discount program tested as a 50% discount for users at or below \$50,000 household income
- Available only through BreezeBy
- Increases transactions by 1%
- Gross revenue decreases by 17% in 2031

Preliminary

Frequency Discount Program

- Frequent user discount: flat monthly rate for frequent users set at 20 crossings per month at BreezeBy rate
- Assumed available to 2-axle passenger cars with nothing in tow
- In 2031, the monthly pass would cost: $\$2.75 \times 20 = \55
- Transactions increase by 2% in 2031
- Gross revenue decreases by 12% in 2031

Preliminary

Lower Socioeconomic Growth

- Test focuses on impact of population and employment growth rates lower than in the baseline forecast
- Population and Employment differences in 2031

Subarea	Baseline	Lower SE	% Change
Population	1,279,386	1,223,542	-4.4%
Employment	699,898	670,133	-4.3%

Preliminary

- Transactions decrease by 6.6% in 2031
- Gross revenue decreases by 5.8% in 2031
- Higher decreases would be expected for outer years as SE differences widen (about 8% in 2040 and 14% in 2055)

Lower Value of Time (VOT)

- In baseline forecast, VOTs are derived from the stated preference survey. Sensitivity test reduces these values by 25%.

- VOT Assumptions at \$70K Income

Trip Type	Baseline	Lower VOT
Weekday (Mon-Thur)	\$9.60/hr	\$7.20/hr
Weekend (Fri-Sun)	\$12.30/hr	\$9.20/hr
Social / Recreation	\$12.60/hr	\$9.50/hr
Work-Related	\$9.20/hr	\$6.90/hr
Shopping / Errand / Other	\$8.80/hr	\$6.60/hr

- Transactions decrease by 1.2% in 2031
- Gross revenue decreases by 1.6% in 2031

Preliminary

Higher Trip Suppression Rates

- Trip suppression refers to users no longer making a trip across the bridge or reducing trip frequency based on the increased toll cost
- Baseline forecast assumes half suppression indicated by stated preference survey per actual outcomes on other facilities
- Sensitivity test assume full suppression indicated by stated preference survey
- Gross revenue decreases by **to be completed**

Preliminary

Lower Transponder Share

- Baseline scenario assumes that 83% of transactions are by transponder in 2031
- “Lower Transponder Share” tests a scenario in which transponder share would remain at the 2022 level (77%)
- Gross revenue increases by 6%
- Net revenue decreases by 5% due to more video leakage and higher toll collection costs

Preliminary

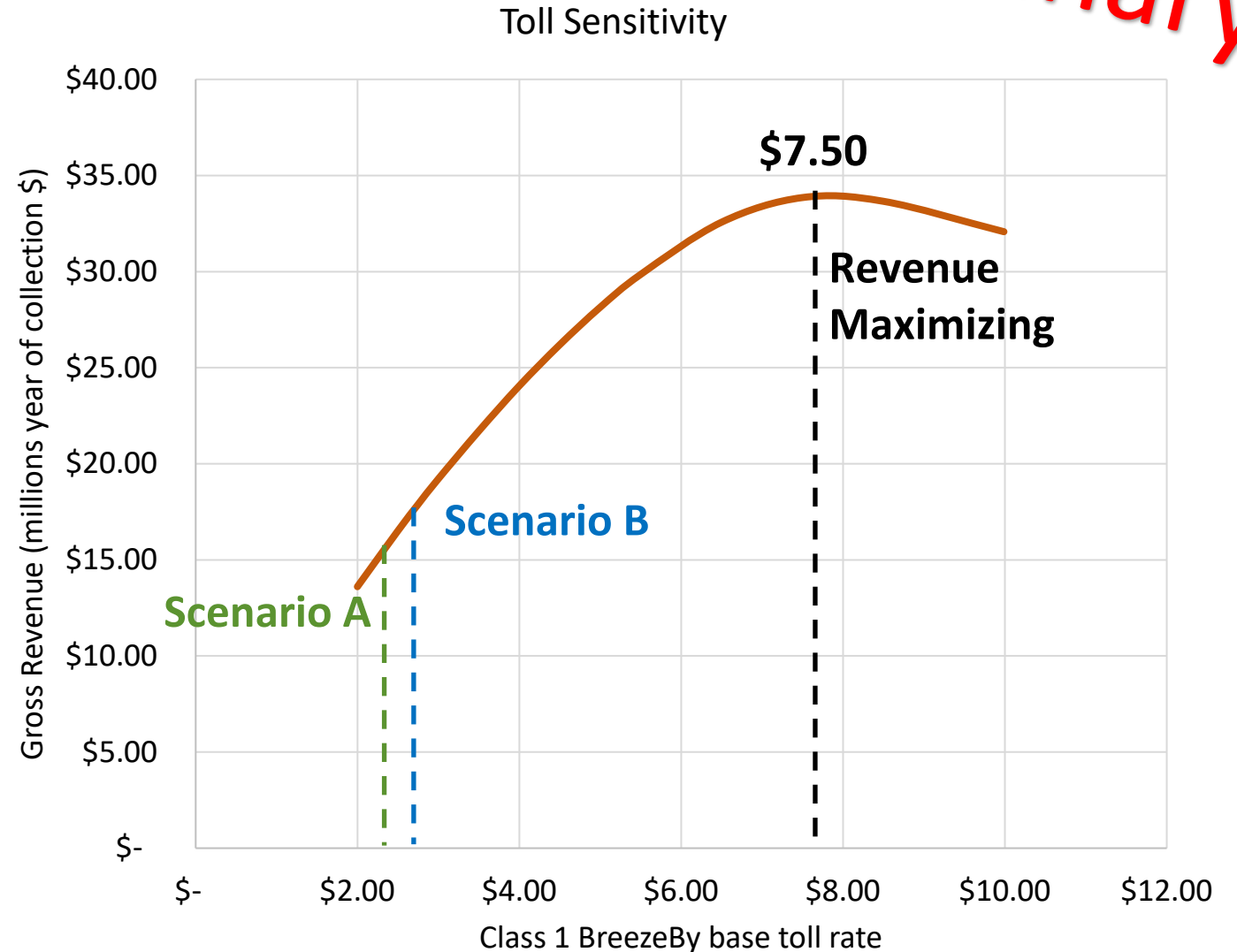
Higher Transponder Share

- Baseline scenario assumes that 83% of transactions are by transponder in 2031
- “Higher Transponder Share” tests a scenario in which transponder share would be 86%
- Gross revenue decreases by 2%
- Net revenue increases by 2% due to less video leakage and lower toll collection costs

Preliminary

Toll Sensitivity

- Toll sensitivity curve illustrates the impact of increasing toll rates on revenue generated
- 2031 Class 1 BreezeBy toll rates tested between \$2.00 and \$10.00
- Revenue maximizing toll \$7.50





Recommended Considerations for Future Study

Recommended Considerations for Future Study

- **Incorporate Latest Tolling and Operations Data**
 - Transactions, payment shares, revenue
 - Toll increase impacts
 - Operating costs
- **HRB Project Changes**
 - Project design
 - Tolling concept of operations – video tolling vs. staffed booth, other concepts
 - Schedule
 - Nearby roadway improvements
- **T&R Forecast Factors**
 - Socioeconomic forecast update
 - Inflation
 - Expected payment shares / methods
- **Toll Policy & Operations Factors**
 - Detailed toll rates – including differentials for video, multipliers for trucks
 - Tolling concept of operations
 - Low income or frequent user discount programs approach / phasing
 - Need for toll rate escalation outer years
- **Costs Factors**
 - Toll O&M and R&R costs (pre and post completion)
 - Bridge O&M and R&R costs (pre and post completion)

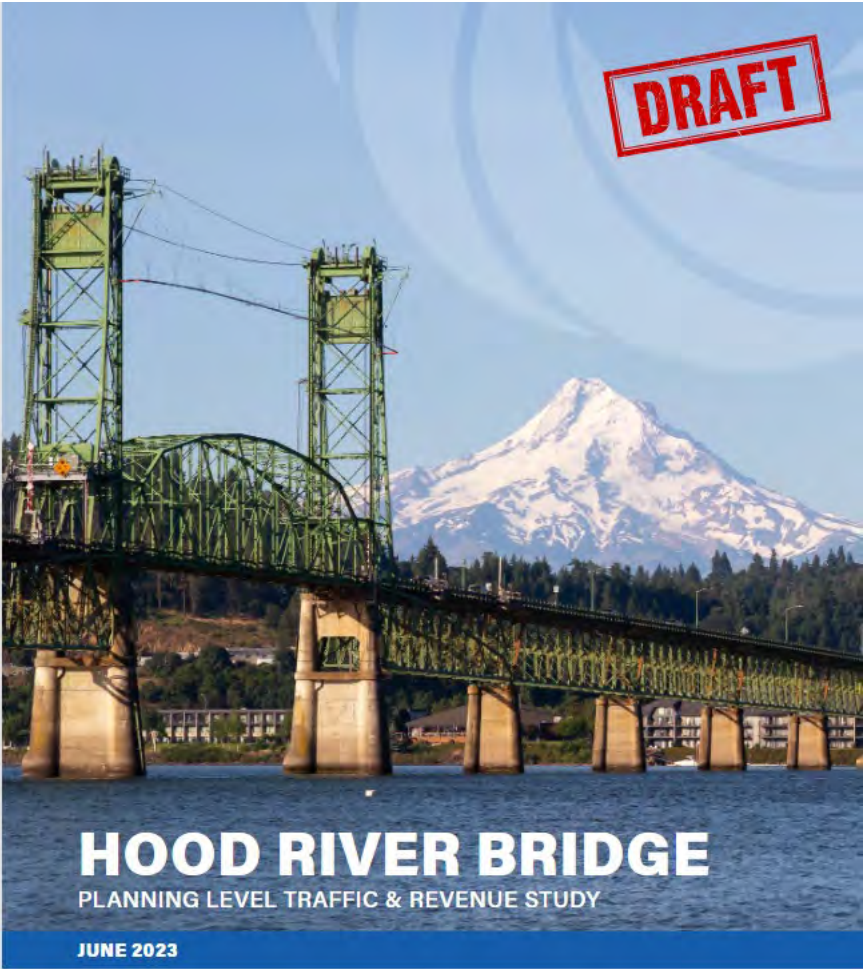


Update on Final Report

Update on Final Report

- Cover
- Template
- Folio + Executive Summary
- Introduction, Six Chapters, and Summary for Future Study
- Word version, followed by Graphic (In-Design) version
- Schedule

Cover



Template

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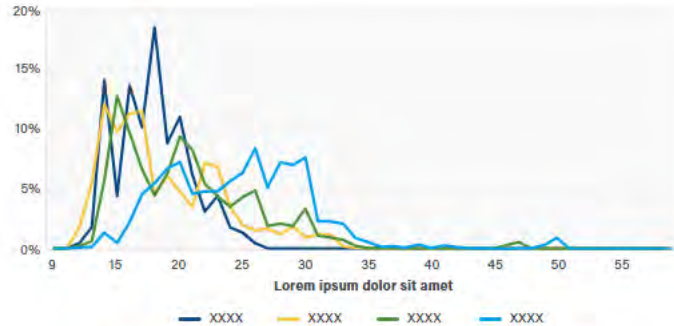


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Note: All totals are rounded to the nearest million.

Recommendations & Next Steps

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HOOD RIVER BRIDGE

PLANNING LEVEL TRAFFIC & REVENUE STUDY

wstc.wa.gov

Executive Summary

JUNE 2023

Financial Capacity Analysis

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Overall Study Approach

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Need for Bridge Replacement

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CDM Smith.

Washington State Transportation Commission

Washington State Transportation Commission

Current Toll Rates

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Market Transactions and Revenue Growth

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Forecasted Economics

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Outreach Process

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Cooperation with Port of Hood River, BSWG

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Stated Preference Survey

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Freight Interviews

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Technical Working Group

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Pr-liminary Scenarios & Results

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Bookend Final Scenarios

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Toll Rates

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Payment Shares

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Final Scenarios (2) Transactions

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Gross

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Adjusted

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Net After Toll Collection

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Contents

Executive Summary

Introduction

1 – Existing Conditions

2 – Traveler Survey & Freight Interviews

3 – Economic Growth Review

4 – Forecasting Methodology & Assumptions

5 – T&R Forecast Results

6 – Sensitivity Tests

Next Steps

APPENDICES

Report Schedule

- Introduction and draft chapters 1-3 reviewed by WSTC staff
- Draft chapter 4 to WSTC this week
 - Comments due back within 5 working days
- Full draft report (Word version) to WSTC staff May 23
 - Comments due back June 5
- Full draft report (Graphic version) to WSTC staff June 15
 - Over the shoulder review with WSTC subcommittee June 16
- Final report due June 30

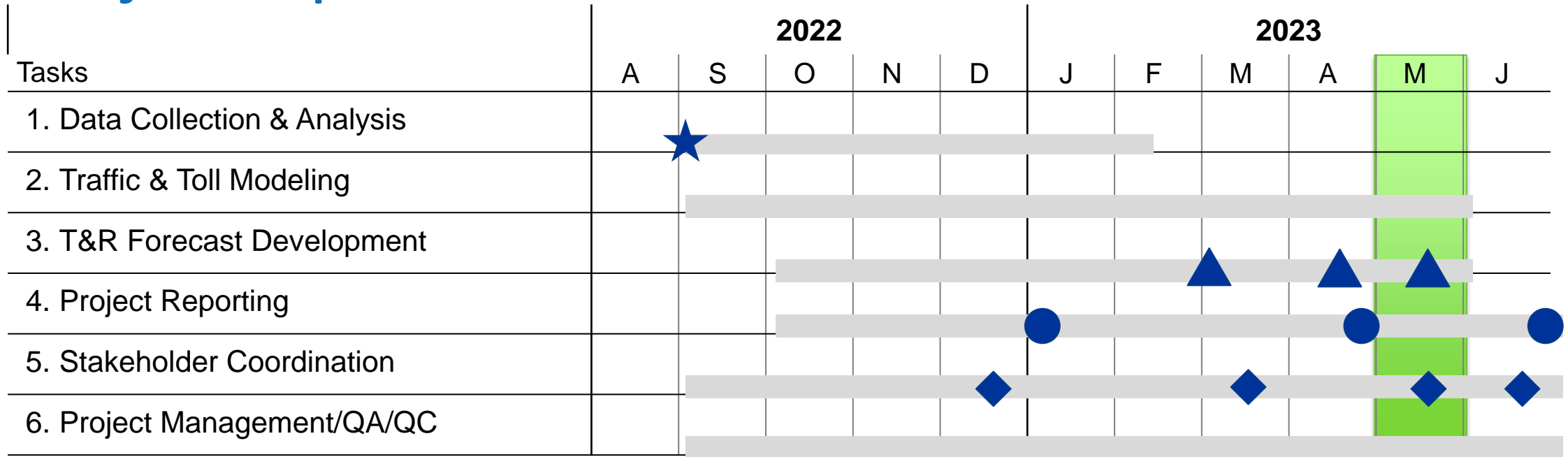


Next Steps / Workplan

Upcoming Activities

- WSTC Tolling Subcommittee – June 16
 - Walkthrough draft final report
- Final Report to Legislature – June 30

Project Update - Schedule



Month	Key Milestones
Aug 2022	Notice To Proceed
Nov 2022	Potential Scenarios
Dec 2022	WSTC briefing, Report Outline
Mar 2023	Preliminary T&R forecasts (8 scenarios)

Month	Key Milestones
May 2023	Refined T&R forecasts (2 scenarios)
May 2023	Draft T&R Report
May 2023	WSTC meeting, final T&R forecasts
Jun 2023	WSTC meeting, final T&R Report

Questions / Contact:

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