



Bi-State Bridge Replacement Working Group Agenda

Meeting Date: January 09, 2023

Meeting Time: 2:00-4:00p

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

Zoom Meeting

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

Meeting ID: 980 7833 8082

Passcode: 966154

Members: Chair, Mike Fox (Commissioner), Port of Hood River; Vice Chair, Jake Anderson (Commissioner), Klickitat County; Catherine Kiewit (Mayor), City of Bingen; Marla Keethler (Mayor), City of White Salmon; Kate McBride (Mayor), City of Hood River; Bob Benton (Commissioner), Hood River County

Alternates: Kristi Chapman (Commissioner), Port of Hood River; Arthur Babitz (Commissioner), Hood River County; Joe Sullivan, City of Bingen (Councilor); Jason Hartmann (Councilor), City of White Salmon; David Sauter (Commissioner), Klickitat County; Jessica Metta (Councilor), City of Hood River.

Staff/Consultants: Kevin Greenwood (Executive Director), Port of Hood River; Genevieve Scholl, Port of Hood River; Michael Shannon (Project Manager), HNTB;

1) Welcome

2) Approval of Minutes (2 Min)

- Bi-State Working Group Meeting Minutes 12/12/2022

3) Review of Previous Action Items (15 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	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	In Progress
Med	Track Progress of the Final BO	Mike Shannon	9/19/2022	1/31/2023	No Update	In Progress
High	Recommendations on approach for appointees to the BSBC	Mike Shannon/Steve Siegel	10/03/2022	10/17/22	10/17/2022 – Options discussed with the BSWG 10/31/2022 – Decision on approach 11/14/2022 – additional coordination needed by the counties	In Progress

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



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					12/12/2022 - Hood River County has draft in review, Klickitat will review Hood River draft and is in progress of developing process.	
High	Review 2 nd Draft of CFA – PPB	Mike Shannon/Steve Siegel	10/03/2022	11/15/22 12/19/22	10/17/22 - PPB options memo presented to the BSWG – direction from the board to obtain public input from WA and OR on location – follow up with JLA on what that will look lie. 11/14/22 - JLA is developing questionnaire for review and approval for distribution to public 12/12/22 - Survey sent out with due date of 12/19 for responses	In Progress
Low	Develop a delivery schedule for Treaty MOA's	Herb F/Mike Shannon	10/31/22	11/14/22	Draft Fishing Treaty MOA has been sent to FHWA for review (30 Day review) a schedule will be coordinated after FHWA review complete. RBMC continues to reach out and prep with Tribes concurrently 12/12/22- FHWA had no comments on the draft. Yakama Nation Treaty MOA has been sent to ODOT for coordination with YN.	In Progress

4) Informational Items

Time	Discussion Topic	Owner/Presenter
2 Min	Gorge-ous Night – Feb 7 th and 8 th	Mike Shannon/Kevin/Brad B
10 Min	Project Delivery Method <ul style="list-style-type: none"> PDM Sub-Schedule 	Paul H/Steve H
10 Min	CFA 3rd Draft is in Review <ul style="list-style-type: none"> Primary Place Business Location – Presentation (JLA) <ul style="list-style-type: none"> Oregon/Washington Responses to Survey Comments Local Appointments (Hood River and Klickitat Resolutions) Legal Reviews by core members BSBC Name 	Alice Hodges/Mike Shannon Commissioner Fox Kevin G/Steve S Kevin G/Steve S Mayor Kiewit
5 Min	Grant Status <ul style="list-style-type: none"> MPDG (Rural/Mega) BIP 	Mike Shannon

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



Bi-State Bridge Replacement Working Group Agenda

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		<ul style="list-style-type: none"> • Raise Planning 2023 • Reporting Dashboard • FFT Sub-Schedule 	Kary W Brian M
5 Min		Treaty MOA's <ul style="list-style-type: none"> • Treaty Tribe MOA Sub-Schedule • Yakama • Umatilla • Nez Perce • Warm Springs 	Mike Shannon
10 Min		RBMC <ul style="list-style-type: none"> • Sub-Schedule Review (Geotech/Permitting, Survey) • Geotech • Amendment 2 	Mike Shannon/Brian
5 Min	Washington - Gorge-Ous Night Feb 7 th and 8 th <ul style="list-style-type: none"> • Attendance • Materials • Sponsorship Oregon - Gorge-Ous Night Feb 15 th <ul style="list-style-type: none"> • Attendance • Materials 	Mike Shannon/Kevin G	
15 Min		NEPA/FEIS (3 to 4 pm) <ul style="list-style-type: none"> • Sec. 106 MOA • BiOp • Schedule 	Carol Snead/Cash Chesselet

5) Upcoming Actions (10 Min)

Description/ Expected Outcome	Anticipated Action Date
ODOT Tech Services IGA	Mid-October
HNTB Amendment 2	January
Project Delivery Method Determination	January
CFA Approval	January
BiOp	January

6) New Action Items

Priority	Description/ Expected Outcome	Assigned To	Due Date

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



Bi-State Bridge Replacement Working Group Agenda

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Meeting Time: 2:00-4:00p

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

Next Meeting, January 23, 2023



BRIDGE REPLACEMENT PROJECT

Bi-State Working Group Meeting Summary

Monday, December 12, 2022 | 2:00 p.m. – 4:00 p.m.
Port of Hood River – Via Zoom
1000 E Port Marina Drive, Hood River OR 97031

In Attendance:

Members: Chair, Mike Fox (Commissioner), Port of Hood River; Vice Chair, Jake Anderson (Commissioner), Klickitat County; Catherine Kiewit (Mayor), City of Bingen; Marla Keethler (Mayor), City of White Salmon; Kate McBride (Mayor), City of Hood River; Bob Benton (Commissioner), Hood River County.

Alternates: Arthur Babitz (Commissioner), Hood River County.

Staff/Consultants: Kevin Greenwood (Executive Director), Port of Hood River; Michael Shannon (Project Manager), HNTB; Jessica Pickul, JLA; Kary Witt, HNTB; Alice Hodge, JLA; Brad Boswell, Boswell Consulting; Paul Huston, HNTB.

Guests: Sam Hunaidi, ODOT; Jennifer Euwer; Carl See, WSTC.

Welcome

Michael Shannon called the meeting to order at 2:01 p.m.

Approval of Minutes

The Bi-State Working Group (BSWG) minutes for November 14 were approved by consensus. Shannon clarified that the packet incorrectly states that COWI is a contractor and should be listed as a design firm.

Review of Previous Action Items

Michael Shannon, HNTB Project Manager, reported that the Oregon Department of Transportation (ODOT) has submitted the Biological Opinion (BiOp) to the design and technical team for review. Shannon has requested that an ODOT representative attend the January 9 meeting for an update on the BiOp.

The Bi-State Bridge Commission (BSBC) survey went out to help determine the primary place of business. The survey ends January 19, and the results and recommendation will be provided to the BSWG.

The Commission Formation Agreement (CFA) is still under review. The Port of Hood River (“Port”) Commission will be having a meeting on December 13 to review the CFA. Currently there are no major changes to the CFA from Klickitat and Hood River County.

Shannon reported that the Treaty MOAs have been sent to ODOT and ODOT is preparing to send it to Yakama Nation this week. The drafts for Nez Perce and Umatilla will be sent to ODOT this week and reviewed by the tribes by early next year. Commissioner Fox suggested a schedule for each tribe.

Shannon turned to Brian Munoz, HNTB, for a brief overview of the Grant Dashboard. The Dashboard provides a summary of reimbursement and remaining funding in each grant.

Informational Items

- a. **Update on the DC Trip** – Mayor Marla Keethler noted that all meetings were very productive and believes that the funding will be going to shovel-ready projects that will deliver. Mayor Keethler added that not having the EIS brings some hesitation to the project. Commissioner Jake Anderson commented that there was interest in knowing when Oregon would step up to the plate, and the cost benefit analysis was also emphasized. Commissioner Fox noted that everyone at DC was already familiar with the project and added that the TIFIA loan team is ready to work with the Port once the letter of intent is submitted.
- b. **Grant Status** – Shannon reported that they are preparing to submit a RAISE grant in February 2023. There is a maximum limit of \$25 million.
- c. **RMBC** – Geotech is continuing to advance and is working through the permitting process. The land borings are expected to begin in January 2023. Commissioner Fox requested a Geotech and preliminary engineering schedule.
- d. **Communications Update** – Alice Hodge, JLA, presented the new Bridge Replacement logo. There was consensus from BSWG to move forward with the new logo. Hodge noted that the Bridge Replacement website is expected to go live the first week in January.

WSTC Update Presentation on Traffic and Revenue Study

Carl See, Washington State Transportation Commission (WSTC), provided a brief update on the Traffic and Revenue Study. The study will include a passenger car stated preference survey that is currently in process and will end on December 15. Interviews are also being conducted with local freight shippers.

See noted that the Port anticipates that the pre-completion tolling revenues from a toll increase on the current bridge would be dedicated to the replacement bridge project as soon as July 1, 2023. Post-completion tolling revenues beginning in Fiscal Year 2031 would be dedicated to funding debt service as well as on-going operations & maintenance and repair & replacement costs.

See provided a brief overview of the tolling scenarios. The preliminary scenarios will be presented in a public meeting on December 13.

Project Delivery Method Recommendation

Paul Huston, HNTB, provided a summary of the Delivery Method Evaluations. The recommendation is Progressive Design-Build delivery method. This is based on the factors evaluated and weighted, feedback from the industry, and understanding of where the project is in the funding and development phasing. Next steps to implement the recommended delivery method is to finalize funding and tolling plans and establish a procurement plan. The BSWG consensus was to continue the delivery method discussion on January 9.

New Action Items

- a. MOA schedule for each tribe.
- b. Geotechnical and preliminary engineering schedule.
- c. Continue delivery method discussion on January 9 BSWG meeting.

Adjourn

Next meeting is on January 9. Commissioner Anderson thanked Mayor Kate McBride for the time and effort she has put in to the BSWG.

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HOOD RIVER-WHITE SALMON BRIDGE REPLACEMENT

Project Director Report
January 09, 2023

The following summarizes Replacement Bridge Project activities from Dec 12th, 2022, to January 09, 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).*
- *The RBMC has completed its negotiations on Amendment 2 with the PORT and ARUP. The amendment covers a Funding/Finance/Tolling including increased Grant Support and Advocacy, Cultural resources work related to Geotechnical Exploration on tribal lands, Development of Treaty Tribe Fishing Memorandum of Agreement (MOA's) with the four treaty tribes and increased communication outreach for the project.*
- *Grant Tracking for WA, ARPA, Build Grants will be on going each quarter. The next submittal is for the Washington and ARPA grants will be going the week of January 9th.*
- *Continued Legislative Outreach with Oregon and Washington will continue as each state goes into session for 2023.*

FUNDING FINANCE & TOLLING

- *Washington State Transportation Commission (WSTC) T&R Analysis*
 - *HNTB and the PORT continue to coordinate with WSTC*
 - *Scenarios have been presented to the Washington State Transportation Commission and they approved their team to move ahead with them. These were the same scenarios that were presented to the BSWG*
 - *Schedule Milestones:*
 - *March 2023 – WSTC approves two refined tolling scenarios for further analysis*
 - *May 2023 – Draft Study findings and recommendations presented to WSTC*
 - *June 2023 – Final Report of findings and recommendations presented to WSTC and submitted to Washington State Legislature*

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 Due: 2/28/23*
 - *For Rural Applications Min \$1M/Max \$25M (\$750M available to the program)*
 - *Our application will focus 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.*

- *Multimodal Project Discretionary Grant (MPDG)*
 - *The project was notified that it was not successful in obtaining any grant funding from the MPDG*
 - *MEGA Comments*
 - *C. The project will be cost-effective (49 USC 6701(f))*
 - *D. With respect to related non-Federal financial commitments, 1 or more stable and dependable sources of funding and financing are available to (i) construct, operate, and maintain the project; and (ii) cover cost increases (49 USC 6701(f))*
 - *E. The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project (49 USC 6701(f))*
- *Bridge Infrastructure Program (BIP)*
 - *The project was notified that it was not successful in obtaining any grant funding from the BIP.*

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 are waiting on FHWA to set up next round of training.*
Next reimbursement submittal pending coordination with FHWA
- *ARPA (Oregon Grant)*
 - *Grant Awarded 5/12/22*
 - *Funding: \$5M with an Expenditure Deadline of 12/31/26*
 - *Total Submitted for Reimbursement: \$179,074.35*
 - *Total Reimbursement received to date: \$0*
 - *Remaining Funds: \$4,820,925.65*
 - *1st Quarter reimbursement submitted for \$71,250.07 and 3rd Quarter reimbursement submitted for \$107,824.28 on (09/10/2022)*
Next reimbursement submittal January 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: \$384,693.39*
 - *Total Reimbursement received to date: \$384,693.39*
 - *Remaining Funds: \$4,615,306.61*

- 3rd Quarter reimbursement submitted for \$322,210.34 (covers from 4/1/22 to 9/30/22). Received reimbursement payment on 11/23/22.
Next reimbursement submittal January 2023.

GOVERNMENT AFFAIRS UPDATE

- One on one Oregon Legislative briefings have concluded, we will be working on an update to our Legislative Strategy over the next couple months.
 - Oregon
 - Gorge-ous Night is set for Feb 15th in Salem
 - Washington
 - Gorge-ous Night is set for Feb 7th and 8th in Olympia
 - Meetings are scheduled with
 - Sen King
 - Sen Liias
 - Rep Barkis
- Oregon meetings have concluded for this year. Follow up meetings with new committee members are being scheduled for early 2023.
- We will be working with Oregon and Washington lobbyist to update the Legislative Strategy for the next 3 years.

BI-STATE BRIDGE COMMISSION PROGRESS

- The 4th Draft of the Commission Formation Agreements (CFA) will be distributed for review once the Primary Place of Business and name have been determined and the county appoint process is advancing in both counties.
- Public input was solicited in WA and OR on the Primary Place of business determination. The online survey was closed on 12/19/2022 and a summary of those findings are attached in the packet.
- Local Govt nominations/appointments process is under discussion at the counties.
- Legal reviews by each member of the future BSBC are critical to the process and CFA being finalized.

FINAL EIS/RECORD OF DECISION

- Environmental Impact Statement technical reports are available at <https://cdxapps.epa.gov/cdx-enepa-ll/public/action/eis/details?eisd=314171>
- 11/30 Update from Carol Sneed with ODOT indicated that ODOT has moved the completion date to the end of Dec from the starting expectation of Mid October. Stating they have been impacted by activities on the Abernathy Bridge project that is under construction and training.
- 1/4 Update – ODOT has experienced recent impacts to existing bridge projects within ODOT has led to them having to increase environmental impacts post NEPA which has impacted cost and schedule significantly on these projects. These lessons learned have led to ODOT asking for an increased factor of safety on our project that will minimize the chance of our

project needing an increased area. We are updating the project information to address these concerns and have a follow up meeting with ODOT on 1/13.

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. Draft schedule is included in your packet.*
 - ***Yakama Nation (YN).***
 - *The draft MOA was completed and all ODOT comments resolved and the draft was sent to FHWA for review on 11/3/22. FHWA responded on 11/22 with no comments. A draft of the Yakama MOA was submitted to ODOT on 11/29 comments were received from ODOT and an updated version was provided to ODOT on 12/22 for submittal to Yakama .*
 - ***Nez Perce***
 - *An email has been sent to David Cummings our new point of contact, to have a kick off meeting prior to the distribution of a Draft MOA*
 - *A draft MOA based on the Yakama MOA is being developed*
 - ***Umatilla (CTUIR).***
 - *A meeting was held on 10/24/22 with Joe Pitt the new legal contact for CTUIR to introduce the project and team that will be working with him to finalize the MOA. Joe was very open to the submittal of a draft agreement. HNTB is drafting an MOA for Joe's review using the Yakama MOA as a template.*
 - ***Warm Springs.***
 - *ODOT managing this relationship. FHWA has sent the draft letter to Warm Springs requesting Govt. to Govt. consultation on the MOA.*
 - *Warm Springs has changed its tribal leadership and a new letter is being sent to Warm Springs*

DELIVERY METHOD

- *Delivery Method Industry Forum was held on Nov 7th. The presentation and attendance list are in the meeting packet. We had over 80 participants from both the contracting community and designers.*
- *12 Industry one on one meetings were held with interested contractors and designers to obtain lessons learned and considerations while making the delivery method determination. Over 20 one on one meetings have been held with contractors and designers related to the upcoming procurement of a final designer and final contractor.*
- *A decision matrix analyzing the different delivery methods was presented at the Dec 12th meeting and a recommendation to move forward with the Progressive Design Build method was recommended. A request for additional time to consider the recommendation was requested and this recommendation will be revised at the January 9th meeting.*

GEOTECHNICAL

- *The draft Geotechnical subsurface exploration plan has been developed and submitted to ODOT for review and coordination with potentially impacted tribes for cultural resource monitoring. Land borings will begin on the Oregon side followed by Washington land borings and then moving to in water borings in the Spring of 2023.*
- *The permitting process is underway and scheduled to be completed on Jan 19th. The cultural resource monitoring has been coordinated with ODOT.*
- *The Oregon on land boring is scheduled for Feb 6th, 2023.*
- *The process to obtain a right of entry onto private property for the land boring on the Washington side is underway.*
- *Coordination with the tribes will work through ODOT but it is likely the PORT will be asked to fund the tribal monitoring costs.*

SURVEY

- *A sub-schedule for survey activities has been developed and attached. The activities will include development of a base map, verifying and setting control points, identification and mapping of existing utilities, identification of jurisdictional ownership lines for ODOT, WSDOT and local agencies, location and mapping of Geotechnical Borings.*

OTHER ITEMS

KEY STAKEHOLDER MEETINGS

Date:	Subject:
12/12/22, 12/19/22	WSP Check in
	RBMC Check in
	Communication Check in
12/12/22	Geotechnical Investigation Review
12/13/22	Washington State Transportation Commission
	Columbia River Gorge Commission
	Cultural Resource Training
	Treaty Right MOA meeting with ODOT
12/14/22	Environmental Compliance Workshop
12/15/22	Geotechnical Technical Coordination
12/16/22	One on One Contractor Briefing with Flatiron Contractors
12/19/22	One on One Consultant Briefing with DKS consultants
12/20/22	POHR Lobbyist Coordination Call
12/20/22, 1/3/23	Regulatory/Tribal Task Lead Coordination

<i>12/20/22</i>	<i>ARPA Grant Review with ODOT</i>
<i>12/21/22</i>	<i>Review City of Bend PDB Contract Process</i>
<i>12/21/22</i>	<i>Raise 2023 Planning Grant Coordination</i>
<i>12/22/22</i>	<i>NEPA Cultural Resources Coordination with ODOT/FHWA</i>
<i>1/3/23</i>	<i>Communication Outreach Coordination</i>
	<i>RTC Board Meeting</i>
<i>1/4/23</i>	<i>One on One Consultant Briefing with ARUP</i>
<i>1/5/23</i>	<i>BA/BO Review with ODOT/WSP</i>
<i>1/6/23</i>	<i>BA/BO Coordination with WSP</i>
<i>1/6/23</i>	<i>2023 Raise Planning Grant Development</i>

Commission Memo

Prepared by: Michael Shannon
Date: January 09, 2023
Re: Project Delivery Method
Determination



HNTB has evaluated the available delivery options available to the project including Design Bid Build (DBB), Design-Build (DB), Contract Manager/General Contractor (CMGC), Progressive Design Build (PDB) and P3. Our analysis included the evaluation of 13 factors and incorporating industry input received through a workshop and one on one meetings. Based on the information obtain, Progressive Design Build was determined to be the recommend delivery method for this project.

Attached is a matrix showing the results of the 13 factors that were evaluated against each delivery method.

Paul Huston and Steve Howe will be in attendance to discuss he recommendation.

RECOMMENDATION: Approve the use of Progressive Design Build (PDB) as the deliver method for the replacement bridge.

Summary

ASSUMING THERE ISN'T A DEFINED FUNDING PLAN FROM VARIOUS SOURCES

Evaluation Factors			Delivery Methods									
#	Name	Weight	Design-Bid-Build (DBB)		Design-Build (DB)		CMGC / GCCM		Progressive DB		P3	
			Qualitative Rating	Score	Qualitative Rating	Score	Qualitative Rating	Score	Qualitative Rating	Score	Qualitative Rating	Score
1	Overall Delivery Schedule	2	-	4	-	4	++	12	++	12	-	4
2	Project Complexity & Innovation	1	+	4	++	6	++	6	++	6	++	6
3	Construction Schedule	2	-	4	++	12	++	12	++	12	++	12
4	Ability to Estimate and Control Costs	2	-	4	-	4	++	12	++	12	-	4
5	Reasonable Allocation of Risk	1	++	6	-	2	++	6	++	6	-	2
6	Opportunity for Constructability Review by Contractor	2	-	4	++	12	++	12	++	12	++	12
7	Flexibility for Phased Funding	2	+	8	-	4	++	12	++	12	+	8
8	Designer/Contractor Collaboration	2	-	4	++	12	+	8	++	12	++	12
9	Agency Experience/Availability (POHR, ODOT, WSDOT)	2	++	12	++	12	+	8	+	8	X	0
10	Owner Involvement in Decisions During Design	2	++	12	-	4	++	12	++	12	-	4
11	Owner Involvement in Maintenance Decisions During Operation	2	NA	0	NA	0	NA	0	NA	0	X	0
12	Competition and Contractor Interest	2	++	12	+	8	++	12	++	12	+	8
13	Opportunity for near/mid term transfer of bridge to WSDOT/ODOT	1	++	6	++	6	++	6	++	6	-	2
			Total	80		86		118		122		74

Symbol	Rating	Score
++	Most appropriate delivery method	6
+	Appropriate Delivery Method	4
-	Least appropriate delivery method	2
NA	Factor is not applicable or not relevant to the selection	0
Neutral	Factor is worth noting but is not impactful on the selection	1
X	Fatal Flaw (none; little or no opportunity)	0

BSWG Memo



Prepared by: Kevin Greenwood, Exec. Dir.
Date: January 9, 2023
Re: HNTB Amendment No. 2

Based upon conversations from prior Bi-State Working Group meetings, there were three areas of the current HNTB contract that need additional budget.

The successful October legislative tour absorbed most of the communications budget and there was interest in providing budget capacity for additional events and ongoing marketing materials including social media and stand-alone website development.

Though the environmental clearances are nearly complete, additional resources are needed to ramp up engagement with the four treaty tribes to not only obtain the Treaty agreements, but also to develop opportunities for training and workforce development. In addition, consulting with National Marine Fisheries (NMFS) will require additional engineering design and effort related to the Endangered Species Act (ESA).

Finally, there has been feedback from US Dept. of Transportation (USDOT) that it may benefit the project to engage the TIFIA financing program. This will include hiring a Municipal Financial Advisor and developing extensive reports and planning documents necessary to provide an appropriate application. There is also a need to submit additional grant applications.

The Port has hired Arup to provide a peer review of the proposal. Arup also served in the same role during the original contract and amendment #1 negotiations. Commissioner Fox and staff met with Arup and HNTB to clarify work and effort. Arup's memo to the Port is attached.

This amendment is eligible for reimbursement from the Oregon ARPA, Washington SB5165, and BUILD 2020 funding.

By email

January 4, 2022

Kevin Greenwood, Executive Director
Port of Hood River
1000 E Port Marina Drive
Hood River, OR 97031
kgreenwood@portofhoodriver.com

Our ref 287474-00
Our ref 287474-00

Dear Mr. Greenwood,

Hood River Bridge - Owner's Engineer Break of Cost – RBMC Amendment 2

The Port of Hood River (“Port”) contracted with Arup US, Inc. (“Arup”) to provide services for use in the technical evaluation of the procurement of the Project Manager and Owner’s Representation service (“PM/OR”) for the replacement of the Hood River-White Salmon Bridge (“Project”). HNTB was previously selected to act as the Replacement Bridge Management Consultant (“RBMC”) for the project.

Under this agreement, Arup reviewed the cost and hours build-up for Amendment 2 to the RBMC Contract. The Port provided the following documents for review by Arup which served as the basis of understanding of the new scope of work:

- Detailed Work Plan prepared by HNTB for the RBMC role, with redline markups identifying the additional work added by Amendment 2.
- Hours and cost proposal from HNTB, including hours proposed for each key role and task and other direct costs.

HNTB’s cost estimate for this scope of work was peer reviewed and the findings were reported by Arup to the Port in a meeting on November 11, 2022. A comment log was issued to HNTB through the Port and the comments responses and reconciliation are presented in Exhibit A. In the meeting between Arup and the Port, the following was discussed: hours and scope expectations by task, average staff salaries, overhead rates, and direct costs. Comment responses from HNTB and updated Amendment 2 documents were received on December 6 and 19, 2022 contributing to the closure of Arup’s comments.

We write to report that the level of effort proposed by the RBMC consultant is generally consistent with the expectations for the required scope of work. We note that our reconciliation is based on expectations and clarifications from our meetings with the Port which are in addition to the written Detailed Work Plan prepared by HNTB.

Our ref

28747400

Date

January 4, 2023

The following exhibits have been enclosed in this letter in support of the findings:

- Exhibit A – Comment Responses and Reconciliation – RBMC Amendment 2
- Exhibit B – RBMC Contract Summary

We appreciate the opportunity to support the Port in the advancement of this project.

Yours sincerely



Matt Carter

Principal | Arup Fellow

p +1-917-565-7297

e matt.carter@arup.com

Enc Comment Responses and Reconciliation – RBMC Amendment 2 | Additional Redlined Scope

cc Mike Fox, Port of Hood River
Jennifer Sudario, Arup
Kirk Ellison, Arup
Eric Brunning, Arup

Exhibit A - Comment Responses and Reconciliation – RBMC Amendment 2 | Additional Redlined Scope

Review of RMBC Amendment 2 – Comment Tracking

No.	Original Comment	HNTB Response	Changes / Updates made to HNTB Documents	Disposition
1	<p><u>Tasks 6.1.1 / 6.1.3 PICP and Project Website</u></p> <p>Amendment 2 adds 110 hours for these redlines. The original budget for this entire task was 178 hours. The level of effort added in this amendment is too high for the added scope, in comparison with the original budget.</p>	<p>Amendment 2 included 30 for additional work on PI Plan and 80 for additional work on website.</p> <p>Higher level of design, production and content with addition of redesigning/updating website for new Bistate Bridge Commission.</p> <p>Develop strategy and planning for social media, illustrations, graphics and photography</p> <p>Redesign website to reflect new Bistate Bridge Commission including content, graphics and layout</p>	<p>No change to cost proposal.</p> <p>Changes to scope document:</p> <ul style="list-style-type: none"> • Added social media planning • Added website redesign to reflect bi-state bridge commission • Updated number of meetings from 2 to 4 	<p>Closed</p> <p>Revisions addressed comment.</p>
2	<p><u>Task 6.2 Strategic Communication Support</u></p> <p>Some of the PDFs provided by HNTB allocate 517 hours at \$68,008 to Subtask 6.2. However, there is no added scope for this subtask. Please confirm if these hours/costs were intended to be allocated to Subtask 6.3.</p>	<p>Formula was incorrect in spreadsheet, should have been in 6.3 Updated Exhibit B provided.</p>	<p>Revised Exhibit B with hours allocated to Task 6.3 instead of 6.2.</p>	<p>Closed</p> <p>Revisions addressed comment.</p>
3	<p><u>Task 6.5 Communications Meetings</u></p> <p>Amendment 2 adds 84 hours for Subtask 6.5. The redlines do not add scope but only clarify attendance at certain meetings. There were additional hours added to this Subtask in Amendment 1. Please clarify.</p>	<p>Budget increase should have been 55 hours. Added activity for BSWG meetings and preparation meetings</p> <p>This Amendment increases meeting hours to attend additional project meetings with HNTB, other subcontractor and the Bi-State Working Group/Bridge Commission, including monthly Task Lead meetings and weekly Communication Meeting.</p> <ul style="list-style-type: none"> •Consultant will provide up to two (2) staff at each Task Lead meeting to coordinate with project team and provide updates on communications and public engagement. •Attend CONSULTANT task lead meetings, assume 2-3 one-hour meetings monthly •Attend BSWG meetings as needed and BSWG preparation meetings prior to special events 	<p>Reduced budget from 84 to 55 hours.</p> <p>Changes to scope document:</p> <ul style="list-style-type: none"> • Reduced one-hour Project Management Team meetings from 2-3 per month to 1 per month • Added one-hour task lead meetings, 2-3 per month • Added BSWG meetings and preparation as needed 	<p>Closed</p> <p>Revisions to add scope reflect hours added to budget.</p>
4	<p><u>Task 7.4 Traffic and Revenue Advisory Services</u></p> <p>There is a substantial number of hours and costs added for this item. Please expand on this scope to include more detail on what will be provided in order to achieve the Port's goals for this deliverable. Please also add expected dates for issuing this deliverable.</p>	<p>A significant portion of the hours added to Task 7.4 are a result of dramatic increases in expectation for participation on WSTC T&R Study compared to the original contract, which allocated a total of 8-hours to this subtask.</p> <p>The original contract did not contemplate significant T&R analysis nor development of a toll revenue plan for the POHR. In response to subsequent POHR/BSWG requests, HNTB will work with BSWG to identify revenues necessary to meet the financing requirements and then set goals and establish parameters for pre and post completion toll revenues. From this we will develop various scenarios for near term toll rates for BSWG and Board consideration. We will build a model that will enable us to test various scenarios in a workshop setting to allow board members to understand how various toll rate decisions will impact financing capacity and overall project</p>	<p>Increased hours from 1090 to 1106.</p> <p>Reduced costs from \$327,223 to \$297,932.</p>	<p>Closed</p> <p>Port confirmed that scope meets expectations.</p>

Review of RMBC Amendment 2 – Comment Tracking

No.	Original Comment	HNTB Response	Changes / Updates made to HNTB Documents	Disposition
		<p>funding. This work will be done in close coordination with WSTC's T&R team, who will be focused on a more long-term (40-75 years) traffic and revenue forecasting. this effort will include public and stakeholder engagement to gauge public support for increased tolls and to identify the limits of that support. All of this will roll-up into a 5-7 year toll rate plan that will allow the POHR to potentially begin building reserves immediately and allow a more gradual increase in bridge tolls to reach the necessary toll rates required for financing by the time financing is needed.</p> <p>Budget for this task includes 472 hours for detailed model development and demonstration in live sessions with board members and stakeholders. Budget also includes support for implementation of the toll revenue plan (toll increase) should the Board decide to implement a toll increase program.</p>		
5	<p><u>Task 7.5 FFT Meetings</u></p> <p>There are 104 hours at \$31,610 added for 9 additional meetings. The original contract provides 70 hours for 16 meetings. Please clarify the discrepancy in level of effort.</p>	<p>Original contract did not contemplate FFT specialty personnel attendance at BSWG Meetings (now increased to 2X per month). Additionally, the duration of meetings has and is expected to continue to exceed estimates in original contract. Example was 2 legislative days, both of which were full day sessions with another 8 hours dedicated to material development and meeting prep. Original Contract budgeted only 12 hours for one consultant to meet with stakeholders and key legislators. The LOE for tasks 7.5.1 - 7.5.4 have increased well beyond the estimate in the original contract and are expected to continue to expand.</p>	<p>No changes to scope or cost proposal.</p>	<p>Closed</p> <p>Port confirmed that level of effort meets expectations.</p>
6	<p><u>Tasks 9.1.1 / 9.1.2 NEPA Coordination Meetings</u></p> <p>It is unclear why 40 additional hours are added based on these markups, as the total amount of meeting time is unchanged. Please clarify.</p>	<p>Should have been 18 meetings and hours adjusted to reflect virtual meetings.</p> <p>original 6 meeting at 4 hours = 24</p> <p>Amend 18 meetings at 2 hours = 36</p>	<p>Updated scope to increase number of meetings from 12 to 18.</p>	<p>Closed</p> <p>Revisions addressed comment.</p>
7	<p><u>Task 9.5.1 Tribal Coordination Plan</u></p> <p>Please elaborate the scope to clarify what is added. There are 204 hours and \$37,088 added for this subtask, but development of this Plan was already in the RBMC's scope. Please clarify.</p>	<p>Additional budget refers to Tribal Coordination Support, not the Tribal Coordination Plan.</p> <p>Additional Tribal coordination hours are required in association with the change in scope to develop the Treaty Tribe MOAs versus previously estimated review of the draft MOAs.</p> <p>Hours include additional project management, coordination with consultant and agency personnel, meetings, and development and maintenance of a coordination tracking log for each Tribe to document communication and resolution of issues that come up during the negotiation process.</p>	<p>No changes to scope or cost proposal.</p>	<p>HNTB Clarification: This task was expanded to include more than just the development of the plan but to also include additional General Tribal Coordination support.</p> <p>Closed</p>

Review of RMBC Amendment 2 – Comment Tracking

No.	Original Comment	HNTB Response	Changes / Updates made to HNTB Documents	Disposition
8	<p><u>Task 9.5.2 Cultural Training</u></p> <p>There are 110 hours and \$19,103 added but no changes to the scope for Subtask 9.5.2. What is proposed to be done differently than originally planned and budgeted?</p>	<p>Additional training sessions not covered in the original budget have been requested. The added budget is required to not only perform the training, but also to tailor the training to the communication and negotiation process that will be required for each Treaty Tribe.</p> <p>Added bullet for training related to Treaty Tribe MOA's</p>	<p>No changes to cost proposal.</p> <p>Added bullet point to scope for training specific to four treaty tribes in preparation of MOAs.</p>	<p>Closed</p> <p>Port confirmed that level of effort meets expectations.</p>
9	<p><u>Task 9.5.5 Archeological Monitoring / Report</u></p> <p>There are 110 hours at \$18,844 added but no changes to the scope for this activity. Archeological Monitoring during geotechnical exploration was added in Amendment 1. Why are additional hours/costs added?</p>	<p>Scope was added in Amendment 1, but hours were inadvertently left off the summary during an update of the file.</p>	<p>No changes to scope or cost proposal.</p>	<p>Closed</p> <p>Response addressed comment.</p>
10	<p><u>Task 9.5.7 Preliminary Engineering Coordination</u></p> <p>There are 232 hours and \$40,177 added but no scope or redlines for this activity. Preliminary Engineering activities were added in Amendment 1. Why is more effort required here?</p>	<p>The redlines for this activity are contained in the verbiage under the Tribal Coordination Support bullet item.</p> <p>These hours refer to</p> <ul style="list-style-type: none"> • Identification of potential impacts from bridge construction including temporary and permanent impacts during preliminary engineering • Development of associated maps with temporary and permanent impacts during preliminary engineering • Development of potential mitigation measures, and recommendations to support preliminary engineering 	<p>No changes to scope or cost proposal.</p>	<p>HNTB Clarification: This was additional coordination needed when Akana took over the responsibility to coordinate the full development of the MOA's and any mitigation that may need to be coordinated with the preliminary engineering tasks scoped in amendment 1. Previous effort did not require this coordination, because Akana was only anticipated to review the MOA's.</p> <p>Closed</p>

Exhibit B – RBMC Contract Summary

	Base Contract	Amendment 1	Amendment 2	Total RBMC Contract
Hours	7203	11,323	5,451	23,977
Direct Labor Costs	\$1,644,211	\$1,964,319	\$1,105,734	\$4,714,264
Other Direct Costs	\$95,697	\$569,750	\$98,400	\$763,847

Total Budget: \$5,478,110

AMENDMENT 2 DETAILED WORK PLAN
Dated ~~November 02, 2022~~ January 09, 2023
HNTB JOB #74620 / POHR #2022-01

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INTRODUCTION

This Detailed Work Plan is incorporated into Exhibit A, Statement of Work, to the Port of Hood River Contract Number: POHR 2022-01 (“Contract”) between the Port of Hood River (“AGENCY”) and HNTB Corporation (“CONSULTANT”) to provide strategic program management and related services (the SERVICES), for the planning, design, and construction of a replacement structure for the Port of Hood River Bridge (the PROJECT).

FUNCTION AND PURPOSE OF THE DETAILED WORK PLAN

The function and purpose of the Detailed Work Plan is as stated in Exhibit A to the Contract. Internally and through third-party consultants, the AGENCY has developed and will continue to develop PROJECT related documents, materials and other technical information that will be available to CONSULTANT during the term of this Contract. Subject to the CONSULTANT’S Professional Standard of Care, the AGENCY represents that the CONSULTANT shall have the right to rely on the accuracy and completeness of any documents or other materials provided by AGENCY and other participants on the PROJECT to the CONSULTANT and that CONSULTANT’s use of such documents and material will not infringe upon any third parties’ rights.

CONSULTANT DELIVERABLE STANDARDS

The CONSULTANT shall provide the following types of deliverables in the format, quantity, and timeframes stipulated below, unless otherwise defined in a task:

- Agendas – submit at least one (1) business day before scheduled meetings or workshops – one (1) electronic copy in Microsoft Word format
- Meeting Minutes – submit within three (3) business days following the meeting, workshop, or other event – one (1) electronic copy in Microsoft Word
- Other Documents – submit one (1) electronic copy in Microsoft Word format
- Unless stated otherwise in this Scope of Work, deliverables will first be submitted by CONSULTANT to AGENCY as drafts for AGENCY review and comment, with one (1) review of each draft by AGENCY, and then a final submittal that incorporates AGENCY’s comments, subject to one (1) additional review by AGENCY and adjustment by CONSULTANT
- AGENCY will have a reasonable time to review and provide comments on CONSULTANT’s deliverables that are reviewed within AGENCY with the understanding that Agency does not have control over others outside the AGENCY. Consultant shall not be responsible for unreasonable AGENCY or other reviews outside of Consultant’s control. AGENCY and CONSULTANT will identify anticipated reviewers and timelines when planning the schedule and work plan for each deliverable

GENERAL PROVISIONS

- Workshops – in addition to the number of CONSULTANT attendees identified in the Tasks below, up to one (1) facilitator and one (1) designated notetaker will also attend meetings or workshops as agreed between AGENCY and CONSULTANT
- Development and preparation of Meeting Agenda, Material, Notes and Action Items shall average of one (1) hour per meeting for each CONSULTANT attending
- Development and preparation of Meeting Agenda, Material, Notes and Action Items shall average of one (1) hour per meeting for each CONSULTANT attending. Meetings, Workshops and Trainings will have a virtual and in-person option, with 50% of meetings

in person for estimating. Video/phone conference format of meetings shall mean either Microsoft Teams, WebEx programs, or other format agreed to by the participants.

DETAILED WORK PLAN – YEAR 1

TASK 1 – PROJECT MANAGEMENT

The CONSULTANT shall actively coordinate with AGENCY and manage all aspects of the CONSULTANT's SERVICES such as identifying and resolving issues in a timely manner.

Subtask 1.1 – Project Management

Conditions:

- One (1) CONSULTANT project review per month will be attended by up to two (2) CONSULTANT staff and average one (1) hour.
- Monthly update meetings with AGENCY will be attended by up to six (6) CONSULTANT, including sub-consultant, staff and average one (1) hour.
- Monthly CONSULTANT Team Leader meeting will be attended by up to eight (8) CONSULTANT, including sub-consultant, staff and average one (1) hours.
- The Initial PMP will be provided to AGENCY for review.
- The Initial PMP will be updated in future Detailed Work Plans as the Project is further defined.
- The labor expense details for this scope item include hours for CONSULTANT staff to perform general management of the Project and CONSULTANT team. These hours are in addition to the performance of the deliverables outlined above.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Manage, administer, and coordinate CONSULTANT activities.
- Manage the scope, schedule, and budget as provided in this Detailed Work Plan.
- Coordinate and meet with AGENCY in meetings to discuss and plan key activities and issues related to project scope, schedule, and budget.
- Prepare an Initial Project Management Plan (PMP). The Initial PMP will include the following:
 - Roles and Responsibilities for AGENCY and CONSULTANT team
 - Work Breakdown Structure (WBS)
 - Components: Work Plan, Project Quality Plan, Risk Management Plan, Change Management Plan, Communication Plan, Document Control Plan, Project Controls Management Plan
- Develop a CONSULTANT Communication Plan that describes how AGENCY and CONSULTANT team will communicate and coordinate with each other and with outside agencies to manage and implement CONSULTANT's work. The CONSULTANT shall conduct one project review each month with the CONSULTANT Principal in Charge or their designee. The meeting will address the CONSULTANT team's performance of scope, schedule, budget, and quality.
- Maintain an Action Items Log of current action items, technical issues requiring resolution and documentation of the decisions

Deliverables:

- 1.1.1. Initial Project Management Plan (PMP) due 09/30/2022.
- 1.1.2. Action item log updated Monthly.
- 1.1.3. Director Update's - Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 1.1.4. CONSULTANT Team Lead's - Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 1.1.5. Monthly Project Review - Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 1.2 – Chartering Workshop

Conditions:

- The workshop will be attended by up to eight (8) CONSULTANT staff, including sub-consultants, and will last up to four (4) hours.
One (1) workshop preparation meeting will be attended by up to eight (8) CONSULTANT staff, including sub-consultants, and will last up to one (1) hour each.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Facilitate and participate in a workshop with AGENCY leadership team, BSWG and Port of Hood River Commission to align the PROJECT purpose, establish consistent goals and develop a process/milestone schedule and decision-making matrix.
- Identify strategies the AGENCY should use in evaluating and making decisions about funding opportunities and delivery method
- Engage AGENCY leadership in setting the overall direction for the bridge replacement and to define clear project definition and decision making.

Deliverables:

- 1.2.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 1.2.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 1.3 – Document Control

Conditions:

- The Initial Document Control Plan will be provided to AGENCY for review.
- The Initial Document Control Plan will be updated in subsequent Detailed Work Plans as the PROJECT and associated document types are better defined.

Activities

The CONSULTANT shall perform the following in support of the SERVICES:

- Develop an Initial Document Control Plan as part of the PMP described in Subtask 1.1 that outlines an electronic folder structure to be used by CONSULTANT for PROJECT-related documents. The Plan will also identify procedures CONSULTANT will use for the storage and management of public and non-public documents.

- Manage, establish, organize, implement, and update an electronic document control system for use by the AGENCY, CONSULTANT and subconsultant staff for the PROJECT, consistent with the Initial Document Control Plan. This system will organize, and store PROJECT-related documents being produced or received by CONSULTANT.
- Provide access to this document control system for AGENCY staff as requested by AGENCY.
- Provide one training session, up to one (1) hour in duration, to AGENCY and twenty (20) CONSULTANT staff for implementing the Document Control Plan and using the system.

Deliverables:

- 1.3.1. Initial Document Control Plan due 09/30/2022.
- 1.3.2. Implement & Update Document Control System.
- 1.3.3. Training on Document Control System no later than 09/30/2022.

Subtask 1.4 – Project Debriefs (Existing Contracts)

Conditions:

- The CONSULTANT will work with the AGENCY to identify the AGENCY’s current consultant contracts for coordination
- Meetings with AGENCY and five (5) of the AGENCY’s existing consultants will be attended by up to three (3) CONSULTANT, including sub-consultant, staff and will last for four (4) hours.
- CONSULTANT will schedule and attend meetings as requested by the AGENCY

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Attend debriefing meetings and events to coordinate with AGENCY and AGENCY’s other consultants performing work related to the PROJECT to inform the CONSULTANT of the project status and existing challenges and opportunities

Deliverables:

- 1.4.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 1.4.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 1.5 – Contract Administration

Conditions:

- The labor expense details for this scope item include certain hours for CONSULTANT staff to perform general contract administration for the CONSULTANT team. These hours are in addition to performance of the activities described below

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Coordinate, execute, and manage CONSULTANT and sub-consultant agreements
- Monitor CONSULTANT and sub-consultant budget and schedule performance
- Communicate and meet with CONSULTANT task leads and sub-consultants to review and update work progress related to scope, schedule, budget
- Track and monitor CONSULTANT and sub-consultant schedule performance and meet with CONSULTANT task leads and sub-consultants to review and update work progress related to scope, schedule, budget
- Update reports with CONSULTANT and sub-consultant actuals, percent complete, and forecasted related to scope, schedule, budget
- Establish Work Breakdown Structure (WBS) and reporting templates to actively track and manage CONSULTANT and sub-consultant budgets and costs
- Document, track, and report on PROJECT changes related to budget with HNTB's Project Manager, Deputy Project Manager, and AGENCY, as needed
- Update CONSULTANT and sub-consultant agreements as PROJECT progresses
- Update WBS and cost reporting templates as PROJECT progresses

Deliverables:

1.5.1. Contract Administration Services throughout the Term of the Contract.

Subtask 1.6 – Invoicing & Progress Reporting

Conditions:

- Monthly invoices will be submitted for the duration of this Detailed Work Plan.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Manage and develop invoicing and reporting guidelines per AGENCY invoicing policies
- Update and submit monthly invoice documenting services performed by the CONSULTANT and its sub-consultants
- Meet with subconsultants, as needed, for adherence to invoicing and reporting guidelines
- Update and submit monthly progress report detailing, in written form, services completed during the invoicing period
- Update invoicing and reporting guidelines as PROJECT progresses

Deliverables:

- 1.6.1. Monthly invoice
- 1.6.2. Invoicing guidelines and workflow due 08/31/2022.
- 1.6.3. Monthly progress report

Subtask 1.7 – Meetings

Conditions:

- Bi-State Working Group will be attended monthly on average by up to two (2) CONSULTANT staff, including sub-consultants, and will last up to two (2) hours.
- Port Commission Meetings will be attended semi-monthly on average by up to two (2) CONSULTANT staff, including sub-consultants, and will last up to two (2) hours
- Key Stakeholders will be attended Monthly on average by up to four (4) CONSULTANT staff, including sub-consultants, and will last up to one (1) hour
- Regional/Local regulatory agencies will be attended monthly on average by up to four (4) CONSULTANT staff, including sub-consultants, and will last up to one (1) hours
- State Elected Officials of Oregon and Washington Meetings that will be attended quarterly on average by up to two (2) CONSULTANT staff, including sub-consultants, and will last up to one (1) hour

Activities

The CONSULTANT shall perform the following in support of the SERVICES:

- Participate in meetings with the following:
 - Bi-State Working Group
 - Port Commission
 - Key Stakeholders
 - State/Regional/Local Regulatory Agencies
 - State/National Elected Officials for Oregon and Washington

Deliverables:

- 1.7.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 1.7.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

TASK 2 – RISK MANAGEMENT

Subtask 2.1 – Risk Management Plan

Conditions:

- The Risk Management Plan will incorporate work already performed by the AGENCY and expand based on project progress and updated project information.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Develop a Risk Management Plan as part of the PMP described in Subtask 1.1 after the initial Risk Management workshop is completed. The Risk Management Plan will include the following:
 - Identification and ranking of project risks in a risk register that summarizes the nature and occurrence of each risk.

- A risk action plan that can be used as an ongoing management tool that identifies at least one person from CONSULTANT or AGENCY who will lead the management of each risk and the actions and timelines necessary for managing the risk.
- Review the risk evaluation progress to date, expand to include more detailed risk evaluation and mitigation strategies and set the basis of the risk register

Deliverables:

2.1.1. Initial Risk Management Plan due 09/30/2022.

Subtask 2.2 – Risk Workshop

Conditions:

- The Risk Management Workshop will be attended by AGENCY staff and up to twelve (12) CONSULTANT, including sub-consultant, staff. The workshop will last up to four (4) hours.
- CONSULTANT will schedule the workshop.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Facilitate and participate in a Risk Management Workshop to document and update AGENCY’s risk evaluation activities to date.
- Draft preliminary list of risk factors.

Deliverables:

2.2.1. Preliminary list of risk factors due 08/31/2022.

2.2.2. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.

2.2.3. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 2.3 – Risk Register

Conditions:

- CONSULTANT team will track and update the risk register six (6) times per year. A meeting will be held with the AGENCY staff and up to two (2) CONSULTANT, including sub consultant, staff and average one (1) hour.
- Risk reviews, monitoring and risk register updates average 2 days per month.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Develop and maintain the project risk register
- Develop a risk register log that will identify/list project risks
- Establish a risk order (highest risk to lowest risk)
- Assign probabilities of risk occurring both in cost and schedule
- Evaluate and assign potential costs and/or schedule impacts of the risk
- Update Risk Register on a monthly basis

- Update risk register with Delivery Method Selection process

Deliverables:

- 2.3.1. Risk Register due 08/31/2022.
- 2.3.2. Maintain and update Risk Register at least quarterly.
- 2.3.3. Risk Review Meetings as per CONSULTANT DELIVERABLE STANDARDS.
- 2.3.4. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 2.3.5. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 2.4 – Project Cost Estimate (PCE)

Conditions:

- The original PCE is provided by the AGENCY for review and incorporation into project planning.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Review the existing Project Cost Estimate (PCE) and perform estimate updates based on changes to project information, assumptions, major changes in market conditions, and potential scope changes.
- Use the existing and updated PCE to inform fund source programming, funding needs, and delivery method selection process.

Deliverables:

- 2.4.1. Programming and Funding Need One-Pagers for Key Project Stakeholders

TASK 3 – CHANGE MANAGEMENT PLAN

Subtask 3.1 – Change Management Plan

Conditions:

- No Conditions for this Subtask.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Prepare a Change Management Plan (CMP) for the PROJECT and submit to the AGENCY for review and approval.
- Define the process for identification, notification, processing, and documentation of all project changes.
- Maintain change control log of proposed, pending, and executed changes internal and external to the PROJECT
- Define the change approval process

Deliverables:

3.1.1. Change Management Plan

TASK 4 – QUALITY

Subtask 4.1 – Quality Management Plan (QMP)

Conditions:

- The CONSULTANT's Initial Draft QMP will be provided to AGENCY for review.
- The CONSULTANT's Final QMP will be provided to AGENCY for review.
- The Quality Management Plan will only cover quality activities expected during the duration of the Detailed Work Plan (12 months) and will be updated to add additional activities during future Detailed Work Plans(s).
- QC activities will be performed according to the procedures and schedules outlined in the QMP, and QC labor hours are budgeted with each deliverable under individual subtasks throughout this Scope of Work.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Develop procedures for quality control and quality assurance review processes
- Draft Quality Management Plan as part of the PMP described in Subtask 1.1
- Coordinate a list of deliverables
- Identify of which quality review procedures apply to each identified deliverable and who will perform each quality review.
- Quality certification by the CONSULTANT's Project Quality Manager and signature forms for each of the PROJECT'S delivery milestones
- Quality Assurance (QA) of SERVICES provided under this Detailed Work Plan. QA activities include verifying that CONSULTANT's QC activities are being performed and documented for each deliverable according to the QMP procedures and monitoring and documenting CONSULTANT's overall compliance with the QMP requirements.

Deliverables:

4.1.1. Quality Management Plan (QMP) due 08/31/2022

Subtask 4.2 – Quality Training

Conditions:

- The QMP will be reviewed by all CONSULTANT team members working on deliverables during the term of this Detailed Work Plan, all team members as they onboard the project, and will last up to one (1) hour.
- CONSULTANT staff will need to be trained as part of a future authorization.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Provide QMP for review by CONSULTANT and sub-consultant team

Deliverables:

4.2.1. QMP Training (Initial Training) held no later than 08/31/2022.

Subtask 4.3 – Quality Assurance

Conditions:

- Quality Control activities performed for each deliverable according to procedures and schedules outlined in QMP

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Provide Quality Assurance of deliverables provided in the Work Authorization
- Verify CONSULTANT's Quality Control activities being performed and documented for each deliverable according to QMP procedures
- Monitor and document CONSULTANT's overall compliance with QMP requirements

Deliverables:

4.3.1. Quality Assurance Log

TASK 5 – PROJECT CONTROLS

Subtask 5.1 – Project Controls Plan

Conditions:

- The Project Controls Plan will be updated in subsequent Detailed Work Plans as the PROJECT is better defined.
- The CONSULTANT Project Controls Plan will be provided to AGENCY for review. A single review-and-comment cycle by the AGENCY is assumed.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Prepare a Project Controls Management Plan as part of the PMP described in Subtask 1.1 that identifies the tools, processes, and systems that will be evaluated and implemented by the CONSULTANT
- Address the CONSULTANT's data collection, processing, and reporting needs and solutions during the term of this Detailed Work Plan
- Identify potential future needs, options, collaboration, and evolution that may be needed in later phases.

Deliverables:

5.1.1. Initial Project Controls Plan due 08/31/2022.

Subtask 5.2 – Project Dashboard

Conditions:

- The Project Dashboard will be web-based, accessible with appropriate permissions by the CONSULTANT and AGENCY only.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Develop and maintain a Project Dashboard showcasing key performance indicators (KPIs) as determined by the CONSULTANT and the AGENCY.
- Address the CONSULTANT's critical items influencing short-term goals during the term of this Detailed Work Plan, and evolving to show the relevant, project specific KPIs of each project phase.

Deliverables:

5.2.1. Project Dashboard

Subtask 5.3 – Integrated Project Schedule

Conditions:

- The Project Schedule will be developed in the latest version of Primavera P6.
- The Project Schedule will be made available in printable PDF format and through online schedule review tools, such as ProjectControls.online.
- The Schedule will be presented in relevant summary formats using various visualization tools and techniques.
- Changes to the Project Baseline will require the approval of the Project Manager and the AGENCY.
- Initial Project assumptions shall be documented in conjunction with the approval of the Baseline Schedule.
- The Project Schedule will be updated monthly.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Prepare an integrated master schedule (Project Schedule) that encompasses all known and potential activities to complete the Project based on the interaction of sub-project schedules and in alignment with completion milestones
- Baselined after the review and approval by the CONSULTANT and the AGENCY
- Document and track project assumptions influencing or driving the Project Schedule Baseline
- Update the Project Schedule with progress from active sub-project schedules and refine the Schedule to reflect the current project status and assumptions

Deliverables:

5.3.1. Integrated Master Project Schedule Baseline due 08/31/2022.

5.3.2. Project Schedule Updates, provided quarterly

Subtask 5.4 – **Sub Project Schedule**

Conditions:

- The sub-project Schedules will be developed in the latest version of Primavera P6 or converted from their native formats to Primavera P6.
- The sub-project Schedules will be made available in printable PDF format and through online schedule review tools, such as ProjectControls.online.
- The schedules will be presented in relevant summary formats using various visualization tools and techniques.
- Changes to the sub-project Baselines will require the approval of the Project Manager.
- Initial Sub-project assumptions shall be documented in conjunction with the approval of the Baseline Schedule.
- The known sub-project schedules include but are not limited to: Design, Funding, Delivery Method Selection, Permitting, Outreach, Procurement, and Governance.
- The Sub-Project Schedule will be updated monthly.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Prepare, review, and maintain sub-project schedules that encompasses all known and potential activities to complete each phase of the project in alignment with completion milestones
- Baselined after the review and approval by the CONSULTANT team
- Document and track project assumptions influencing or driving the sub-project schedules
- Update the schedules with progress from active work and refine the scheduled to reflect the current sub-project status and assumptions.

Deliverables:

- 5.4.1. Baseline Sub-Project Schedules due 08/31/2022.
- 5.4.2. Sub-Project Schedule Updates, provided quarterly

TASK 6 – **COMMUNICATIONS**

Subtask 6.1 – **Public Involvement & Communications Plan**

Conditions:

- The labor expense details for this scope item include certain hours for CONSULTANT staff to coordinate with AGENCY and AGENCY's public engagement and other consultants. These hours are in addition to performance of the deliverables and activities outlined below.
- CONSULTANT will participate in up to twelve (12) meetings with AGENCY partners for Strategic Communications as requested. Each meeting will be attended by up to two (2) CONSULTANT, including sub-consultant, and each will last up to two (2) hours.
- Deliverables will be provided two (2) times for AGENCY review and comment prior to distribution of one (1) final version.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Public Involvement and Communications Plan
 - Review relevant project documents and information to understand work done to date
 - Produce public involvement and communications plan which will outline decision-making process; demographics analysis; team roles; outreach strategies; key messages; and schedule
 - Produce and manage comprehensive list of stakeholders to engage throughout project
 - Include purpose and schedule for open house events, online open houses and community events
 - Develop strategy and planning for social media, Illustrations, graphics and photography
- Project Branding
 - Consultant to design a project logo that can be used throughout the remainder of the project; includes 2 2-hour branding meetings to discuss logo and project visual identity
 - Development of project templates, including a PowerPoint presentation and Memo template
 - A project Look Book that sets the project identity, including project fonts, colors and use of the logo
- Project Website
 - Design and production of a bilingual project website that provides updates on the bridge project and the Bi-State working group's role with the bridge.
 - Includes up to ~~two (2)~~four (4) 1-hour meetings to discuss project website with the PMT and/or bi-state working group prior to launching
 - Up to two monthly website updates to inform the community about the project, public input opportunities and what's being considered with the design and other important project topics
 - Website content, images and formatting to meet all Oregon and Washington state ADA guidelines
 - Redesign website to reflect new Bi-State Bridge Commission, content, graphics and layout

Deliverables:

- 6.1.1. Public Involvement and Communications Plan (PICP) due 09/30/2022.
- 6.1.2. Project Branding, including project colors, logo, Look Book, PowerPoint Template, and Project Memo template due 09/30/2022.
- 6.1.3. Project Website – design and launch of website in English and Spanish languages with two (2) monthly updates.

Subtask 6.2 – Strategic Communications Support**Conditions:**

- Strategic Communications Plan will be one (1) draft and one (1) final submittal
- Strategic Communications Plan will be a component of the Public Involvement and Communications Plan (Deliverable 6.1.1)

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Develop a strategic communications plan for AGENCY with their partner agencies, regulatory agencies, and elected officials as it relates to the PROJECT.

Deliverables:

6.2.1. Strategic Communications Plan due 09/30/2022.

Subtask 6.3 – Workshops

Conditions:

- Public Involvement Kick Off Workshop:
 - Held within the first month of NTP
 - May be held in combination with larger team kick off meeting
 - Held in-person at the Port for two (2) hours.
 - Staffing will include 3 – 4 CONSULTANT staff; assumes some prep time
- Stakeholder Interviews
 - Assumed to be one (1) hour in duration
 - Include 2 CONSULTANT staff for each interview and will include travel.
 - Completed within the first 3 months following NTP
- Open Houses to present information on Final EIS and Revenue Optimization Plan
 - Maximum of six (6) in-person open house events, three in each state
 - Assume in-person open house events will last no more than two (2) hours not including travel, set up and break down time
 - Up to three (3) CONSULTANT staff per event for set up, facilitation, and notetaking
 - Maximum of two (2) online open house events – one focused on community engagement and another on the Revenue Optimization Plan
- Community Events
 - Staff up to five (5) events with two (2) CONSULTANT staff to set up, staff and break down each event
 - Each event assumed to be no longer than six (6) hours

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Public Involvement Kick Off Workshop
 - Public involvement goals and what's needed during year one and during the design phase
 - Key messages
 - Working together and team roles for public engagement
 - Key stakeholders and working with the public
 - Decision-making structure and process
 - Concerns that may need to be followed up on
 - Media planning
 - Comments received from the meeting will be incorporated into the PICP
- Stakeholder and Comment Tracking/ Engagement Project Success Measurement
 - Track, code and maintain participation in engagement activities and comments received throughout the project

- Track stakeholders who participate in outreach activities or those who would like to receive project updates throughout the project
- Stakeholder Interviews and Ongoing Engagement
 - Stakeholder interviews with up to 15 stakeholders that have been involved with the project in prior phases and/or have key interests with the project
 - Develop an interview plan with questions and interview roles and responsibilities, schedule all interviews and summarize the conversations in an interview summary
 - Document key concerns and opportunities for design and test project branding and key messaging with stakeholders prior to the first media campaign
 - Interviews will also inform overall engagement strategy throughout the remainder of the work
- Jurisdictional/ Community Presentations and Key Stakeholder Direct Engagement
 - Attend and present at jurisdictional standing meetings to discuss the project and ask for feedback as appropriate
 - Contact key stakeholders to discuss the project, key concerns, and opportunities throughout the project
 - Provide notes on stakeholder conversations weekly to keep the project team informed of conversations
 - Prepare for in-person presentations with PowerPoint slides and materials as appropriate
- Open Houses
 - Plan, provide coordination and facilitation of in-person open house events
 - Coordinate and develop agendas, presentation materials and meeting guides for digital and/or in-person events
 - Design and production of meeting materials such as surveys, comment forms, sign up sheets, etc., as needed
 - Development of event invitation lists, with PMT input, and management of the invitation of events
 - Secure event venues, event set up, and refreshments
 - Design, develop and manage online open house events
 - One (1) online open house with focus on engaging the public and regional interested parties on what the project history and decisions to date and ask for input needed on bridge aesthetics and bike/ped options
 - One (1) online open house with focus on Revenue Optimization Plan
 - Online events to be hosted on JLA's online open house platform (station-based, with questions per station) or on Story Maps (story-based, one survey)
 - Consultant shall prepare a detailed summary for each round of events; anticipating two (2) rounds of events
 - Provide materials and online tools appropriate for screen readers and meet state ADA requirements
 - Online presentations with the project team via Zoom
 - Produce summary following each event
- Community Events
 - CONSULTANT to staff existing community events to promote the PROJECT and online open house events.
 - Contact community organizations or event managers to organize event participation
 - Produce tabling event materials, including sign-up sheets and comment form
 - Summarize feedback received at events

Deliverables:

- 6.3.1. Public Involvement Kick Off Workshop - one draft and one final agenda
- 6.3.2. Stakeholder and Comment Tracking - Regular updates to stakeholder comment log with input received from the different organized/attended events, Quarterly updates on progress and measurements of success
- 6.3.3. Stakeholder Interviews and Ongoing Engagement - one draft and one final Interview Plan; one draft and one final Interview Summary
- 6.3.4. Jurisdictional/ Community Presentations – Weekly recap notes on stakeholder conversations; Comments tracked in the comment log; Presentation materials per stakeholder group for in-person presentations and meetings
- 6.3.5. Six (6) in-person Open Houses and two (2) online Open Houses
- 6.3.6. Attendance and community engagement at five (5) Community Events

Subtask 6.4 – Public Involvement & Project Branding

Conditions:

- Spanish language interpretation will need to be added with future Detailed Work Plan to produce Spanish-language materials

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

Media Campaigns (Multimedia)

- Media and On-Going Project Communications Support
 - Comprehensive communications and media support including:
 - Production of monthly communications for stakeholder emails to keep everyone in the know
 - Develop and track press releases on important events to local and regional media and nonprofit organizations
 - Monthly updates to project team talking points
 - Tracking media coverage for the project
- Videos
 - Consultant to produce project videos, ~~including one (1) interview video and three (3) brief topic-specific videos~~, to support project communications and outreach
 - Use produced videos to supplement content on social media, online open houses, and community presentations
 - Consultant to hire a drone operator to capture aerial footage of the existing bridge for use on videos throughout year one
 - Videos to follow approved script, produced by the Consultant and approved by the Client
 - Produce videos that educate the diverse public about the importance of the new bridge and its processes.
 - Create a sense of buy-in and motivation to fund the project completion
 - Create media assets that enhance the project's outreach objectives
 - Perform pre-production, production, and post-production for video's
 - Perform production and post-production of still images

- Factsheets
 - Consultant to design and produce factsheets at key project milestones.
 - Factsheets will provide important project information including why this work is needed, overall schedule, and how interested parties can be involved and track the process.
 - Factsheets are assumed to be a double-sided 8.5x11 material
 - CONSULTANT will print factsheets for use at community events and presentations

- Social Media
 - Production and management of three social media accounts for the project. Recommended Facebook, Twitter and Instagram.
 - 2 - 3 posts per week on each account, including content and graphics
 - Management and response to public comments on accounts
 - Purchase ad space for up to three (3) social media advertisements for Facebook to promote open house and online open house events
 - Social media posts in Spanish

Deliverables:

- 6.4.1. Media and On-Going Project Communications Support - Updated media strategy including monthly communications for stakeholder email and partner communications and talking points for the project team.
- 6.4.2. Social Media - Project Facebook account; Project Twitter account; Project Instagram account; up to three (3) advertisements for Facebook
- 6.4.3. Two (2) Factsheets – one draft and one final factsheet per factsheet; produced bi-annually the first due 09/30/2022
- ~~6.4.4. Videos – up to one (1) Project video and three (3) short videos profiling community members, businesses, and/or bridge users. Two (2) draft, one (1) final video file per video; also made available on Consultant’s Vimeo account B-roll footage and all video files per video or at the completion of year 1~~
- 6.4.4. Videos – Two (2) documentary-style impact films. (3-10 min), Six (6) social media cut-downs of the film or interview topic shorts (30-60 seconds), 50 still images for marketing purposes + archive development for future licensing
- 6.4.5. Graphics/Photography – up to ten (10) graphics/illustrations and photography including aerial as needed

Subtask 6.5 – Meetings

Conditions:

- Meetings to be held in-person at the Port; travel required
- CONSULTANT will provide three (3) staff at each meeting
- CONSULTANT will provide up to two (2) staff at each bi-state working group meeting to provide updates on communications and public engagement
- CONSULTANT will provide up to two (2) staff at task Lead meetings to coordinate with project team and provide updates on communications and public engagement

- CONSULTANT will prepare and distribute meeting notes

- Assumes two to three 1-hour meetings monthly

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Attend CONSULTANT team meetings and meetings with the Project Management Team, assumes one-hour meetings monthly
- Attend CONSULTANT task lead meetings, assume 2--3 one-hour meetings monthly
- Attend BSWG meetings as needed and BSWG preparation meetings prior to special events
- Overall email coordination with the Port of Hood River, Project Management Team and project partners
- Provide support with calendar invitations and coordination of meetings, as needed

Deliverables:

- 6.5.1. Agenda and Meeting Materials for all attended meetings as per CONSULTANT DELIVERABLE STANDARDS.
- 6.5.2. Meeting Notes and Action items for all attended meetings as per CONSULTANT DELIVERABLE STANDARDS.

TASK 7 – FUNDING, FINANCE AND TOLLING (FFT)

CONSULTANT will collaborate with AGENCY to develop and maintain up-to-date update project financial plans including cash flow models and financial and economic analyses. CONSULTANT shall conduct workshops to identify and refine funding, finance options, and develop a 2-year funding and finance roadmap. CONSULTANT will support AGENCY in efforts to secure funds and financing, including preparation of grant applications, lobbying support, meeting facilitation etc. CONSULTANT will coordinate with T&R consultants retained by others and, if necessary, will conduct or assist in the procurement of T&R services for the project. CONSULTANT will prepare reports and attend meetings as required or requested

Subtask 7.1 – Financial Planning, Modeling and Scenarios

Conditions:

- AGENCY and consultants currently under contract are available to participate as needed
- Funding and Cash Flow Model: Development of basic model – Scenario testing budgeted separately.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Develop and maintain comprehensive Project Financial Plan
 - Deep-dive evaluation of current budgets, financial plans, and funding commitments/agreements.
 - Funding source evaluation of all relevant potential federal, state, and local sources. Analysis will include an evaluation of federal grant programs and development of a funding matrix.

- Project Financial Plan will be a living document that will be updated as the project develops.
- Financial Analysis for feasibility and debt capacity scenarios, including toll finance simulations. This could include financial aspects of a Delivery Options analysis for relevant Design Build (DB) and Public Private Partnership (P3) delivery options.
- Funding and cash flow model to document funding sources and scenarios and include cash flow projections.
- Consult and Liaison with POHR Municipal Advisor as appropriate and necessary
- Subcontract with PFM for the following services: Assist and advise on review of existing policies and development of recommendations for new or revised policies; advise as requested on matters related to funding and grant applications; participate as requested in calls or meetings with project management team, stakeholders, BAB, and others; advise as requested on issues of governance; assist with development of TIFIA and federal funding strategy; timing; LOI strategy; equity strategy; review traffic and revenue study

Deliverables:

7.1.1. Initial Project Financial Plan.

Subtask 7.2 – FFT Workshops

Conditions:

- Workshops will be four (4) hours and will have the option to be attended both virtually and in-person
- Each workshop attended by eight (8) CONSULTANT personnel and AGENCY representatives as agreed

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- CONSULTANT will plan, conduct, and document one (1) workshop:
 - Workshop will establish policy preferences, identify potential funding sources, and discuss applicability and viability of various sources.
 - High level evaluation of policy, feasibility, and delivery options analysis around toll revenue scenarios.
 - High level prioritization of funding scenarios and approaches to securing requisite funding

Deliverables:

7.2.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.

7.2.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 7.3 – Competitive Grant Services

Conditions:

- Comprehensive application development includes development of project narrative, update of benefit-cost-analysis and supporting materials for application submission.
- Three (3) Grant Applications

- Maximum of four (4) active grants
- AGENCY will provide BCA and other relevant materials from 2022 MPGD and BIP applications that will be updated, referenced or reused as appropriate-
- Engage FCS as subconsultant to update and revise 2022 BCA's as necessary

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Grant Applications – Prepare applications for signature and submittal by AGENCY.
- Identify and track new additional grant opportunities
- Advocacy – Support legislative and agency advocacy in support of grants and/or TIFIA, Bonding or other financing mechanisms as identified.
- Grant Agreements – Negotiate and document grant agreements. Prepare documentation for execution by AGENCY.
- Grant Administration and Reporting –
 - Develop processes and procedures for tracking costs, allocating expenses, and filing reports
 - Prepare and file required reports, support audits, and provide support accounting for grant funds.
- TIFIA application support –
 - Consultations with Build America Bureau
 - Consultations with POHR Financial Advisor
 - Consultations with Bond Counsel
 - Develop and submit TIFIA letter of interest with detailed project description (Purpose and need, Scope, Schedule, Budget, Conceptual Design), project financial plan (ID of dedicated revenue source, Status if all funding requested), status of environmental review, and preliminary credit rating opinion letter

Deliverables:

- 7.3.1. Grant Applications within reasonable time for the AGENCY to review and execute
- 7.3.2. Grant Advocacy
- 7.3.3. Grant Agreements, Administration and Reporting for all secured Grants
- 7.3.4. Draft TIFIA Letter of Interest

Subtask 7.4 – Traffic and Revenue Study Support

Conditions:

- For POHR Revenue Optimization Plan
 - Three (3) Board/BSWG Workshops
 - Up to eight (8) initial scenarios and two (2) final scenarios for detailed analysis

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Traffic and Revenue Study Support
 - Support WSTC's Traffic and Revenue Study
 - Liaison with WST's consultant team as necessary
 - Compile and provide data to support T&R Study
 - Full membership on Technical Advisory Committee
 - Monitor and ensure POHR interests are represented

- Ensure that process is compatible with POHR's future T&R needs
- Use data and results to support POHR's Revenue Optimization Plan
- Meetings as necessary to accomplish above referenced activities
- Review and provide input as appropriate on all memoranda and reports
- POHR Revenue Optimization Plan
 - Develop revenue goals to meet funding and financing needs of the project.
 - Develop revenue scenarios for Board consideration
 - Build revenue evaluation model to evaluate the multiple revenue scenarios and understand impacts to financing capacity and project funding.
 - Hold revenue evaluation workshop with AGENCY to review scenarios and identify preferred alternative
 - Develop in coordination with WSTC's T&R team
 - Develop materials to support six (6) Public and stakeholder engagement engagements
 - Present detailed analysis of most viable scenarios to Board
 - Develop material to support messaging of future toll increase

Deliverables:

- 7.4.1. Monitor Washington State Transportation Commission (WSTC) T&R Consultant and report to POHR Board, BSWG, and BSBC as appropriate
- 7.4.2. Revenue Optimization Plan

Subtask 7.5 – Meetings

Conditions:

- Four (4) Briefings and engagement with POHR and BSWG Commissioners and staff outside monthly meetings
- Four (4) Briefings and engagement with stakeholders outside ones listed in Task 1
- Two (2) Briefings, engagement and develop collateral material to support lobbying efforts
- Monthly, to include attendance and presentation at meetings (12 meetings)
- Attendance at selected meetings by specialty CONSULTANT personnel (6 meetings)

Activities:

- The CONSULTANT shall perform the following in support of the SERVICES:
- Support development of an Aging Plan to program \$75M WA contribution
- Financial Briefings and Engagement as necessary
- Stakeholder engagement support (local and state agencies, legislatures, federal, tribal, and private stakeholders)
- Advocacy support (agency and legislative, state and federal) including development of collateral marketing materials, developing “elevator speech” script, supporting legislators, staff and lobbyists, facilitating meetings

Deliverables:

- 7.5.1. Stakeholder Engagement Support
- 7.5.2. Advocacy Support
- 7.5.3. Support for WSDOT Aging Plan
- 7.5.4. Support for BSBC Transition

TASK 8 – DELIVERY METHOD

Subtask 8.1 – Delivery Method Analysis

Conditions:

- The information gathered during Subtasks 8.2 and 8.3 will be considered and incorporated into this analysis and recommendations.
- The Delivery Method Analysis Report will be approximately 30 pages total including appendices.
- Coordination meetings will be held every two weeks between relevant representatives from the CONSULTANT and the AGENCY, will last up to two (2) hours and be attended virtually by at least one (1) person from the CONSULTANT representing the Delivery Method Analysis.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Conduct a qualitative analysis of potential project delivery methods for the PROJECT, based in part on the discussion and outcomes of Subtasks 8.2, 8.3. The analysis will identify and consider various factors agreed with the AGENCY and evaluate them under each of the potential project delivery methods
- Identify and assess the risks related to the project delivery methods, including those identified as part of Subtask 2.2
- Provide documentation of the project delivery analysis and recommendations in the form of a Delivery Method Analysis Report
- Participate in regular coordination meetings with AGENCY

Deliverables:

8.1.1. Delivery Method Analysis Report due 2/1/2023.

Subtask 8.2 – Delivery Method Workshop

Conditions:

- Each of the two (2) Delivery Method Workshops will be conducted in person at the AGENCY's offices, and a video/phone conference option will be offered.
- Each of the two (2) Delivery Method Workshops will last up to six (6) hours.
- CONSULTANT will coordinate with AGENCY to schedule the first workshop as an early activity, and the second workshop as a closeout activity, associated with the Delivery Method Analysis work in Subtask 8.1.
- Each Delivery Method Workshop will be attended by AGENCY staff and up to six (6) CONSULTANTS, including sub-consultant, staff.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Facilitate and participate in two Delivery Method Workshops with AGENCY
 - The first workshop will be conducted early in this first phase. The primary objectives of the first workshop are to:

- present a structured approach to assist AGENCY in making a project delivery decision
- provide initial identification of project goals
- provide initial analysis of certain risks, especially as they relate to delivery method bring considered for the project
- The second workshop will be conducted later in this first phase to present the findings and recommendations of the Delivery Method Analysis Report developed in Subtask 8.1.

Deliverables:

- 8.2.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 8.2.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 8.3 – Industry Outreach

Conditions:

- The RFI document will be approximately ten pages in length and will outline the purpose of the RFI, details about the project, goals of the project, status of key approvals and project development, tolling considerations, project delivery methods under consideration, the types of information being requested and whether subsequent one-on-one meetings are being considered to engage in follow-up discussions with interested industry firms.
- Up to eight (08) RFIs will be received by AGENCY for review and summary by CONSULTANT.
- CONSULTANT will identify up to two (2) industry events, to be hosted at AGENCY facility or at an offsite conference or facility hosted by others, relevant to bridge construction and alternative delivery methods. Each event will be attended by up to two (2) CONSULTANT staff and could include up to one (1) hour of presentation and four (4) individual two (2)-hour meetings with industry teams.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Prepare a Request for Information (RFI) document and process that outlines the project scope and solicits written responses from industry on project delivery options, risk matters and questions.
- Review and summarize RFI responses submitted to AGENCY by others.
- Facilitate and participate with AGENCY at up to two industry outreach events, which could include presentation of the project to an audience of industry representatives or meetings with individual entities including design or construction companies that are interested in future construction-related delivery of the project, The purpose of each industry outreach event will be to inform industry about the PROJECT and seek industry input on project delivery options, risk matters and questions. This industry outreach will be considered as part of the project delivery analysis and recommendations in Subtask 8.1.

Deliverables:

- 8.3.1. Request for Information (RFI) document due 06/30/2023.
- 8.3.2. Agenda and Materials prior to each industry event and Meeting notes and Action Items after each industry event as per CONSULTANT DELIVERABLE STANDARDS.
- 8.3.3. Meeting participation as per CONSULTANT DELIVERABLE STANDARDS.

TASK 9 – **ENVIRONMENTAL AND REGULATORY**

Subtask 9.1 – **Environmental Coordination (NEPA)**

Conditions:

- Two (2) CONSULTANT staff will attend up to ~~twelve (12)~~eighteen (18) NEPA coordination meetings with Agency, Project NEPA team, and regulatory agencies.
- Each of the individual NEPA coordination meetings will not exceed two (2) hours of CONSULTANT Environmental Lead time and will be conducted virtually.
- CONSULTANT will support the AGENCY with NEPA meetings but will not be preparing agendas or meeting materials, time under this subtask if for meeting attendance only.
- Effort anticipates Record of Decision (ROD) to be obtained by March 31, 2023. CONSULTANT efforts beyond this date or beyond the assumptions above will be completed through a future Detailed Work Plan.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Coordinate with Agency and the Project NEPA team to track remaining environmental coordination, decisions, and deliverables associated with the completion of the NEPA process and issuance of the NEPA Record of Decision.
- Attend up to twelve (12) NEPA coordination meetings including, but not limited to, Section 4(f), Tribal Coordination, Section 106, and NMFS Biological Opinion meetings to track Project environmental compliance and support future regulatory compliance.
- Update the Project Environmental Compliance Plan (Task 9.2) as necessary based on information obtained during NEPA coordination efforts.

Deliverables:

- 9.1.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 9.1.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 9.2 – **Environmental Compliance Plan**

Conditions:

- The Environmental Compliance Plan (ECP) will be one (1) Draft, and (1) Final submittal.

- The ECP shall be prepared prior to Agency selection of Project delivery method and A/E team procurement.
- The ECP permitting schedule may require one (1) revision after selection of the Project delivery method to update the permitting schedule. No other ECP updates are included in this SOW.
- The construction phase ECP update shall be completed prior to construction after all permits are issued under a future CONSULTANT team contract amendment with the Agency.
- The ECP shall be updated in a future authorization after all permits have been issued and specific environmental commitments, requirements, and mitigation have been identified to support environmental compliance during the Project's construction phase.
- The future construction phase ECP shall also include details regarding environmental compliance team responsibilities and authority, reporting requirements, identify procedures for achieving environmental compliance, and establish procedures for identifying and resolving issues of non-compliance.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Prepare an Environmental Compliance Plan (ECP) that:
 - Identifies all applicable environmental permits and authorizations required for the project.
 - Identifies key regulatory agency contacts.
 - Includes schedules for permit application preparation, agency review timelines, and permit issuance aligned with Project design milestones.

Deliverables:

9.2.1. Environmental Compliance Plan due 12/1/2022.

Subtask 9.3 – Environmental Compliance Workshop

Conditions:

- The Environmental Permitting Workshop will be attended by AGENCY and up to four (4) CONSULTANT team members.
- The Environmental Permitting Workshop will last up to eight (8) hours, inclusive of travel, and will be conducted in person in Hood River.
- CONSULTANT will prepare the workshop agenda, coordinate with participants to schedule the workshop, and provide Workshop meeting notes to participants

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Coordinate with AGENCY to plan, conduct, and document an Environmental Compliance Workshop after completion of the ECP to review the ECP and project environmental compliance requirements.
- The workshop will focus on integrating environmental planning, permitting, and regulatory agency coordination activities with overall project development and delivery

- Facilitate discussion to outline the ECP's schedule for developing environmental documentation, permitting products, and milestones
- Will support selection of the project delivery method by outlining critical path permitting efforts for planning and scheduling purposes

Deliverables:

- 9.3.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 9.3.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 9.4 – Regulatory Agency Coordination

Conditions:

- CONSULTANT shall attend up to ten (10) coordination meetings with applicable regulatory agency staff and Agency under this SOW to include US Coast Guard, Columbia Gorge Commission, US Army Corps of Engineers, National Park Service, Oregon Park and Recreation.
- Up to four (4) CONSULTANT staff shall attend the regulatory agency coordination meetings.
- Regulatory agency coordination meetings shall last up to five (5) hours, inclusive of travel, and shall be conducted in person in Hood River.
- CONSULTANT labor for regulatory agency coordination, outside of in person coordination meetings, shall be limited to 80 hours.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Coordinate with applicable regulatory agencies to discuss permitting timelines and requirements for development of the Project ECP
- Coordinate and facilitate coordination meetings with regulatory agency staff and AGENCY to discuss specific regulatory permitting requirements, compliance needs, and permitting schedules

Deliverables:

- 9.4.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 9.4.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 9.5 – Tribal Coordination

Conditions:

- CONSULTANT will coordinate with AGENCY and develop treaty memorandums of agreements (MOA) with the following tribes.
 - Confederated Tribes and Bands of the Yakama Nation [Yakama Nation]
 - Confederated Tribes of the Warm Springs Reservation of Oregon [Warm Springs]
 - Confederated Tribes of the Umatilla Indian Reservation [Umatilla]
 - Nez Perce Tribe

- CONSULTANT will arrange for and hold sixteen (16) coordination meetings four (4) with each tribe, each attended by up to two (2) CONSULTANT, including sub-consultant, staff.
 - Three (3) in-person meetings and one (1) virtual meeting
 - Each meeting is assumed to be two (2) hours in length.
- CONSULTANT will coordinate with and attend bi-weekly coordination meeting with AGENCY officials for development of treaty MOAs.
- CONSULTANT will coordinate with the AGENCY to provide contact information for key tribal officials of the identified tribes and to develop background information about the previous discussions or correspondence with elected officials.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Tribal Coordination Support
 - Develop a Tribal Coordination Plan that includes a briefing with each tribe, defines project roles for tribal coordination, and provides information on stakeholders and other organization impacted by the PROJECT.
 - Provide AGENCY tribal contacts and develop a tracking sheet.
 - Identify temporary and permanent impacts to the tribal fishers resulting from bridge construction. Advise AGENCY on ways to mitigate impacts and resolve potential conflicts between tribes, both at the government level and at the staff level.
- Assistance with Development of Memorandum of Agreements (MOAs)
 - Research existing MOAs with tribes and provide examples for review.
 - Develop ~~draft~~final MOA's for 4 Treaty Tribes and provide comment/respond to comments
 - Advise the Agency on how to approach tribes about potential sensitive issues.
 - Provide updates during negotiations using a project map with location of fish impacts identified and potential mitigation measures
 - Develop draft mitigation strategy for fishing impacts, to be presented to each tribe for negotiation and inclusion in the draft MOA specific to each tribe.
 - Assist on identifying temporary and permanent impacts from new bridge construction to the White Salmon Treaty Fishing Access Site and other tribal cultural resource sites.
 - Advise on how to approach the tribes with potential mitigation solutions.
 - Assist in development of temporary exclusion zone concept for mitigating impacts to bridge construction on fishing access locations
 - Advise AGENCY on a methodology for quantifying economic impacts due to lost fishing time and reduced fishing spots and net anchorages
 - Make recommendations to AGENCY on legal and/or economic support in drafting and negotiating MOAs.
- Cultural Training
 - Provide training on the history and differences of the tribes in the Columbia River Gorge, fishing and first foods practices, history and development of the In-lieu and Treaty Fishing Access Sites, and other issues the tribes may raise with respect to the Bridge Replacement.

- Provide training related to the four (4) Treaty Tribes in preparation for coordination efforts associated with the finalization of the Treaty Tribe MOA's
- Other tribal coordination support
 - Assist with coordination of potential Native American elements or motifs that can be incorporated into the bridge design
 - Identify and coordinate temporary and permanent impacts from bridge design and construction during preliminary engineering.
 - Develop maps associated with temporary and permanent impacts from preliminary engineering
 - Develop mitigation measures and recommendations associated with temporary and permanent impacts to support preliminary engineering
 - Review AGENCY's existing monitoring plan and provide comments.
 - Advice AGENCY on how to resolve comments from the tribes
 - Provide input to PROJECT's Action Item Log and Risk Register
- Archeological Monitoring
 - Provide archaeological monitoring of geotechnical exploration by a qualified archaeologist.
 - Prepare daily field notes describing work done and results
 - Review existing Inadvertent Discovery Plan and any associated MOA's prepared to date by WSA, ODOT, or WSDOT

Deliverables:

- 9.5.1. Tribal Coordination Plan due 09/30/2022.
- 9.5.2. Cultural Training no later than 11/10/2022.
- 9.5.3. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 9.5.4. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.
- 9.5.5. Draft and Final Summary Report of archaeological findings
- 9.5.6. Tribal Coordination Draft MOAs
- 9.5.7. Preliminary Engineering Coordination

Subtask 9.6 – Railroad Coordination

Conditions:

- Existing railroad facilities will remain in operation during construction except for limited, shortterm work.
- CONSULTANT will hold coordination meetings with BNSF and UP, up to six (6) total per year. Up to two (2) CONSULTANT, including sub-consultant, staff will attend meetings that will average one (1) hour.
- CONSULTANT will coordinate with the AGENCY on the names and contact info for key railroad officials with BNSF and UP and to develop background information about AGENCY's previous discussions or correspondence with elected officials.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Support the AGENCY in coordination and discussions with BNSF and UP.
- Establish minimum horizontal and vertical clearance envelopes for existing tracks. Prepare exhibit to document these envelopes.

- Coordinate with structures design team regarding the required railroad criteria.
- Develop railroad mitigation agreement

Deliverables:

- 9.6.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.
- 9.6.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Subtask 9.7 – Geotechnical Investigations Regulatory Permitting

Conditions:

- The project will qualify for a USACE Nationwide Permit 6 for survey activities.
- Geotechnical investigations will not affect wetlands. No fieldwork will be required by Contractor to complete the permitting work.
- Individual Section 401 water quality certifications will be required from DEQ and Ecology.
- The project will result in no effect on ESA-listed species and will not require an individual ESA consultation with NOAA Fisheries or the U.S. Fish and Wildlife Service (USFWS).
- A Biological Assessment will not be required for geotechnical investigations.
- No resource mitigation will be required for geotechnical site investigations.
- The activity is exempt from State Environmental Policy Act (SEPA), Shoreline Management Act (Revised Code of Washington 90.58.030), and local agency permitting requirements.
- CONSULTANT will attend up to two (2) meetings as required with Port staff and/or regulatory agency staff in Hood River to discuss permitting details.
- AGENCY will be responsible for all permit application fees.
- JPA/JARPA coordination will include up to six (6) figures.
- No effect letter will include up to four (4) figures.
- Consultant will provide up to twelve (12) hours of post-application coordination with USACE, WDFW, DSL, DEQ, Ecology, DNR, and City of White Salmon.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Prepare permit applications and documentation necessary to secure permits to conduct in-water geotechnical investigations necessary for advancing project design. Applications will include:
 - US Army Corps of Engineers (USACE) Section 404 Nationwide Permit No. 6 – Survey Activities
 - National Marine Fisheries Service (NMFS) Standard Local Operating Procedures for Endangered Species (SLOPES) 5 Programmatic Biological Opinion Compliance
 - Oregon Department of Environmental (DEQ) Quality Section 401 Water Quality Certification
 - Oregon Department of State Lands (DSL) – Waterway Authorization
 - Washington Department of Ecology (Ecology) Section 401 Water Quality Certification

- Washington Department of Fish and Wildlife (WDFW) Hydraulic Project Approval (HPA)
- Washington Department of Natural Resources (DNR) Aquatic Land Use Authorization/Easement
- Written State Environmental Policy Act (SEPA) exemption from City of White Salmon
- Written Shoreline Substantial Development exemption from City of White Salmon
- Coordinate with USCAE and appropriate fish and wildlife agencies to obtain an in-water work window variance that extends the Columbia River's in-water work window to spring, summer, and fall seasons
- Prepare necessary permitting information including a Joint Permit Application (JPA)/Joint Aquatic Resources Permit Applications (JARPA) and figures. Applications will include:
 - Necessary supplemental forms
 - Aquatic survey
 - PROJECT background information
 - Best Management Practices (BPMs)
 - Cultural resources information
 - No effect memorandum for ESA compliance
- Coordinate with permitting agencies to authorize in-water geotechnical borings in ten (10) locations
- Prepare exemption applications for submittal to City of White Salmon
- Prepare Shoreline Substantial Development Permit

Deliverables:

- 9.7.1. USACE/DSL Joint Permit Application
- 9.7.2. NMFS SLOPES V Compliance
- 9.7.3. DEQ 401 C Water Quality Certification
- 9.7.4. Washington JARPA and Aquatic Use Authorization
- 9.7.5. Oregon and Washington short-term Waterway Lease Application
- 9.7.6. City of White Salmon SEPA and Shoreline Exemption

Subtask 9.8 – Preliminary Permits

Conditions:

- CONSULTANT will hold up to three (3) coordination meetings with the National Park Service (NPS), Oregon Parks and Recreation Department (OPRD), and Agency. Up to two (2) CONSULTANT, including sub-consultant, staff will attend meetings that will average three (3) hours inclusive of travel.
- CONSULTANT coordination time with prospective Section 6(f) mitigation site landowners is limited to six (6) hours.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Coordinate with National Park Service and Oregon Parks and Recreation Department to determine current Section 6(f) resource boundary.
- Determine the potential extent of permanent adverse modification to Section 6(f) areas from the Project.

- Coordinate with the Agency, National Park Service, and Oregon Parks and Recreation Department to determine potential Section 6(f) mitigation opportunities within the project area.
- Support Agency coordination with potential mitigation site landowners.
- Submit basic project information for USACE to determine proper Section 408 information needed for full Section 408 permission.
- Coordinate with USACE to determine Section 408 permission requirements associated with impacts to the Columbia River navigation channel.
- Coordinate with Agency and design team regarding design and construction information needed for USACE Section 408 permission.

Deliverables:

- 9.8.1. Preliminary Section 6(f) and Section 408 permitting coordination and Section 6(f) boundary determination.

TASK 10 –RIGHT OF WAY (ROW)

Subtask 10.1 – Right of Way Acquisition Plan

Conditions:

- A separate Detailed Work Plan will be developed if a need for property acquisition and acquisition services is identified:
- Sub-consultant shall provide labor, equipment and materials to provide acquisition support for the project by obtaining title reports, rights of entry, appraisal reports and acquisition services for properties identified by the team
- R/W activities shall conform to the standards contained in the Uniform Act of 1970 and amendments, on both ODOT and WSDOT Requirements, policies and procedures.
- Assume two borings, two CPT's on Oregon land (POHR right of way)
- Assume ten in-water borings (5 on Oregon side, 5 on Washington side)
- Assume one boring on Washington Land (WSDOT right of way)

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Provide AGENCY a Right of Way Acquisition Plan for the right of way process, including State and Federal Requirements that must be followed.
- Identify parcels needed for the Geotech Scope defined in this Amendment project. Order and review Preliminary Title Reports for ownership and encumbrances. Coordinate with the Project Team on investigations determining ownership. Complete additional research if additional information is needed. Provide report identifying existing easements and potential needs. This work would include:
 - Research River ownership and report
 - Review the legal descriptions for each property
 - Review Assessors data for each property
 - Obtain owner contact information

- Provide an acquisition plan and preliminary schedule for the right of way process following State and Federal Guidelines
- Prepare rights of entry documents for sites needed for drilling explorations if needed.

Deliverables:

- 10.1.1. Right of Way Acquisition Plan due 06/30/2023
- 10.1.2. Right of Way Needs Memo

TASK 11 – ENGINEERING

Subtask 11.1 – Preliminary Engineering

Conditions:

- Preliminary engineering will be aligned with the Project Delivery Method Workshop outcomes and to the Design Acceptance Package (DAP) level
- Scope of engineering to be aligned with Project Delivery Method decisions.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Support development of a report and recommendation on project delivery method.
- Develop engineering content for or provide engineering review of procurement documents developed under TASK 13 – CONTRACTING.
- Develop CAD standards and guidelines
- Provide CAD services to support Project needs.
- Develop vertical and horizontal alignments to set final navigational clearances
- Develop vertical and horizontal alignments to set minimum clearance envelopes for railroad
- Advance engineering to develop project performance criteria and specifications
- Develop engineering to support regulatory compliance in submittal of permit applications
- Evaluate Superstructure Alternatives
- Evaluate Substructure Alternatives
- Define typical section elements for the project including analysis for bike/ped accommodation
- Develop pavement designs
- Define traffic data, provide preliminary recommendations on lane configurations, turning lanes, intersection control type
- Develop allowable lane/roadway closure hours
- Develop conceptual MOT plans

Deliverables:

- 11.1.1. Project Performance Criteria
- 11.1.2. CAD Standards and Guidelines Memo
- 11.1.3. Superstructure Memo
- 11.1.4. Substructure Memo
- 11.1.5. Baseline Geometric Layout
- 11.1.6. Traffic Analysis Memo

11.1.7. Pavement Design

11.1.8. Maintenance of Traffic Closure Hours and Conceptual Plans

Subtask 11.2 – **Geotechnical Explorations**

Conditions:

- A full subsurface exploration and testing work plan is not included in this scope of work.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Review the historical geotechnical and hazardous materials documents prepared by the NEPA team and information readily available in PROJECT records.
- Perform a site reconnaissance to facilitate understanding of the site constraints for field explorations, construction, and traffic staging.
- Support the permitting process with review and comments on the in-water work permit to allow the PROJECT to resubmit the permit for the next phase of geotechnical explorations.
- Support the PROJECT in evaluating the extent of geotechnical explorations recommended to be completed in upcoming project phases.
- Support the PROJECT in concept-level geotechnical risk considerations.
- Develop a Geotechnical Exploration Memo that includes a high-level cost estimate and recommendation for early Geotechnical Work

Deliverables:

11.2.1. Geotechnical Exploration Memo due on 09/30/2022

Subtask 11.3 – **Site Reconnaissance**

Conditions:

- AGENCY will provide access to AGENCY property
- Facilitate understanding of site conditions and constraints for completing subsurface explorations.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Observe surface conditions indicative of subsurface conditions
- Identify site constraints, equipment access, and staging concerns for the exploration program
- Identify and clearly mark proposed land exploration locations
- Attend meetings with AGENCY or other parties to discuss, review, and ascertain site conditions relevant to the geotechnical work for the PROJECT

Deliverables:

No Deliverables are expected for this Subtask.

Subtask 11.4 – **Subsurface Exploration Plan and Permit Support**

Conditions:

- CONSULTANT shall prepare a Subsurface Exploration Plan (SEP) that shows proposed exploration locations.
- The SEP shall outline the planned exploration procedures and must outline the recommended number of locations, type, sampling and testing of subsurface explorations.
- The SEP shall include a Field Safety Plan (FSP) for all fieldwork and a Traffic Control Plan (TCP) for any on-land explorations within roadways.
- Preparation of the TCPs shall be by a flagging company licensed to work in the State of Oregon and Washington.
- The SEP shall outline CONSULTANT's proposed site restoration procedures for any areas that are disturbed during completion of the explorations.
- Review and acceptance of SEP by the AGENCY to be completed at least five (5) days prior to start of scheduled field explorations.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Review available as-built drawings of all utilities and roadway structures that the AGENCY provides
- Utilize the public On-Call Utility Locating System to locate all utilities with required use of private utility locators
- Support PROJECT permitting application/renewal process for geotechnical activities by providing relevant information and documentation

Deliverables:

11.4.1. Subsurface Exploration Plan

Subtask 11.5 – **Subsurface Explorations and Testing**

Conditions:

- No restriction of work hours.
- CONSULTANT shall coordinate with AGENCY and receive AGENCY's permits for all subsurface explorations located within the public right of way (ROW).
- Washington land borings are within WSDOT ROW and no coordination with railroads is required.
- AGENCY shall provide a slip to dock boat used for daily transport between land and barge.
- CONSULTANT shall proceed with subsurface explorations only after receiving notification that all required permits, archeological clearances, and utility locates are completed.
- CONSULTANT shall construct all monitoring wells according to ODWR regulations.
- Oregon land borings are within AGENCY property/ROW.
- AGENCY shall provide a staging area to store drilling supplies and equipment.
- The AGENCY boat ramp shall be available to load and unload the drill rig.
- Investigation-derived waste (IDW) like soil cuttings, drilling fluid, etc., assumed to be clean and will be disposed of as clean material.

- Casing assumed to be not required to perform suspension logging in borings.
- CONSULTANT shall provide an engineer or geologist to supervise field operations and document explorations.
- Archeological or tribal monitoring will not impede drilling progress.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Perform subsurface explorations as detailed below:
 - Two (2) Mud Rotary Borings (with one (1) VWP to be installed in one (1) boring) between depths of 80 to 100 feet for the Oregon approach/abutment
 - Two (2) Cone Penetration Tests between depths of 70 to 100 feet for the Oregon approach/abutment
 - 10 Mud Rotary Borings (with suspension logging performed in two (2) borings) between depths 35 to 160 feet for in-water bridge bents
- Complete suspension logging to collect in-situ shear wave velocity measurements in two (2) in-water borings
- Install a vibrating wire piezometer with datalogger to measure groundwater levels at the Oregon approach for geotechnical analysis and design
- Download groundwater data from datalogger at approximate six (6) month intervals for two (2) years after installation
- Backfill resulting holes in accordance with applicable requirements and patch borings advanced through paved surfaces with AGENCY approved quick-setting, non-shrink grout
- Place soil cuttings in DOT-approved 55-gallon drums and transport to an appropriate facility
- Complete analytical testing to characterize materials for disposal
- Dispose material at an appropriate off-site landfill

Deliverables:

11.5.1. Weekly email summary of drilling progress

Subtask 11.6 – Laboratory Testing

Conditions:

- All rock cores shall be photographed prior to testing.
- In addition to standard testing of soil and rock samples, up to four (4) suites of cyclic direct simple shear (CDSS) testing on undisturbed samples of fine-grained soils focused on the in-water borings, and up to two (2) Cerchar Abrasivity Index tests on rock core sample are also anticipated.
- AGENCY shall provide a location to store samples through duration of construction.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Perform laboratory testing on soil and rock samples obtained from the explorations to verify field characterizations, assist in determining geological unit boundaries, and provide engineering parameters for geotechnical design by stratigraphic layers.

Deliverables:

No deliverables are expected as part of this Subtask.

Subtask 11.7 – Geotechnical Data Report

Conditions:

- CONSULTANT shall prepare one (1) draft and one (1) final Geotechnical Data Report.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Prepare a Geotechnical Data Report documenting the field exploration methods and observations, subsurface conditions, field testing results, laboratory test data and results, exploration logs, and exploration photos

Deliverables:

- 11.7.1. Draft Geotechnical Data Report
- 11.7.2. Final Geotechnical Data Report

Subtask 11.8 – Preliminary Geotechnical Analysis and Memorandum

Conditions:

- The analysis shall include the following key geotechnical issues:
 - Seismic design criteria
 - Up to three seismic site response profiles
 - Seismic and geological hazards
 - Development of geologic profile for proposed bridge alignment
 - Liquefaction and lateral spread analyses for existing conditions
 - Limited equilibrium analyses and Newmark-based deformation analyses for existing conditions
 - North and South approaches static and seismic stability and settlement
 - Mitigation alternatives for seismic and geologic hazards
 - Conceptual-level ground improvement options and footprint
 - Limit equilibrium analyses and Newmark-based deformation analyses for conceptual ground improvement footprint and target deformation
 - Preliminary deep foundation options, including drilled shafts and driven piles
 - Estimates of axial and lateral capacity for up to four foundation types/diameters for up to five representative pier locations
- Memorandum is at conceptual/preliminary design level of effort

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Preliminary analyses of the field and laboratory test data to develop initial geotechnical recommendations for design and construction of proposed improvements

Deliverables:

11.8.1. Preliminary Geotechnical Analysis and Memorandum

Subtask 11.9 – Meetings

Conditions:

- CONSULTANT shall prepare for attend one (1) in-person kick-off meeting for up to four (4) hours, and twelve (12) ad-hoc Geotech specific meetings for up to two (2) hours with one (1) hour preparation time and follow up.

Activities:

No specific Activities for this Subtask.

Deliverables:

11.9.1. E-mail meeting summaries as appropriate

Subtask 11.10 – Contract Management

Conditions:

No specific Conditions for this Subtask.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Prepare monthly invoices and progress reports
- Update and maintain PROJECT records
- Manage Geotechnical contracts

Deliverables:

11.10.1. Monthly invoices

11.10.2. Monthly progress reports

Subtask 11.11 – Optional Services (HazMat?)

Conditions:

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Perform optional services agreed upon between CONSULTANT and AGENCY

Deliverables:

11.11.1. As agreed, upon between CONSULTANT and AGENCY

Subtask 11.12 – Utility Relocation

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Research and gather available existing record drawing information from franchise utilities.
- Prepare a summary of potential utility conflicts in a tabular form to include name of public or private utility company affected; description of conflict; action to be taken to resolve conflict.
- Perform utility coordination including document reviews.
- Contact known utility providers to verify existing infrastructure.
- Identify needs for Memoranda of Agreement with utility owners and local jurisdictions.
- Summarize potential utility conflicts and potential areas that would benefit from future pothole investigations
- Develop existing utility plans.

Deliverables:

11.12.1. Utility Conflict Matrix

11.12.2. Utility Coordination Plan

Subtask 11.13 – Survey

Conditions:

- Land side only survey shall be performed in the mapped areas of the PROJECT NEPA footprint with additional coverage at the Port's marina area.
- Right of way will be from previous/HHPR work.
- Project datum will match previous/HHPR work.
- Detailed, final design-level topographical and bathymetric survey will be part of a future authorization

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Coordinate with AGENCY on data gathering and validation of data provided by the AGENCY and other sources.
- Coordinate with AGENCY to receive and evaluate existing aerial mapping and photogrammetry.
- Evaluate existing fieldwork, surveying, and as-built data to confirm PROJECT existing conditions.
- Establish new survey control as needed
- Mark all existing planimetric features
- Mark all underground utilities, including inverts where measurable, using 811 utility locates and private locates
- Develop a PROJECT Digital Terrain Model (DTM) that models the existing ground surface shape adequately to prepare base mapping with one-foot interval contours
- Using conceptual bridge design information, provide recommended fieldwork and surveying information for future work authorizations.

Deliverables:

- 11.13.1. Technical memorandum outlining analysis, findings and recommendations related to the survey work outlined above
- 11.13.2. Microstation base map

TASK 12 – CONSTRUCTION

Subtask 12.1 – Constructability Staging Evaluation

Conditions:

- Scheme project constructability with the AGENCY. Up to six (6) CONSULTANT, including sub-consultant, staff, will attend. Meeting will last up to four (4) hours.
- Up to eight (8) hours of preparatory work per consultant.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Identify and evaluate potential construction staging and laydown areas
- Evaluate Wind currents, river tides, staging, yard availability, casting yard, etc.
- Review logistics of access for delivering, assembling, and disassembling cranes and material
- Review similarities/differences of construction options
- Evaluate marine vessel traffic to define short term (24 to 72 hour) channel closures requirements
- Marine/Logistics Analysis

Deliverables:

- 12.1.1. Summarize Constructability Staging Options
- 12.1.2. Develop Strategic Action Items from Staging Construction

TASK 13 – CONTRACTING

Subtask 13.1 – Contract Procurement

Conditions:

- Professional Services procurements will be qualifications-based selections consistent with Oregon and Federal Architectural and Engineering rules and will not be evaluated on basis of cost during evaluation process.
- Contracts will be written to conform with regulations of financial source of funds for the contract.
- CONSULTANT will develop procurement notices and advertisements. AGENCY will publish procurement notices and advertisements on appropriate forums, and will post procurement documents for all contracts on, e.g., Oregon Buys, DJC.
- AGENCY will provide panel members for review and scoring and acceptance of requested procurement documents; CONSULTANT will provide the Procurement Specialist for each procurement, who will not be an evaluator on procurements.

- Up to two (2) CONSULTANT or sub-consultant staff are assumed to be part of the evaluation committee for each procurement.
- AGENCY will maintain final authority to accept or reject proposals.
- Legal reviews and approvals will be by the AGENCY's designated legal counsel.
- Final deliverable review assumes one internal review draft, one external review draft, and a final version for public dissemination.
- AGENCY review will be completed within ten (10) working days of delivery from CONSULTANT.
- External review periods are assumed to be ten (10) working days. Delayed response by external reviewers will affect delivery schedule.
- Reviews involving Oregon Department of Justice (DOJ) are assumed to be twenty (20) working days from delivery of review document(s) from CONSULTANT.
- CONSULTANT will deliver procurement documents digitally (.docx for drafts and .PDF for final).
- Proposal responses will be received digitally; no hard-copy prints will be made.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Author contract procurement documents (e.g., requests for qualification, requests for proposals) for the following procurements:
 - Contract 1 – A&E designer
- CONSULTANT will host a pre-proposal meeting for each procurement. Each meeting will be one (1) hour in length and be attended by three (3) project team members. CONSULTANT will prepare a presentation and manage attendance lists.
- CONSULTANT will respond to questions from proposers and prepare addendum(s) as needed.
- CONSULTANT will author evaluation criteria for each procurement, train evaluators, and facilitate evaluation review meetings.
- CONSULTANT will compile and organize responses.
- CONSULTANT will provide an independent cost estimate (ICE) for each procurement.

Deliverables:

13.1.1. Procurement Documents

Subtask 13.2 – Meetings

Conditions:

- General coordination meetings are separately scoped and budgeted under Task 1.
- Assumptions for staffing, duration and number of each meeting conducted under this subtask are detailed in the deliverables.
- Pre-proposal, proposal review/evaluation committee and interview will be in-person. All other meetings will be virtual.

Activities:

The CONSULTANT shall perform the following in support of the SERVICES:

- Meetings related to each procurement will include:

- Procurement briefing with the AGENCY and up to two (2) CONSULTANT, including sub-consultant, staff, and it will last up to one (1) hour and will be conducted in person and/or virtually by video/phone conference.
- External procurement briefing between the AGENCY and up to two (2) CONSULTANT including sub-consultant, staff, and WSDOT, ODOT and FHWA each will last up to one (1) hour and will be conducted in person and/or virtually by video/phone conference.
- External procurement briefing between the AGENCY and up to two (2) CONSULTANT including sub-consultant, staff, and Oregon DOJ it will last up to one (1) hour and will be conducted in person and/or virtually by video/phone conference
- Legal counsel or advisor sufficiency reviews will be attended by the AGENCY and up to two (2) CONSULTANT staff. Meetings will last up to one (1) hour each and are assumed to be virtual
- Each procurement will include up to three (3) meetings between the AGENCY and up to four (4) CONSULTANT including sub-consultant, staff, and three (3) proposers each will last up to two (2) hours and will be conducted in person and/or virtually by video/phone conference.
- Meetings and events with evaluation committees are included in Subtask 13.2 scope and budget.

Deliverables:

13.2.1. Agenda and Meeting Materials as per CONSULTANT DELIVERABLE STANDARDS.

13.2.2. Meeting Notes and Action items as per CONSULTANT DELIVERABLE STANDARDS.

Project: **Hood River - White Salmon Bridge Replacement Project**
 Contract: **Replacement Bridge Management Contract**
 Amend #: **02** thru **6/30/23**
 Proposal: **FFT / Tribal Coordination / Public Involvement**
 Date: **January 9, 2023**

EXHIBIT B



AMENDMENT ESTIMATE

		TOTAL COST	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,827	\$ 441,285	\$ -	\$ -	\$ 540,622	\$ -	\$ -	\$ -	\$ 1,105,734
		TOTAL HOURS	0	0	0	0	0	0	917	2458	0	0	2076	0	0	0	5,451
Task ID	Task Description	PM	PE	GEO	CTR	EST	SCH	COM	REG	TRB	CN	FFT	PDM	QUAL	HS	Total Hours	Total Cost
1	Project Management & Administration	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	\$ -
1.1	Project Management															-	\$ -
1.2	Chartering Workshop															-	\$ -
1.3	Document Control Plan															-	\$ -
1.4	Project Debriefs (Existing Contracts)															-	\$ -
1.5	Contract Administration															-	\$ -
1.6	Invoice/Progress Reporting															-	\$ -
1.7	Meetings															-	\$ -
2	Risk Management	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	\$ -
2.1	Risk Management Plan															-	\$ -
2.2	Risk Workshop															-	\$ -
2.3	Risk Register															-	\$ -
2.4	Project Cost Estimate															-	\$ -
																-	\$ -
																-	\$ -
3	Change Management	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	\$ -
3.1	Change Management Plan															-	\$ -
																-	\$ -
																-	\$ -
																-	\$ -
																-	\$ -
4	Quality	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	\$ -
4.1	Quality Management Plan															-	\$ -
4.2	Quality Training															-	\$ -
4.3	Quality Assurance															-	\$ -
																-	\$ -
																-	\$ -
5	Project Controls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	\$ -
5.1	Project Control Plan															-	\$ -
5.2	Project Dashboard															-	\$ -
5.3	Integrated Project Schedule															-	\$ -
5.4	Sub Project Schedules															-	\$ -
5.5	Technology Plan															-	\$ -
																-	\$ -
6	Communication	0	0	0	0	0	0	917	0	0	0	0	0	0	0	917	\$ 123,827
6.1	Public Involvement and Communication Plan							110								110	\$ 14,041
6.2	Strategic Communication Support															-	\$ -
6.3	Strategic Communication Support							557								557	\$ 72,285
6.4	Public Involvement & Project Branding							195								195	\$ 28,482
6.5	Meetings							55								55	\$ 9,019

TOTAL COST		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,827	\$ 441,285	\$ -	\$ -	\$ 540,622	\$ -	\$ -	\$ -	\$ 1,105,734	
TOTAL HOURS		0	0	0	0	0	0	917	2458	0	0	2076	0	0	0	5,451	
Task ID	Task Description	PM	PE	GEO	CTR	EST	SCH	COM	REG	TRB	CN	FFT	PDM	QUAL	HS	Total Hours	Total Cost
13.2	Contract Procurements															0	\$ -
13.3	Meetings															0	\$ -
																0	\$ -
Tasks Summary of Hours		0	0	0	0	0	0	917	2458	0	0	2076	0	0	0	5,451	\$ 1,105,734
LABOR ESCALATION 0.0%																\$ -	
SUBTOTAL - DIRECT LABOR																\$ 1,105,734	

DIRECT EXPENSES		Assumption	Measure	QTY	Cost	Total
Lodging	Fed Per Diem - Lodging	Average 2 people on site for 50 Days (Average \$100/night)	nights	100	\$ 100	\$ 10,000
Per Diem	Fed Per Diem	Average 2 people on site 50 Days (\$59/day)	days	100	\$ 59	\$ 5,900
Misc	Misc Travel Exp (Mileage, Rentals, Flights)		EA	40	\$ 300	\$ 12,000
Comm	Misc Event Materials	Refreshments, Printing, Boards, Ads		LS	\$ 10,500	\$ 10,500
ROW	Right of Entry Documentation			LS	\$ 10,000	\$ 10,000
Video	Story Gorge Video Productions	Pre_production, Production, Post Production of Videos, Production and Post Production of Still Images.		LS	\$ 50,000	\$ 50,000
SUBTOTAL - DIRECT EXPENSES						\$ 98,400

AMENDMENT TOTAL	\$ 1,204,134
CURRENT CONTRACT AMOUNT	\$ 4,273,976
PROPOSED CONTRACT AMOUNT	\$ 5,478,110

Progressive Design-Build Procurement – Summary Schedule

Schedule Date: 01/01/2023

Ln	TASK / MILESTONE	START	FINISH	DUR	2023												2024											
					Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun						
1	PDB Procurement - Notice to Proceed (NTP)	1/9/2023	1/9/2023	0w	◆																							
2	RFP Development	1/9/2023	11/24/2023	46w	▶																							
3	Project Scope of Services – Technical Provisions Sections	1/9/2023	9/1/2023	34w	▶																							
4	Develop Scope of Services Discipline Sections	1/9/2023	7/7/2023	26w	▶																							
5	Develop and Compile Attachments/Exhibits/References	4/3/2023	6/23/2023	12w	▶																							
6	Internal QC	7/10/2023	7/21/2023	2w	▶																							
7	Port/BSWG/Governing Authority Review	7/24/2023	8/18/2023	4w	▶																							
8	Update and Submit Final Technical Sections & Attachments	8/21/2023	9/1/2023	2w	▶																							
9	Instructions to Proposers Development	4/3/2023	8/11/2023	19w	▶																							
10	Develop Technical Proposal Evaluation Criteria & Scoring Approach	4/3/2023	6/9/2023	10w	▶																							
11	Develop Instructions to Proposers	6/12/2023	6/23/2023	2w	▶																							
12	Port/BSWG/Governing Authority Review	6/26/2023	7/21/2023	4w	▶																							
13	Update and Submit Final ITP for RFP	7/24/2023	8/11/2023	3w	▶																							
14	Terms & Conditions and Final Review	6/12/2023	11/24/2023	24w	▶																							
15	Develop Terms and Conditions	6/12/2023	8/4/2023	8w	▶																							
16	Final Review – Client, Legal, RBMC Teams	9/4/2023	9/29/2023	4w	▶																							
17	ODOT/WSDOT/FHWA Review	10/2/2023	10/27/2023	4w	▶																							
18	Update & Submit Draft RFP to BSBC for Industry Review	10/30/2023	11/24/2023	4w	▶																							
19	Advertisement	11/27/2023	2/26/2024	13w	▶																							
20	Industry Review of Draft RFP	11/27/2023	12/22/2023	4w	▶																							
21	Update & Submit Final RFP to BSBC for Advertisement	12/25/2023	1/5/2024	2w	▶																							
22	Advertise Final RFP Phase 1 & Draft Phase T&C	1/8/2024	1/8/2024	0w	◆																							
23	Develop Technical Proposal Evaluation Manual	1/8/2024	2/2/2024	4w	▶																							
24	Proposer Team Registration, 1:1 Meetings, & Questions	1/8/2024	2/9/2024	5w	▶																							
25	RFP Addendum Period	1/8/2024	2/23/2024	7w	▶																							
26	Technical and Price Proposal Due Date	2/26/2024	2/26/2024	0w	◆																							
27	Selection and Negotiations	2/26/2024	5/24/2024	13w	▶																							
28	Review Technical Approach & Price Proposals	2/26/2024	4/5/2024	6w	▶																							
29	Interview Proposers	4/8/2024	4/12/2024	1w	▶																							
30	RFP Evaluation Summary and Recommendation for Final Score	4/15/2024	4/26/2024	2w	▶																							
31	Apparent Best Value Score Announcement	4/29/2024	4/29/2024	0w	◆																							
32	Negotiations with Contractor / Escrow Document Review	4/29/2024	5/24/2024	4w	▶																							
33	Notice to Proceed – Pre-Construction Phase	5/27/2024	5/27/2024	0w	◆																							

RFP DEVELOPMENT NOTES & ASSUMPTIONS:

- Discipline Scope of Services Kickoff meeting scheduled for 1/18/23
- Assume 6 months to develop Scope of Services

ADVERTISEMENT NOTES & ASSUMPTIONS:

- Funding for Phase 1 should be committed and allocated prior to Advertisement, and required for Award
- 8-week total advertisement period

Data Date

Progressive Design-Build Procurement – Scope of Services Technical Provisions

Schedule Date: 01/01/2023

Ln	TASK / MILESTONE	START	FINISH	DUR	Lead	2023						
						Jan	Feb	Mar	Apr	May	Jun	Jul
1	RFP Development	1/18/2023	7/5/2023	24w		▶						
2	Kickoff Meeting	1/18/2023	1/18/2023	0w		◆						
3	Project Scope of Services – Technical Provisions Sections	1/18/2023	7/5/2023	24w		▶						
4	Develop Scope of Services Discipline Sections	1/18/2023	7/4/2023	24w		▶						
5	Project Expectations	1/18/2023	4/11/2023	12w	Michael Shannon / Howe	▶						
6	General	1/18/2023	7/4/2023	24w	Shannon / Howe	▶						
7	Quality Management	1/18/2023	1/24/2023	1w	Tamara Schurian	▶						
8	Public Information and Communication	1/18/2023	1/24/2023	1w	Jessica Pickul	▶						
9	Diversity, Inclusion, Outreach, Workforce Development	1/18/2023	1/24/2023	1w	Akana	▶						
10	Environmental / Permitting	1/18/2023	1/24/2023	1w	Stuart Myers	▶						
11	Survey and Mapping	1/18/2023	1/24/2023	1w	Jon Yamashita	▶						
12	Utilities	1/18/2023	1/24/2023	1w	Reddy Gridihar	▶						
13	Railroads	1/18/2023	1/24/2023	1w	Jim Brendan	▶						
14	Right of Way	1/18/2023	1/24/2023	1w	Leslie Finnegan	▶						
15	Building Demolition	1/18/2023	1/24/2023	1w	KMC	▶						
16	Pavement	1/18/2023	1/24/2023	1w	Reddy/ODOT/WSDOT	▶						
17	Roadway	1/18/2023	1/24/2023	1w	TBD (Otak)	▶						
18	Drainage	1/18/2023	1/24/2023	1w	Otak	▶						
19	Geotechnical	1/18/2023	1/24/2023	1w	GRI	▶						
20	Structures	1/18/2023	1/24/2023	1w	HNTB – Joe Krajewski	▶						
21	Traffic Control & Maintenance of Traffic	1/18/2023	1/24/2023	1w	Otak	▶						
22	Traffic (Signing, Pavement Markings, Signalization, Lighting)	1/18/2023	1/24/2023	1w	Reddy Gridihar	▶						
23	ITS	1/18/2023	1/24/2023	1w	Reddy Gridihar	▶						
24	Aesthetics and Enhancements	1/18/2023	1/24/2023	1w	HNTB (Brian Elrod)	▶						
25	Bridge Demolition	1/18/2023	1/24/2023	1w	KMC	▶						
26	Toll Facilities	1/18/2023	1/24/2023	1w	Kary Witt	▶						
27	Technology	1/18/2023	1/24/2023	1w		▶						

DRAFT IN DEVELOPMENT

Treaty MOA Development – Summary Schedule

Schedule Date: 01/01/2023

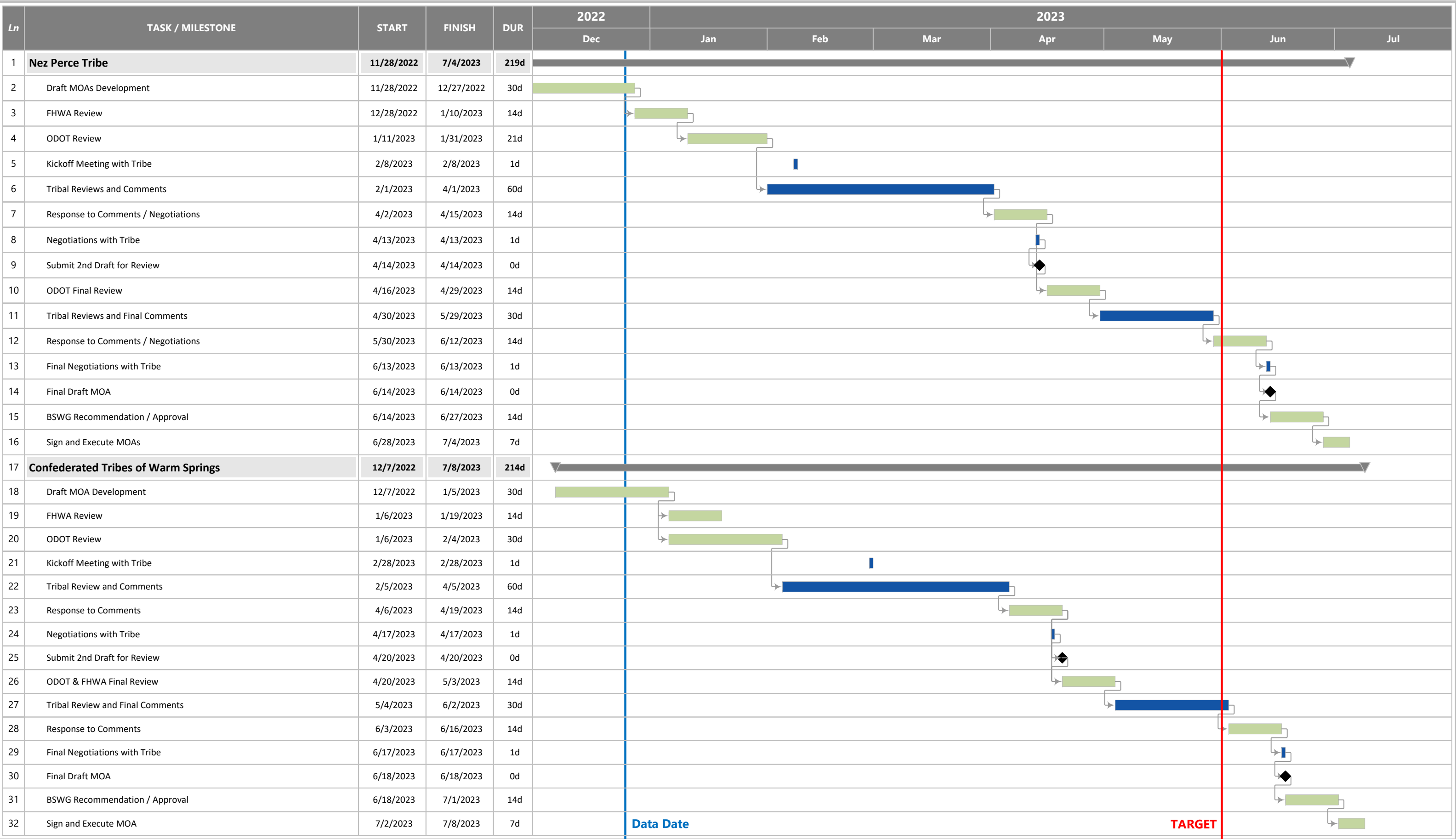
Ln	TASK / MILESTONE	START	FINISH	DUR	2022		2023				
					Dec	Jan	Feb	Mar	Apr	May	Jun
1	Yakama Nation	12/1/2022	6/11/2023	193d	[Gantt bar spanning Dec 2022 to Jun 2023]						
2	ODOT Review	12/1/2022	1/6/2023	37d	[Green bar from Dec 1 to Jan 6, 2023]						
3	Kickoff Meeting with Tribe	1/27/2023	1/27/2023	1d	[Blue vertical bar on Jan 27, 2023]						
4	Tribal Review and Comment	1/7/2023	3/7/2023	60d	[Blue bar from Jan 7 to Mar 7, 2023]						
5	Response to Comments	3/8/2023	3/21/2023	14d	[Green bar from Mar 8 to Mar 21, 2023]						
6	Negotiations with Tribe	3/16/2023	3/16/2023	1d	[Blue vertical bar on Mar 16, 2023]						
7	Submit 2nd Draft for Review	3/22/2023	3/22/2023	0d	[Black diamond on Mar 22, 2023]						
8	ODOT Final Review	3/22/2023	4/4/2023	14d	[Green bar from Mar 22 to Apr 4, 2023]						
9	Tribal Review and Final Comments	4/5/2023	5/4/2023	30d	[Blue bar from Apr 5 to May 4, 2023]						
10	Response to Comments	5/5/2023	5/11/2023	7d	[Green bar from May 5 to May 11, 2023]						
11	Final Negotiations with Tribe	5/12/2023	5/12/2023	1d	[Blue vertical bar on May 12, 2023]						
12	Final Draft MOA	5/13/2023	5/13/2023	0d	[Black diamond on May 13, 2023]						
13	BWSG Recommendation / Approval	5/15/2023	5/28/2023	14d	[Green bar from May 15 to May 28, 2023]						
14	Sign and Execute MOA	5/29/2023	6/11/2023	14d	[Green bar from May 29 to Jun 11, 2023]						
15	Confederated Tribes of the Umatilla Indian Reservation	11/28/2022	7/12/2023	227d	[Gantt bar spanning Dec 2022 to Jul 2023]						
16	Draft MOAs Development	11/28/2022	12/27/2022	30d	[Green bar from Dec 28 to Jan 27, 2023]						
17	FHWA Review	12/28/2022	1/10/2023	14d	[Green bar from Dec 28 to Jan 10, 2023]						
18	ODOT Review	1/11/2023	1/31/2023	21d	[Green bar from Jan 11 to Jan 31, 2023]						
19	Kickoff Meeting with Tribe	2/5/2023	2/5/2023	1d	[Blue vertical bar on Feb 5, 2023]						
20	Tribal Review and Comment	2/1/2023	4/1/2023	60d	[Blue bar from Feb 1 to Apr 1, 2023]						
21	Response to Comments / Negotiations	4/2/2023	4/15/2023	14d	[Green bar from Apr 2 to Apr 15, 2023]						
22	Negotiations with Tribe	4/16/2023	4/16/2023	1d	[Blue vertical bar on Apr 16, 2023]						
23	Submit 2nd Draft for Review	4/17/2023	4/17/2023	0d	[Black diamond on Apr 17, 2023]						
24	ODOT Final Review	4/17/2023	4/30/2023	14d	[Green bar from Apr 17 to Apr 30, 2023]						
25	Tribal Review and Final Comments	5/1/2023	5/30/2023	30d	[Blue bar from May 1 to May 30, 2023]						
26	Response to Comments	5/31/2023	6/13/2023	14d	[Green bar from May 31 to Jun 13, 2023]						
27	Final Negotiations with Tribe	6/14/2023	6/14/2023	1d	[Blue vertical bar on Jun 14, 2023]						
28	Final Draft MOA	6/15/2023	6/15/2023	0d	[Black diamond on Jun 15, 2023]						
29	BSWG Recommendation / Approval	6/15/2023	6/28/2023	14d	[Green bar from Jun 15 to Jun 28, 2023]						
30	Sign and Execute MOAs	6/29/2023	7/12/2023	14d	[Green bar from Jun 29 to Jul 12, 2023]						

Data Date

TARGET

Treaty MOA Development – Summary Schedule

Schedule Date: 01/01/2023

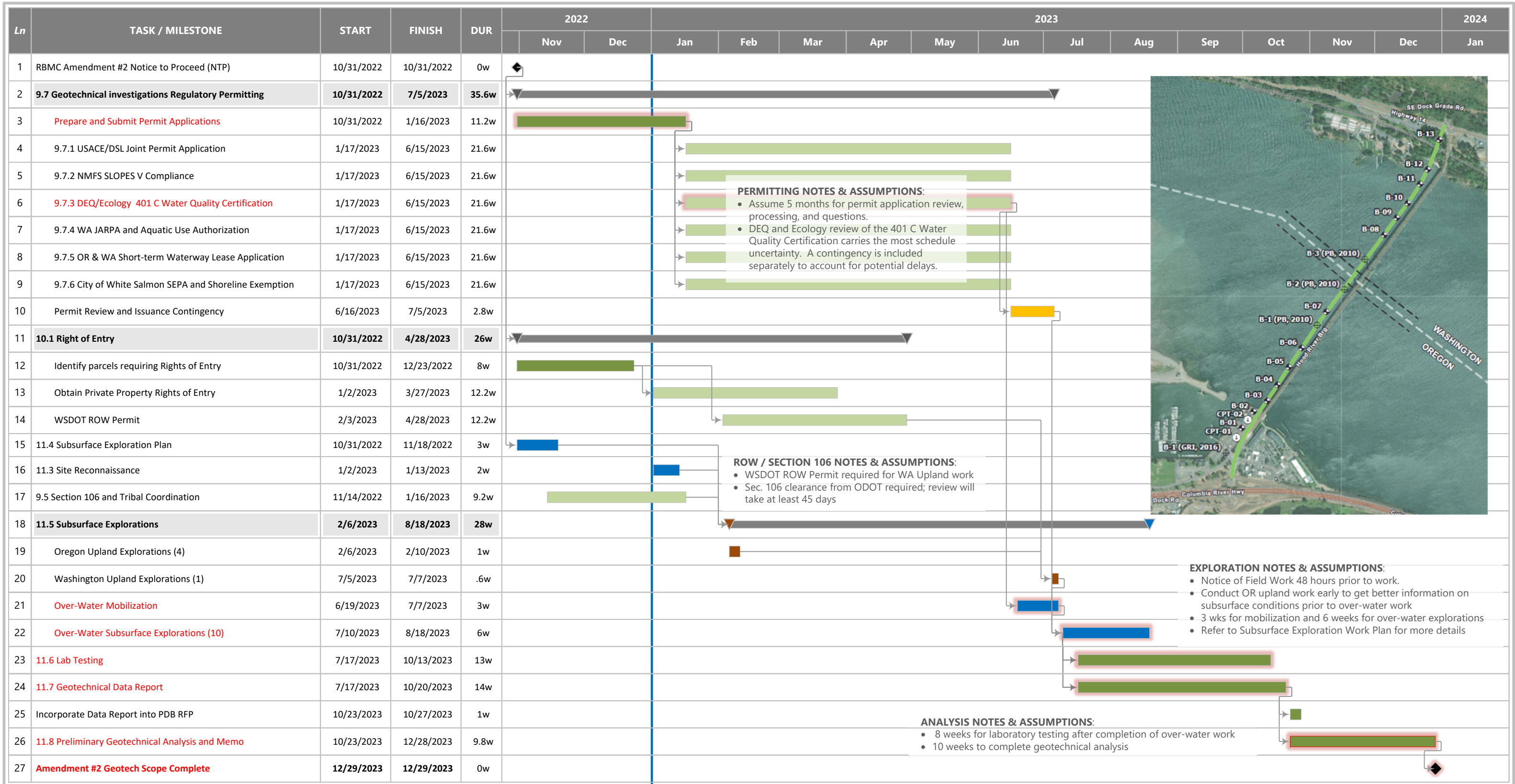


Data Date

TARGET

Geotechnical Subsurface Explorations Schedule

Schedule Date: 01/01/2023



Data Date

Preliminary Engineering: Survey and Mapping – Summary Schedule

Schedule Date: 01/01/2023

Ln	TASK / MILESTONE	START	FINISH	DUR	2022			2023				
					Oct	Nov	Dec	Jan	Feb	Mar	Apr	
1	11.13 Survey	11/1/2022	4/3/2023	21.8w	[Gantt bar spanning Oct 2022 to Apr 2023]							
2	Notice to Proceed	11/1/2022	11/1/2022	0w	[Milestone diamond at 11/1/2022]							
3	11.13.1 Technical Memo	11/1/2022	4/3/2023	21.8w	[Gantt bar spanning Oct 2022 to Apr 2023]							
4	Evaluate existing fieldwork, surveying and as-built data	11/1/2022	1/13/2023	10.8w	[Green bar from 11/1/2022 to 1/13/2023]							
5	Establish new survey control	1/16/2023	1/27/2023	2w	[Yellow bar from 1/16/2023 to 1/27/2023]							
6	Mapping – OR Landing	1/30/2023	2/10/2023	2w	[Yellow bar from 1/30/2023 to 2/10/2023]							
7	Drafting – OR Landing	2/13/2023	2/24/2023	2w	[Green bar from 2/13/2023 to 2/24/2023]							
8	RW Refinement	1/30/2023	2/10/2023	2w	[Green bar from 1/30/2023 to 2/10/2023]							
9	Special Property Determination	2/13/2023	2/17/2023	1w	[Green bar from 2/13/2023 to 2/17/2023]							
10	Mapping – WA Landing	2/13/2023	2/24/2023	2w	[Yellow bar from 2/13/2023 to 2/24/2023]							
11	Drafting – WA Landing	2/27/2023	3/10/2023	2w	[Green bar from 2/27/2023 to 3/10/2023]							
12	Prepare Draft Technical Memo	3/13/2023	3/17/2023	1w	[Green bar from 3/13/2023 to 3/17/2023]							
13	Submit Draft Technical Memo	3/20/2023	3/20/2023	0w	[Milestone diamond at 3/20/2023]							
14	Internal QC Draft Technical Memo	3/20/2023	3/24/2023	1w	[Green bar from 3/20/2023 to 3/24/2023]							
15	Prepare Final Technical Memo	3/27/2023	3/31/2023	1w	[Green bar from 3/27/2023 to 3/31/2023]							
16	Submit Final Technical Memo	4/3/2023	4/3/2023	0w	[Milestone diamond at 4/3/2023]							
17	11.13.2 Basemap	2/27/2023	3/27/2023	4w	[Gantt bar spanning Feb 2023 to Mar 2023]							
18	Develop Digital Terrain Model	2/27/2023	3/10/2023	2w	[Green bar from 2/27/2023 to 3/10/2023]							
19	Submit Draft Basemap	3/13/2023	3/13/2023	0w	[Milestone diamond at 3/13/2023]							
20	Internal QC Draft Basemap	3/13/2023	3/17/2023	1w	[Green bar from 3/13/2023 to 3/17/2023]							
21	Prepare Final Basemap	3/20/2023	3/24/2023	1w	[Green bar from 3/20/2023 to 3/24/2023]							
22	Submit Final Basemap	3/27/2023	3/27/2023	0w	[Milestone diamond at 3/27/2023]							

Data Date

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

Schedule Date: 01/01/2023

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	1/23/2023	1.8w																
6	Tolling Workshop – Internal Team	1/10/2023	1/10/2023	0w																
7	Tolling Workshop – BSWG Presentation	1/23/2023	1/23/2023	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	1/2/2023	2/10/2023	6w																
13	Update Benefit Cost Analysis (BCA)	1/16/2023	3/17/2023	9w																
14	RAISE Grant Application - 2023	11/30/2022	2/28/2023	13w																
15	INFRA/MEGA/RURAL Grant Application - 2023	3/1/2023	5/23/2023	12w																
16	BIP Grant Application - 2023	5/11/2023	8/9/2023	13w																
17	SS4A Grant Application - 2023	5/16/2023	9/15/2023	17.8w																
18	7.3.2 Grant Advocacy	1/2/2023	9/15/2023	37w																
19	7.3.3 Grant Agreements, Admin, and Reporting	3/3/2021	12/31/2026	304.4w																
20	OR ARPA Grant Funds Available (\$5M)	3/3/2021	12/31/2026	304.4w																
21	WA SB 5165 Grant Funds Available (\$5M)	2/2/2022	6/30/2025	177.8w																
22	USDOT BUILD Grant Funds Available (\$5M)	9/23/2022	3/25/2026	182.8w																
23	State Legislative Funding Strategy (in development)	1/9/2023	6/27/2025	129w																
24	Oregon Legislative Funding Strategy 2023	1/17/2023	6/23/2023	22.8w																
25	Washington Funding Strategy 2023	1/9/2023	4/24/2023	15.2w																
26	Oregon Legislative Funding Strategy 2024	1/16/2024	2/21/2024	5.4w																
27	Washington Legislative Funding Strategy 2024	1/8/2024	3/7/2024	8.8w																
28	Oregon Legislative Funding Strategy 2025	1/21/2025	6/27/2025	22.8w																
29	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: 01/01/2023

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	7/3/2023	30.6w																	
26	Toll Rate Scenario Development	12/1/2022	3/31/2023	17.4w																	
27	Toll Workshop – Internal Team	1/10/2023	1/10/2023	0w																	
28	Toll Workshop – BWSG Presentation	1/23/2023	1/23/2023	0w																	
29	Public and Stakeholder Engagement	1/2/2023	6/30/2023	26w																	
30	Review and Approve Pre-Construction Toll Revenue Plan	4/3/2023	5/31/2023	8.6w																	
31	Implementation of Pre-Construction Toll Revenue Plan	6/1/2023	7/3/2023	4.6w																	

Data Date

Hood River - White Salmon Bridge Replacement Environmental Compliance Schedule

		2023																2024				2025				2026					
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4														
		Permit Application Submittal Milestone: Design Percent Complete																				Estimated Application Review Time									
Regulatory Compliance Requirement		5%				30% ◇				60% ◇				90% ◇				100% ◇													
Federal Regulatory Compliance	U.S. Coast Guard Section 9 Bridge Permit																					Up to 1 year after permit application submittal due to other federal permits needing to be issued.									
	U.S. Army Corps of Engineers Section 408 Permission																					Up to 1 year after Project information is submitted to USACE per their specific request.									
	U.S. Army Corps of Engineers Clean Water Act Section 404 Permit																					Individual Permit - Up to 5 months after USACE determines permit application is complete. NWP – Up to 3 months after USACE determines permit application is complete.									
	Columbia River Gorge National Scenic Area Compliance																					120 days after submittal of a complete application.									
	Land and Water Conservation Fund Section 6(f) Compliance																					ORPD/NPS approval of Section 6(f) conversion proposal can require 6-12 months after submission of a complete proposal.									
	Endangered Species Act Section 7 and Magnuson-Stevens Act Compliance																			NMFS ESA compliance is anticipated to be completed in early 2023 during completion of the NEPA EIS/ROD.											
	National Historic Preservation Act Section 106 Compliance																			Final NHPA Section 106 compliance is anticipated to be completed in early 2023 during completion of the NEPA EIS/ROD.											
	U.S. Department of Transportation Act Section 4(f) Compliance																			Section 4(f) compliance will be complete in early 2023 during completion of the NEPA EIS/ROD.											
Oregon Regulatory Compliance	Oregon Removal-Fill Law Compliance																					120 days – includes a 30-day application completeness review, 30-day public comment period, and 60 days for DSLs permit decision.									
	Oregon Clean Water Act 401 Water Quality Certification																					Up to 1 year. However most individual 401 C certifications are issued within 6 months after submittal of a complete application.									
	Oregon Fish Passage Law Compliance																					90-120 days.									
	Oregon 1200-C NPDES Construction Stormwater Permit																					Approximately 60-90 days.									
	Oregon Department of State Lands Waterway Easement																					Approximately 6-12 months.									
Washington Regulatory Compliance	Washington State Environmental Policy Act Compliance Summary																			Formal adoption of the NEPA EIS process and decision can be made after issuance of the final NEPA EIS and ROD. Coordination with potential SEPA agencies is needed to confirm the NEPA process satisfies the lead agencies’ SEPA requirement.											
	Washington Hydraulic Project Approval																					Approximately 70 days.									
	Washington Clean Water Act 401 Water Quality Certification																					Up to 1 year. However most individual 401 C certifications are issued within 6 months after submittal of a complete application.									
	Washington Construction Stormwater General Permit																					60 days.									
	Washington State Aquatic Lands Long-Term Easement Agreement																					WDNR does not have mandated or statutory application review timelines. Large projects can require up to 1 year for easement issuance due to other permits needing to be issued before final easement decisions.									
Local Agency Regulatory Compliance	City of Hood River Regulatory Compliance																					120 days after submittal of a complete site plan review application and development permit.									
	City of White Salmon Regulatory Compliance																					120 days after submittal of a complete site plan review application, development permit, grading permit, Critical Area Report, and shoreline substantial development conditional use permit.									
Other Permits	BNSF Crossing Authorization Summary																					6 – 18 months.									

Hood River-White Salmon Bridge Replacement Project

Bistate Bridge Commission Primary Place of Business Location Survey

Summary- DRAFT

Prepared by

JLA Public Involvement & OTAK

January 2023

Overview

This summary compiles and analyzes feedback received from the Bistate Bridge Commission Place of Business Location Survey. The goal of the survey was to discover the community's preference in where to locate the Bistate Bridge Commission's Primary Place of Business (PPB). The bridge replacement team was especially interested in learning about any additional factors to consider in the selection of a PPB, outside of cost.

Note: For plain language purposes, the public-facing survey used the term "headquarters" instead of Primary Place of Business. This summary uses "Primary Place of Business" or "PPB."

The survey was open from Dec. 2 through Dec. 19, 2022. 1,921 English-language submissions were received and the survey was viewed on JotForm 3,615 times (not unique views). The Spanish version of the survey received four (4) submissions and was viewed 155 times. The combined surveys received **1,925 total responses with 556 comments** submitted.

Key Takeaways

- The clear preference is to **locate the PPB in Hood River, Oregon**.
- Most responses came from **Washington residents** and participant location did not play a significant role in the selection of headquarters location.
- The number of uncertain responses was not enough to change that outcome.
- In open comments, **cost is the primary factor** in participants' preference for locating the PPB in Oregon.
- Overall, comments indicate that **low or no tolls** (with assistance for low-income individuals), and **expediency** in the process are the main areas of concern for the public.

Most open comments focused on other topics, but there is concern about equal representation and benefit to Washington users when it comes to the bridge, tolling, and the operating agency overall. A few participants mentioned that they would have appreciated more information about the PPB.

"As long as the Washington side communities have 'equal' say in the oversight of funding, design, construction, tolls, operations & maintenance decisions, then the location of headquarters should be based on cost."

"My instinct on preference is to put the headquarters in Washington, just because it will give Klickitat County more jobs and revenue. I did not vote that way because your statement "It will cost more" is too vague for me. ... The pragmatist wins and go with Hood River."

"I would, first, suggest that the Headquarters be located in Washington to make it very clear that it is no longer Port of Hood River owned!!! However, if the cost is higher for it to be located in Washington, I would have to go with the Oregon location."

Public Notification

The community was invited to participate in the survey with the following methods:

- Media release distributed to regional, OPB, and Salem and Olympia media contacts.
- Flyers distributed from toll booths.
- Email to Port of Hood River’s email list with copy in both English and Spanish.
- Social media
 - Posted on the Port’s Facebook page on Dec. 2, 2022; 22 comments received on post.
 - Posted on the Port’s LinkedIn page on Dec. 2, 2022.
 - Posted on White Salmon Happenings Facebook page and Hood River Neighbors Facebook page on Dec. 14, 2022.

Feedback Summary

Quantitative Feedback

- **Most (76%) participants selected Hood River, Oregon** as the PPB.
- **“Project updates,” “Construction impacts,” and “Funding or tolling”** are the top three topics participants were interested in learning more about.
- **Most participants were from Washington (56%)** and a third (35%) were from Oregon State. A total of 1,762 zip codes were submitted (159 were left blank).
- The uncertainty metrics (“I don’t know enough”) is not significant enough to invalidate the results.

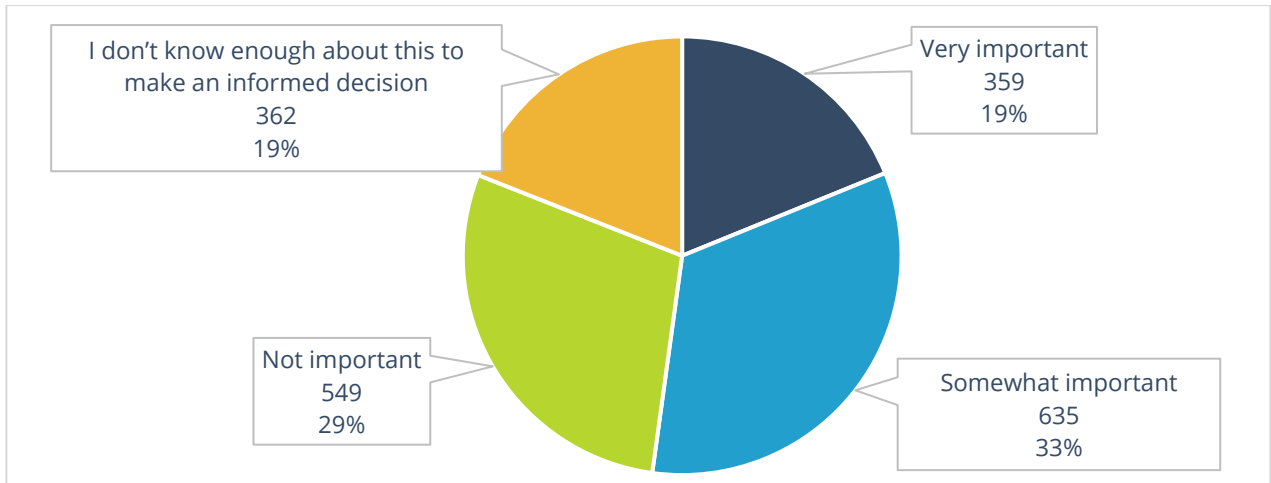
Qualitative Feedback

- **Tolling was the most common topic in open comments.** Many people are worried about the impact that toll costs have on their daily lives. The communities in White Salmon and Bingen are heavily reliant on the bridge with limited services available on the Washington side of the river.
- **Building the new bridge quickly** was the second most frequent comment topic.
- Anticipation for the new bridge was also widely expressed.
- Strong desire for **walking and biking facilities** on the new bridge.
- While some comments indicate that not all respondents read the information provided, they also indicated that more details could have been provided.

Survey Question Results

1. How important is the headquarters location to you?

(1,901 responses)

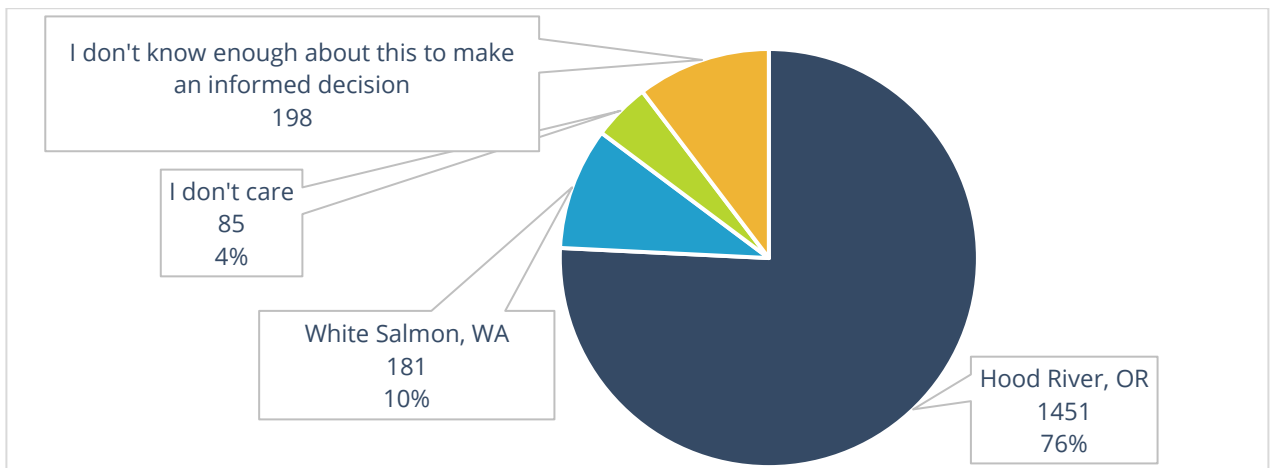


Analysis and Takeaways

- More than half of the participants (52%) believe the PPB location is "Very or Somewhat Important."

2. Due to different state taxes and other laws, it will cost more to locate the headquarters in Washington than Oregon. This will result in less overall funds for the new bridge and tolls may need to increase to make up the difference. Given this information, where would you prefer the Bistate Bridge Commission's headquarters location?

(1,911 responses)

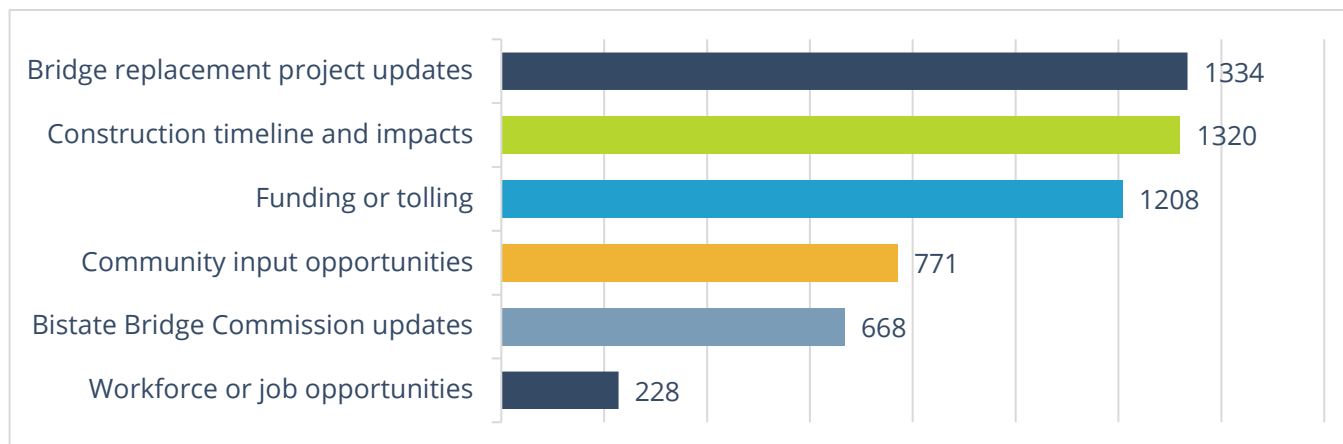


Analysis and Takeaways

- Most participants (76%) want the Bistate Bridge Commission to establish its principal place of business in Hood River, Oregon.
- The uncertainty metrics ("I don't know enough") is not significant enough to invalidate the results.

3. What are you interested in learning more about? (select all that apply)

(1,734 responses with 5,511 selections)



4. Is there anything else you'd like to share about the Bistate Bridge Commission's headquarters or the bridge replacement project?

A total of 556 comments were entered, many focused on multiple topics. A number (#) following a comment indicates the number of times that topic was mentioned.

- Many respondents have concerns about the **cost of tolls** including the increasing rates and the impact this cost can have on low-income residents especially. (212)
- The second most frequent comment topic was to complete the **new bridge quickly**. (82) Some mentioned their fears around the safety of the current bridge.
- Support was expressed for including **bike and pedestrian** access on the new bridge. (74)
- Several respondents expressed negative comments about the POHR and/or **lack of trust** around their management. (37)
- Some thought that the **survey questions were biased** and/or they needed additional information in order to make an informed decision. (35)
- Some mentioned that the most important factor in the location was **cost**, but that the **headquarters need to be accessible** to the community with adequate **staffing** (at headquarters and toll booths), with **better customer service** training for staff. (31)
- There were several comments about the **design and construction** of the new bridge. This included ideas about the **appearance** of the bridge and people wanting to weigh in on the design, as well as the new bridge functionality, such as an **increased weight** limit and **wider lanes**. (28)
- Respondents believe the previous tolls should have already provided enough funds for a new bridge. (20)
- General **negative** comments. (19)
- Generic comments of **support**. (18)
- Some **other locations** suggested for the headquarters include Bingen, Lyle, and Cascade Locks. (12)
- Keeping the **costs as low as possible** was the priority for some respondents. (10)
- There were some respondents who prefer to keep the **existing bridge** (no build option). (7)

4. Is there anything else you'd like to share about the Bistate Bridge Commission's headquarters or the bridge replacement project? *(continued)*

- Provide **transparency** on the process, decisions being made, and project financials, as well as opportunities for public input. (7)

“Transparency would be nice. I don't trust the Port of Hood River, their commission, their intentions or efforts, and know many people in this community who feel the same. I'd like to see the bridge project start off with objectivity, transparency, and focus on community benefits and safety, not just how much \$\$\$ it will benefit the port or other entities.”

- A few respondents expressed support for the joint state venture (Bistate Bridge Commission) and having equal representation in Washington and Oregon. (6)

Comments regarding the process of building the bridge and the impact it has on local communities came up a few times. (10) Including the desire for benefits to be analyzed in a holistic manner (5) and to be equally distributed on both sides of the river (2). A few mentioned that they would like the new bridge to be publicly owned. (4) One person brought up the issue of minimizing the impact on tribal land.

Some respondents had suggestions or requests for the project team to consider: (1-4 mentions each)

- Partner with a local business for headquarters space.
- Start saving for a new bridge as soon as this bridge is built.
- Host a bridge related office on the Washington side for emergencies.
- Use environmentally sustainable materials and local contractors/workers.
- Increase alternative transportation options to and from the bridge.
- Keep existing bridge for pedestrian and bike use, or tourism purposes.

“I am very glad to hear about the Bistate Bridge Commission makeup and approach. There have been some (seemingly) pretty negative-for-Washington resident choices in the past and still ongoing. Whatever the reasons those choices; this new approach seems like it has the potential to be more transparent and hopefully will give the primary bridge users the most voice in its operating decisions...”

- GREAT summary of information about why WA would cost more as a HQ location was provided below this survey. Thank you. Well done...”

ZIP Code and Participation Analysis

ZIP code data provided by OTAK. Data does not include four Spanish language responses.

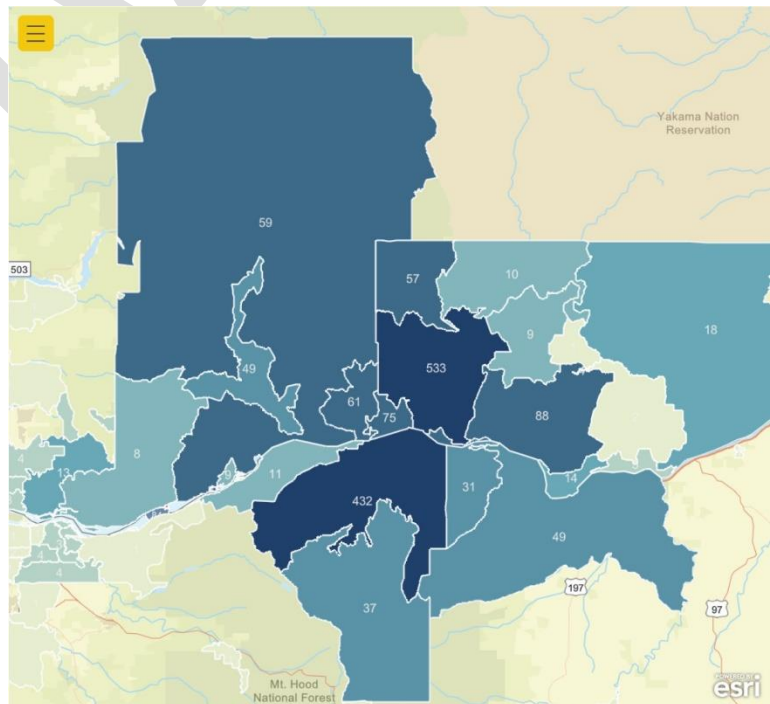
5. What is your ZIP code?

(ZIP codes have been grouped by county)

WASHINGTON COUNTIES	ENTRIES	OREGON COUNTIES	ENTRIES	UNKNOWN /OTHER	ENTRIES
Total WA	1078	Total OR	667	Total Unknown	159
Klickitat	825	Hood River	483	Total Other	17
Skamania	192	Wasco	81	California	5
Clark	42	Multnomah	56	Idaho	4
King	6	Washington	19	Arizona	2
Yakima	2	Clackamas	11	Alabama	1
Clallam	1	Marion	6	Colorado	1
Cowlitz	1	Deschutes	3	Florida	1
Grays Harbor	1	Yamhill	2	Oklahoma	1
Kitsap	1	Jefferson	1	South Dakota	1
Kittitas	1	Klamath	1	Utah	1
Lewis	1	Lake	1		
Lincoln	1	Lane	1		
Pacific	1	Sherman	1		
Pierce	1	Wallowa	1		
Wahkiakum	1				
Whatcom	1				
				TOTAL ALL	1921

Analysis and Takeaways

- Most responses (56%) came from participants with Washington ZIP codes. Another 35% came from participants with Oregon ZIP codes.

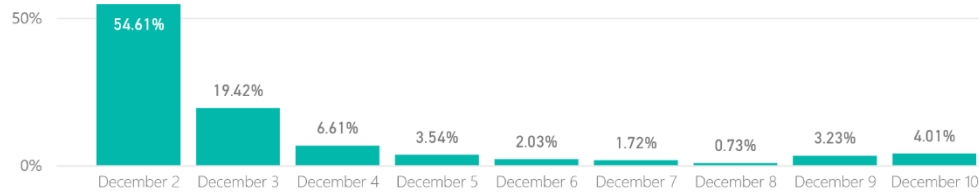


Map of primary ZIP codes submitted.

Responses received by date

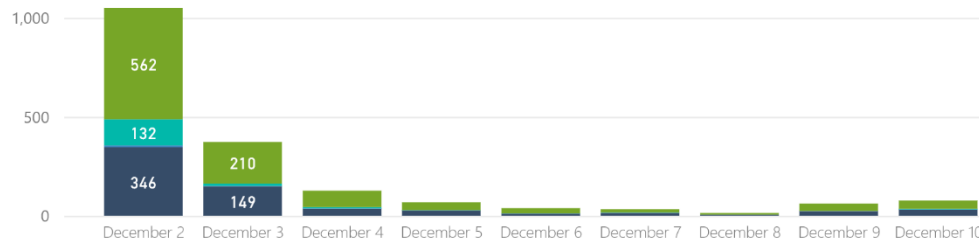
After December 10, less than 1% of entries were received on any given day and is not shown here.

% of Total Responses by Date



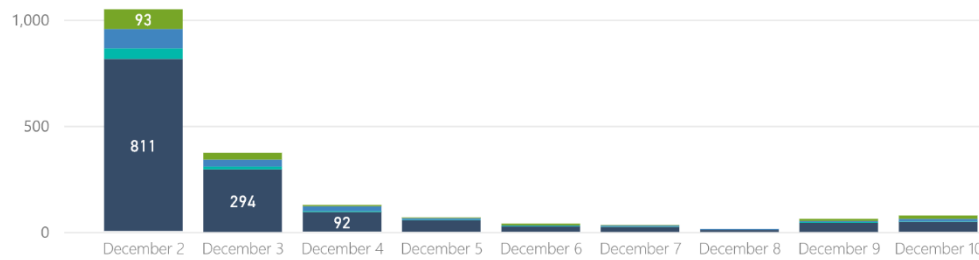
Responses by Home State and Date

ST ● OR ● OTHER ● UNKNOWN ● WA



Responses by Selection and Date

HQ Location (Blank) ● Hood River, OR ● I don't care ● I don't know enough ● White Salmon, WA



Analysis and Takeaways

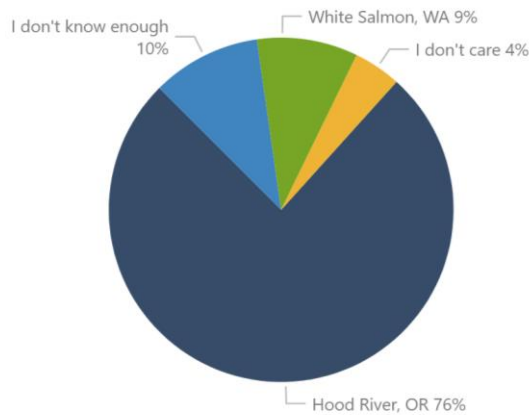
- 74% of the responses came in the first two days; 80% in the first three days.
- There were 132 responses on Day 1 (December 2) that had no zip code attributed to a form error. However, this does not skew results.

Data Comparison by Location

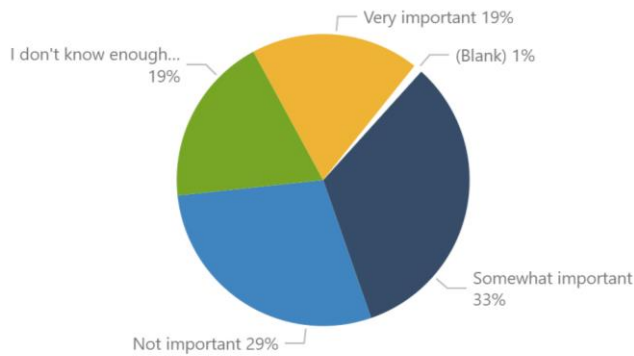
These charts show the data for all entries versus the data for just the four bridge adjacent counties.

All Entries (1,921)

PRINCIPAL PLACE OF BUSINESS

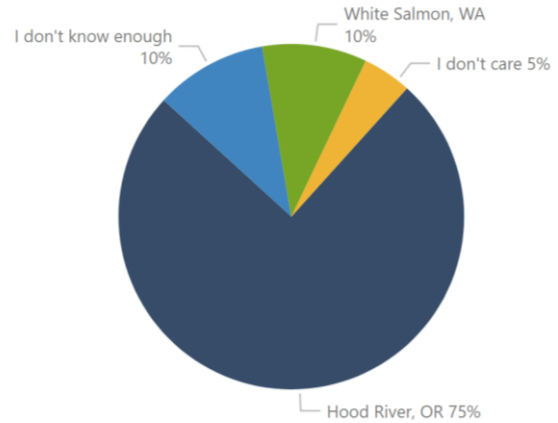


IMPORTANCE

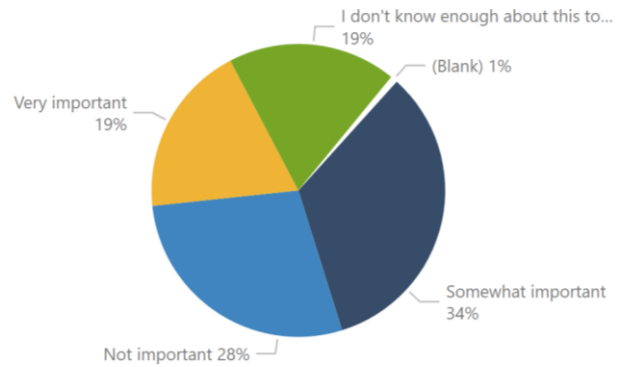


Bridge adjacent counties (1,581)

PRINCIPAL PLACE OF BUSINESS



IMPORTANCE



Bridge adjacent counties include Klickitat, Skamania, Hood River, and Wasco.

WA - Klickitat	825	OR - Hood River	483
WA - Skamania	192	OR - Wasco	81
Total WA	1017	Total OR	564

Analysis and Takeaways

- Distance from bridge did not play a significant role in determining PPB location choice, all results are within 1 percentage point difference.
- Most participants (82%) are local and live within the four adjacent counties.

Appendix:

Full list of unedited comments.

Is there anything else you'd like to share about the Bistate Bridge Commission's headquarters or the bridge replacement project?

If and when the bridge is replaced have pedestrian/bicycle lanes.

Have an automated toll collection system like every other state and don't pay people to sit and collect tolls 24 hours a day. If we weren't paying multiple employees yearly salaries, then the bridge toll wouldn't need to cost so much.

Understanding that the bridge will go over the site of the existing office, move the office to a new location near the DMV Office and keep all the open space known as the Marina Green as a park.

Do it in Oregon for the cost savings.

Toll price is number one concern. Those of us on Washington side bear the cost of toll the most as most services and employment are in Oregon. Local residents can not afford further toll increases. Funding/ maintenance costs has to come from other sources. Raise the toll on non breeze by customers.

Y'all make a lot of money from that bridge, stop trying to raise the toll. The majority of the service industry in HR and WS have to cross that bridge cause they can't afford to live in these towns. And if you're saying it'll cost more to put it in Washington why would you do it? Are you trying to price out everyone under 35?

I heard that there will be yet another raise in the toll to cross the bridge. Continuing to raise the tolls will strangle businesses on the Washington side of the community. It will be harder for Oregon to find employees, and is all around difficult to accept. Please do not raise the breeze by rates. Also your survey will only accept a zip code of "5" but I live I. 98635.

It's my understanding that this project has been driven from the start by the Port of HR. That combined with the info above on the cost factor make it most logical and most practical to site the headquarters on the OR side.

Locals should not have to pay more.

Please avoid raising the toll, it's hard enough financially to live in Washington and work in Oregon.

Get it done asap!
98672 zip

Locals only price per cross. We should pay the same as non locals. Tourism should foot increases not locals trying to live and work here.

Looking forward to utilizing a new modern bridge

Please be careful with tolls. If tolls are too high, the Washington side will suffer from lack of tourists and workers.

Toll prices need to reflect quality, the speed limits and closures are out of hand. Since I've been here in 2011 it has been a non stop mess with rate increases, decreased quality and now the speed limit reduced to a crawl to save a bridge no real work is being done on to improve, nor has the new bridge work started or will ever start. Also your zip code input won't even allow a proper zip code entry?

You guys should've replaced that bridge years ago and stopped charging tolls and parking fees in town

How will the commission function? The new bridge should be publicly owned.

Hurry up!

I live in White Salmon, and I do not care at all if the commission is WA. What I do care about is how much the tolls cost. So if having the headquarters in OR makes it cheaper, than that's my vote. Thanks!

Design of the bridge.

I believe any attempt to fund the project largely from tolls is a bad idea. Any tolls substantially larger than the current toll (anything more than a doubling, in my opinion) is unfair to the members of the community who make use of the bridge.

This tolling as a whole needs to stop. As far as funding, my guess is this bridge has made so much profit it's paid for itself multiple times. Greed is a disease.

Uh, the zip code field on this form doesn't work.

High caliber project management is critical. This can't run like a typical government project (and I work in gov't) project. The bridge is a critical passage for local businesses and communities. Planning, implementation, communication and long term management are so important.

Whichever county hosts the headquarters CANNOT be seen as having (or actually have) undue influence. If the headquarters are in Hood River county then what is the plan to balance the power differential for Klickitat county? The Hood River port commission can't run this or it will never work.

There shouldn't be a toll, as when the original bridge was paid for the toll was supposed to go away.

Projected toll costs. The previous survey had scenarios proposing up to \$10 each way. That is ridiculous! Even doubling the toll to \$4 will cause quite a strain on the people of this community. The existing bridge has had a toll for almost its entire life and has paid for itself many times over. Why haven't some of the existing tolls been saved over the years for the future bridge cost??? Poor planning IMO.

Cost for tolls needs to be reasonable, or people will just travel to The Dalles or Vancouver and Hood River will lose revenue

Depending on how much more the costs and tolls would be to place the headquarters in Washington, it could be worth it to remove control from the Port of Hood River as I disagree with how much power they have over the area.

I live in Hood River. The zip code input below will not allow me to input a number larger than 5.

DO NOT RAISE THE TOLL ANYMORE. SHOULD BE A TOLL FREE BRIDGE JUST LIKE THE DALLES BRIDGE AND BIGGS BRIDGE.

Hood river being a tourist town brings in more revenue to the area. If the headquarters were located on the Oregon side, where Mount Hood, Timberline Lodge, WAAM museum, and other popular attractions are this would be close by and would benefit the port and bridge commission headquarters as those areas bring in funding.

Hood River has better infrastructure to support the new office to include fiber, wireless and managed technology services. The technicians live in Hood River and will be available 24 hours each and every day. Hood River has several telecommunication companies that are facility based where White Salmon does not.

A lower toll may help recoup lost tax revenue for White Salmon and Bingen by encouraging access from Hood River.

After as long as the port of hood river has had it in oregon . Washington needs its turn

Keep costs down and tolls down (affordable)....

Keep tolls as close as possible to current tolls

Most of the affected population is in Oregon, so locate the headquarters here!

Please get the bridge replacement done asap !!

I am really excited for a new bridge! It's pretty scary to see how old the current one actually is.

Make it bikeable and walkable please!!

Get this moving; replacement costs more the longer you wait.

I am not about to pay more for bridge tolls, we as a Washington resident who works in Oregon feel that the tolls should have been eliminated decades ago, just like the Dalles bridge. I've lived here my entire life {and I'm close to 50}have used this bridge on a daily basis but if the tolls increase I will be forced to take my business {shopping, grocery, etc) to the Dalles since I will now have to drive to the Dalles to avoid having to pay the toll.

Please do not increase the toll for Washington residents. Klickitat County is relatively poor and far less developed. There is one small grocery store for 60 miles in either direction of the bridge, and no places to purchase clothes and household goods. WA residents depend on affordably crossing the bridge several times a week for many basic necessities. Thank you.

Also, my zip code is 98623. I try to enter it into the survey but an error message occurs.

The most important thing is not waste time, make decisions and move on. You will know you have it close to right when everyone complains the same amount.

The Port of Hood River should have NOTHING to do with the new bridge. They have proven over and over and over again that they cannot be trusted. They should have no part of handling tolls or any thing financial. Tolls better not go up to \$5.00 or more round trip or you're going to piss off a lot of people and businesses in both Oregon and Washington will suffer.

Try to reduce the tolls to \$.50 each way or a dollar both ways.

No more tolls

The locals who work service industry jobs and who need to cross the bridge regularly should not pay the same toll as those who come on vacation. There should be some sort of break for locals.

Tolls should only be used for bridge cost and maintenance. Not be used as a cash cow for the counties.

Where does one find whether it's more cost-effective and environmentally responsible to build a new bridge rather than enhance the current structure? It seems the work on the supports in the river could be accomplished without disrupting traffic. When the upper portion is due to be widened, the current bridge could become one lane - just as are portions of Highways 35 & 26 at times. The traffic on those roads seem to handle the delays. Why not this bridge? The technology must exist. Thank you.

You've had the bridge up and running for about 100 years. Stop wasting time, stop putting out surveys about toll increases in the future and replace the bridge. We all know it's past due and we all know the funds are there. You people have been collecting tolls for 100 years. Stop wasting time and do the right thing by replacing the bridge. We're all sick and tired of this nonsense.

THANKS FOR ASKING. Most residents and tourists prefer the most economical solutions to Port decisions. If you need/want someone to provide periodic input, feel free to contact me in the future.

Kind regards,

Ann Cline

anndotcalm@gmail.com

We're really hoping the tolls won't increase dramatically - most people who live in White Salmon spend a lot of time and money in Hood River, and that would have to be reduced for a lot of households if the toll were a lot higher!

I would like to hear at some point discussions about taking the toll off.

It would be nice to know the actual numbers. The terms used in your questions above are extremely vague.

Please do not raise the tolls particularly as The Dalles bridge has been under construction for two years and we cannot use that bridge Friday to Monday.

Unless they plan on tearing down the current port building to the west of the bridge, it makes sense to utilize that building or the port offices over by the DMV.

For me, the number one priority is building the best quality bridge to accommodate local and tourist traffic and NOT drastically raising the cost of the toll! For so many people any rise in toll cost would be a hardship.

We have paid over \$20,000 in tolls on this bridge since moving to the area 13 years ago.....I am certain new bridge has been paid for many times over by now.

We are all thrilled that construction and operation of the bridge will be out of the Port of Hood River's control. They struggle so much just to manage and maintain the existing bridge.

we need a way for people not in vehicles to safely cross the bridge

Klickitat County has gotten the short end of the deal since Port of HR took full ownership of the bridge in the 50's. I'm concerned with that continuing.

Some real concern about impacts of increasing toll- since we are daily drivers- and possibilities for safe bike lanes

The Bridge fees continue to increase no matter which state the HQ is in. I suggest building an entirely new bridge in a different location to save time, money and maintain cross state access in the interim.

I pay my taxes including gasoline tax. There should be no tolls anywhere.

Im concerned about the increasing bridge toll costs. I am a very low income person and i know that if its raised that i won't be able to use the bridge to go help my family when needed. others on the fixed income would have a hard time too.

Need a lot more information to understand the scope of what's happening.

So what is the projected additional cost of having the headquarters in Washington? Is it significant in the overall scheme of things? Will it have a long-term effect or is it a one-time event? How would Washington calculate the taxes? Thanks for asking us what we think.

How will the commission management of the bridge be different (hopefully better) than the Port of Hood River? Many see their oversight as a failure - this bridge replacement is long overdue and is a critical piece of infrastructure to the entire gorge. Information on how this commission will prevent such a failure or others like it moving forward would be very helpful!

Find the most economical way. Have toll charges only if absolutely necessary and stop charging when the costs are paid back.

Given the cost differential, I would favor hood river.

Please keep tolls affordable.

When you put in your 5 digit zip code, it comes up as an error. Leaving that field blank, shows no error. My zip is 98672.

make the bridge wider and have a separate bike/pedestrian lane

I absolutely DO NOT SUPPORT construction of this new bridge.

- 1.) We taxpayers are already saddled with the cost of repairs and maintenance of existing roads and bridges. Frankly, Washington does a very poor job keeping up with the maintenance of existing roadways.
- 2.) I believe that further investment in NEW infrastructure, should be delayed until all of SR14 is brought into better/safer condition.
- 3.) The environmental impact on the Columbia River and the entire Gorge National Scenic Area, (of this proposed construction project), is way too high of a cost to justify the improvement.
- 4.) I think that both Countys impacted and all the citizens of both Oregon and Washington, should have a say in whether this project goes forward.
- 5.) The cost to everyone, to benefit such a small local population, is simply not justifiable!

Oregon has a much higher population base and tax base in closer proximity to the bridge. The commission should base in Oregon.

Please be fiscally responsible with every penny. New infrastructure is well past the "optional" stage. (The citizens of OR and WA are paying for this and for your salaries.) With a recession looming, every expenditure counts. Timing matters. So please, no unnecessary delays, no straying from the bridge construction and maintenance focus into social justice or political jockeying. Do Your. Job. And do it well. Thank you.

Very excited that this Commission is moving forward and soliciting the input of residents. Thank you!

Whatever keeps toll prices down.

The Dalles bridge is now under construction. Need to take it under consider not to do it at same time. Many people are finding it problematic with traveling with the bridge being closed and it's costing us money to travel more further

The replacement of the bridge is long over due and CRITICAL to both sides of the river. Please, please, cut through the red tape and make progress. You can't make everyone happy for this project so please push through and just get it done. The current bridge is unsafe for driving and it is one structural issue away from shutting down travel between the two states. If you need to raise the toll then do it but be mindful of charging people different daily rates vs. one time or occasional use. People work and live on opposite sides of the river. As an example my so. Goes to school daily in Hood River. Any given day I can go back and forth 4-6 x per day.

Will the new bridge be built next to the existing bridge so we can get across from White Salmon to hood river in the same place rather than having to use bridge of the gods or Dalles?

I would love to continue to be updated on information about BBC and the upcoming bridge replacement plan and projections.

Please keep it green and make the bridge look as invisible as it currently does from a few miles away.

Soon to be on a fixed income with retirement, I'll take whatever will save me money, including staying home more.

I don't know about taxes but there are a lot of empty commercial locations in Bingen/White Salmon. I would think that the leases would be a lot less than in Hood River.

Make it happen sooner!

Cost can impact employees that have to travel across the bridge daily. So, overall cost should address your staff.

I am answering based on above info and trusting it's accuracy.

I have lived in Hood River for over 47 years.

They have been talking about replacing the bridge for most of that time. During that time there has been an incredible amount of money spent studying the need to replace the bridge. It seems that that is all that ever gets done is to study the fact that we need a new bridge!!

We haul fruit across the bridge from Hood River to Mt. Adams packing facility. It is extremely scary and dangerous. There is not a person in this gorge that does not support a new bridge.

Please stop wasting money studying the fact that we need to replace the bridge!

I have serious concerns about the bridge toll price. High bridge tolls would be devastating for our Senior Citizens who are on a limited fixed income. I encourage the Bistate Board to consider a reasonable, affordable tolls for Senior citizens on a limited budget.

The Port of Hood River has taken advantage of and abused the power they have held over residents of the gorge for decades. The state of Oregon as allowed this and should not be the location of the headquarters. This bridge has been paid for many years and the frequent, prolonged, and poorly executed closures for "maintenance" and "testing" has proven that the residents of the gorge do not matter to the Port at all. As an RN living in WA but working in OR, paying a ridiculous amount in OR taxes for things I cannot vote on, and having to pay a bridge toll to provide health care services to those within our community, I certainly hope you understand the implications of exiling the WA workforce from the OR community of Hood River because of outrageous bridge toll increases.

Very concerned with the potential for rising costs of the bridge toll, due to the port's involvement.

I'd like to know how much more you say it will cost to locate the offices to the Washington side? I just read the info below. It would have been beneficial for us to read that before taking the survey.

Who appointed Michael Shannon?

Is this a private or public (bridge commission) situation? What are possible bridge tolls and how long to possibly pay these loans off?

Will the new bridge support bicycles and pedestrians? I view this as very important since I cycle whenever possible. It seem wise too as a means to attract tourism revenue to the area as the Columbia Gorge bike trail nears completion.

Pls put in a waking path.

this is the first i am hearing about it. i would like to learn more & will subscribe to the updates. all the best.

YES, WE LIVE IN WASHINGTON AND WE HAD SEEN TIME AND TIME AGAIN THE LADIES IN OREGON (HOOD RIVER) ARE 10 TIMES SMARTER THEN THE KNUCKLE HEADS HERE IN WASHINGTON. SO PLEASE KEEP HEADQUARTERS ON OREGON, CHEAT IF YOU HAVE TOO! :-)

Despite the additional cost of locating the office in White Salmon, I believe it is time to let the people of Washington, probably the bigger users of the bridge, have some skin in the game. If the office is placed in Oregon it will, as always, appear as though Washington residents, and their needs, are secondary to the use of the bridge.

If the toll is \$5 or more one-way, you're going to create a terrible hardship for locals, mostly impacting low-wage workers who are already struggling. Please don't add another layer of difficulty for workers to commute to our jobs!

It would be useful to describe in more detail, the function of the headquarters that is number of personnel, functions, the architectural requirements of those functions, etc. perhaps there are logistic needs that would dictate in one state or the other. So we really don't have enough information to give input. So while it's admirable to do a survey, I question whether the public is really able to contribute anything meaningful without more information.

Please enforce or remove the 15 mph speed limit on the bridge. I'm tired of jerks riding my bumper. Very dangerous! One clown passed me!

As a reminder in this relocation and management effort, the state of Washington does not have a state income tax whereas, Oregon does, which impacts hiring of employees and their respective paychecks, and employee retention., Longterm please

explain how the tolls would increase. I do believe if my federal tax dollars are matching any reconstruction of this bridge that should result in no tolls or a complete removal of tolls.

As those utilizing the bridges at cascade locks and hood river, are involved in the transportation of trade and taxes by interstate commerce between Oregon and Washington and other multiple states, stimulating businesses and tax collections on products and services. Therefore, that secondly supports that no tolls should be collected, as states tax coffers already tax this transportation business and economic products utilized by the public and businesses. With this interstate commerce and easily that should fund all Maintenance or construction with that the administration of all functions of these bridges, By eliminating the collection of tolls and cost of administration of collections of tolls, that creates a benefit of reduction by removing o need for employees that manage, account for and the additional associated costs of tolling along with costs of automated tolling equipment, A through cost analysis should be provide with all the other relevant costs of maintenance, construction, tolling, and economic effects generated in interstate commerce and taxes rendered to the state economies from use of these bridges.

How or who would/ could construct the bridge at the lowest cost in the least amount of time, yet safe, following all safety rules & regulations?

Will the Army Corps of Engineers be involved to assist in this project?

The current bridge is dangerous & extremely outdated. I would like to see the rebuild begin immediately, as this is a project we have heard about for years, yet nothing happens. I am looking for action...not just talk!

Thank you!

I would like to see bike/pedestrian lanes as well as easy entry/exit of the bridge. The less traffic lights the better!

If the toll is too high it will hurt hood river I'm a long time local and if it goes up much more I will just stop going over the bridge and only go to The Dalles

As a working single Mom bridge tolls really can make or break how I can transport my kids and also my work options.

I think the current HR port offices would be a great location. No need to build a giant new building if we can use what we have.

Please get something done soon!!!

Bike lane

If the toll is too high I will use other options.

We should probably know the cost difference to make an informed decision. I also think that the decision should weigh in the number of WA residents vs. OR residents that use the bridge on regular basis and that will interact more with a headquarters office. If there are more WA users then it makes sense to have it on the WA side, if cost differential is minimal.

This is simple. Place it in the lowest cost location.

Maybe change the name, Bistate Travel Commission, somewhere down the line people will behind to abbreviate the name currently set forth. Humans do all the time we're lazy in speech and love acronyms. I dare you to google BBC..... make sure no children are around and don't do it on workplace wifi! Just wait for the criticisms to pour over the ol BBC!

Just that we are really one community divided by a river. We are also a cycling loving community and a sustainable community. With this in mind, my dream is that every effort is made to allow pedestrians and cyclists onto the future bridge.

to be successful the tolls on the new bridge need to be the same or lower then current tolls. Federal government funds should be available since they throw \$\$\$ at everything else. If tolls are higher the project should not move ahead.

This is a bistate project so it seems best to choose the location based on cost and efficiency for the project.

When will it start?

There will be cost over-run and excessive expenses due to mismanagement and lack of skilled bureaucrats, it will be a complete cluster of fraud and mismanagement!

Coming out of the gates, the first question is where should the office be proves my point.

PLACE THE OFFICE IN OREGON PLEASE. Considering I enjoy a \$1.00 cup of coffee from McDonald, it costs me \$1.07 in Washington. This is simple, a very simple task. Make the office where it has always been, in Oregon please.

We are still suffering from cluster on The Dalles Bridge by not being able to attend church on Sundays. Just think for a second...in the real world, as an engineer, I need to make committments to my clients on completion dates...can one imagine if I told my

clients the job would be completed in the Spring????? What a free ride. At the least the target date should be within a month....not a season..This project will be the same...just terrible.

It would be nice if you set up an office where members of the public could attend meetings easily.

Being able to bike and/or walk across the bridge will be a HUMONGOUS benefit to the entire area. Thank you for working on this.

Grateful that this new commission is formed. Hope everything goes smoothly and adheres to the highest vision.

Again, I think that at least one extra lane for rush hour traffic might be a good idea. Look forward to growth and traffic needs into the next century, and egress for natural disasters.

A pedestrian and bike lane is paramount

Will second bridge be built alongside original bridge? Allowing for continued use?

Seattle recently rebuilt 520 bridge and added a toll and bike/pedestrian lane.

What kind of Federal funding might be available?

(I am a WA resident who owns a house in Hood River and plans to retire there.)

It is very important that this bridge be replaced in a timely manner with the future vision of the relationship between Hood River & White Salmon/Bingen in mind.

The headquarters placement should not be a political issue, but be placed where it makes the most business and financial sense. Zip code 98650

I would say whatever the lowest cost option while making the bridge safe and accessible is most important.

Do whatever saves the taxpayer money.

I'm curious to know why this commission is going to own and operate the bridge and not the states. Seems like a similar setup to what's in place now and we'll be paying tolls forever.

Will we be able to vote on the appearance of the bridge.?

Please please please a free bridge like the other counties on the Columbia in Our Area. Increasing the toll would be financially devastating for us.

Will the Bistate Bridge Commission be fully staffed? And by how many? Rather than spend money to locate an office on the Washington side of the river, isn't there enough office space in the current "east wing" of the Port of Hood River?

High tolls are a big issue. High tolls will hurt local individuals and businesses.

The information presented here shows that there are significant financial benefits to headquartering the commission in Oregon, and the sole benefit to headquartering it in Washington is to "signal" that the Port of Hood River isn't in charge?! It's insane that this is even up for debate. No one cares who's in charge. Everyone just wants the construction costs and tolls to be as low as possible

I've been living in the gorge since 1993. Moved to White Salmon in 1997. The bridge has been in the hands of the Port of Hood River for decades. Hood River residents have less reasons to cross the bridge, so it has felt that things like upkeep, closures, toll increases have most often impacted Washington users more due to the fact that it had little or no effect on the Port of Hood River. Washington users (and tourists) probably pay more for the bridge than Hood River residents, and should be better represented. (no taxation without representation...) If the office is in Washington I think that the employees of the office would have a better sense of what decisions need to be made if they are also the ones having to cross the bridge almost every day. I think it would be a good balance to have the office in the town/state that is most impacted by anything to do with the bridge. And Bingen would be a better choice than White Salmon, as it should remain close to the bridge.

Let's get er done! With ample room for bikes to pass please!!! Thank you!

This bridge should be part of the Interstate Highway system and paid primarily by federal dollars. If we can build a dumb bike trail to Portland with Fed dollars, we can build an important bridge.

I just found it strange that once again the states are routing a project right in the middle of an in-lieu Native site.

Why the bridge is not built with automation so that it does not require a worker

It is vital to get community support for the bridge, including willingness to shoulder the local tax burden. That said, getting legislative support from state legislatures is equally vital, as is having a House and Senate rep to advocate for adequate state

funding. While I think HR may offer more community support, I wonder if HR will offer the same state support. All vital factors to consider in the determination. Thanks for opportunity to share my opinion.

Low tolls are important. Community sense of ownership critical. Thank you

Why did you not consider Bingen as an office location? We don't need any more traffic in WA, so keep the headquarters in OR.

Raising toll rates more than 100% than current 2022 rates will significantly affect recreation choices in the area and have significant affect on commerce between White Salmon and Hood River

I think it matters fiscally where the main place of business is located, Oregon. It is time to consider the cost of the two states, and it seems you have. I honestly don't understand why the need for a survey.

I also think keeping the entire community in the loop on what is happening throughout the process will help immensely.

How much you're going to up the toll... we all know you're getting ready to rake us over the coals....

I would have loved to have the HQ on our side of the river, but in addition to the tax issues I feel that the Oregon Leg. is much more aware and responsive to Gorge issues, and they're generally a bit looser with the purse strings. Either side of the river is still in the "State of the Gorge". Just please consider that there's far more traffic across the bridge from the WA side due to I-84 access and more employment on the OR side.

Just build a new bridge that will allow pedestrians across and is wide enough to not be scary every time I go over it. It has taken way too long to make this happen. GET IT DONE!

Don't let the Port of Hood River hold the purse strings.

I look forward to a new bridge finally bro g built. So needed.

I hope the project can be completed in a timely manner.

What about locating in Bingen?

There has been so much time and money on this bridge plus the cost of delaying it's construction, we do not feel like we will ever see it built. Just get it done folks!!!!

White Salmon location will benefit the city and hence will result in more developments on the wa side to make the area more appealing to the public. Like hood river, the wa water front needs parks for the public to enjoy and infrastructure improvements.

I assume that the new bridge may be a draw bridge design. It would be nice to know or could it be similar to The Dalles Bridge which allows large boat vehicles to pass underneath. A new bridge is imperative but I hope it will be wider & higher to accommodate road & river traffic while maintaining a toll cost that won't be so high that the bridge will not be used especially since there are other bridges up & down the Gorge that can be used & are not toll supported.

I see no mention of taxes for Bistate Bridge employees. As I understand, if offices were in Oregon employees would be subject to Oregon income tax...even if they lived in Washington. On the other hand, employees would be subject to Washington Sales tax for purchases in Washington. How much the commission spends in employee wages would be affected, seems like that would be a good thing to estimate.

I do like the fact that the new bridge will be managed by both states rather than the Port of Hood River. I assume that means all receipts would funnel to bridge maintenance, insurance, etc. rather than elsewhere.

My understanding is that there is significantly more people using the bridge from Washington so it makes sense that you locate here and seek more input from Washington residents.

Please have safe lanes for bike and pedestrian crossing.

Please maintina some way for people to cross the river during construction, even a ferry.

Build it. Its too narrow now.

Wherever it is placed it should be within easy access from either state.

This is a very poor survey and appears biased in my humble opinion.

Estimated toll priced per day with Breezeby for the daily commuters.

Sounds like another palm greasing opportunity for this blood sucking leech of a company. You really need a physical location other than the opulent ivory tower ALREADY IN EXISTENCE for this little tea party to meet up? I'm sure you already have a family member real estate agent with the perfect location. God, you don't even try to hide the fact that you're just wasting time and money. I really don't give two shits what you assholes do. You'll just continue to fuck over the community regardless so build another building and we'll just keep bending over. You're trash.

As a gorge resident of almost 10 years – partially living in Washington while commuting to Oregon for employment, and currently reversed to living in Oregon and commuting to White Salmon, WA for employment – I am in strong favor of placing the headquarters in Oregon, purely in order to reduce cost/tolls. The symbolism of change of ownership is a negligible benefit, and I while understand the significance of the tax benefit for Bingen/White Salmon communities if the headquarters is placed on the Washington side of the river/border, from my perspective these communities will inherently be getting an economic boost just by having a better bridge in place, and I truly believe it is better for gorge residents and visitors alike if the new Bistate Bridge Commission headquarters is located on the Oregon side of the bridge.

Extremely concerned about the cost of tolls increasing.

Yes, I recently did a survey stating the new bridge may charge more than \$6 each way! What a ridiculous amount. The local community has been paying tolls for more than 50 years and it's time we have a FREE bridge like The Dalles has. If you're getting Federal and state funds to build it. There should be NO TOLLS! The Port of Hood River has mis-managed funds these past years and should not be involved in any way in the new construction. Build the bridge out of Hood River as the current location is a bottle neck and in summers back up regularly. A new bridge in the same location won't fix that. I've lived here for 35 years and see no evidence the port cares to change the current situation. They profit too much from the bridge as is.

New bridge must have pedestrian and bike access. Bridge visually should match existing structure or “feel” of Columbia River Gorge.

Washingtonians use, rely on and are more impacted by the bridge than Oregonians so it's important that the headquarters be based in Washington!

Please work to have continued, frequent, easy to understand communications as we move forward.

bike and Pedestrian lanes
only pay one direction. double it

I think it's critical to keep the bridge tolls as low as possible so lower income people can afford to get to work and to shop at a variety of stores.

I own and operate a farm in The Dalles. My Husbnd has a tree farm and grew up in Mill-A. I have the grand expense of crossing the bridge twice daily, 7 days a week. Just something to share.

Having a bike/pedestrian path would be great.
Also having lanes a standard 12' as on the highway would also be great.
If tolling is done, keeping a BreezeBy lane would be preferred since it helps during high traffic times like summer.

Current office location at the port and near the bridge makes sense to me. Taxes not relevant.

When will you start construction?

It appears over all costs would be lower if the Bistate Bridge Commission is located in Oregon and allows more funding to go directly toward the bridge while keeping tolls lower for residents/businesses of both states. This should be of high consideration for residents that work in one state and reside in the other.

We need a new bridge last millennium. Please move forward as quickly as possible.

This bridge has been long payed off but the greed at Port of hood river is never enough to fill their pockets. If you keep collecting tolls we need public tracing of the funds used to make sure it doesn't line anymore pockets!

What is the basis for the assertion that "Due to different state taxes and other laws, it will cost more to locate the headquarters in Washington than Oregon"? What exactly are these taxes and other laws, and what are the estimated additional costs? The way this survey is written, obviously everyone will say that the HQ should be in Hood River, but that simple assertion isn't really enough information to give an informed opinion. It would be nice to locate the new HQ in Washington if only to emphasize the bi-state nature of the endeavor, given that the historic bridge has been totally under Oregon control.

I think there should be much more information shared on the pros and cons of site location of the headquarters. If the difference is small in overall tolls but we get more taxes on the Washington side that feels fair in relation to the Port historically favoring all things Oregon with the current bridge.

Will there be a bike lane? This is a MUST for our bike friendly community and commuters.

I want to know how a bridge built in 1929 that can't handle the current speed limits and traffic today is still a toll bridge. I would like to know why a new bridge is going to be a toll. Most interstate bridges are not toll bridges. stop the greedy nonsense. We need 2 lanes in each direction for motor vehicles with bicycle/pedestrian path as well. No to anymore 100 year toll bridges that only line the pocket of a port.

Stop the gov't red tape B.S. and get it done already.

Question 2 leads to the conclusion that the headquarters should be in Oregon. It looks like more land is available for equipment and office in Bingen. Politically, I do not care where the office is, but the long-term economics should be important.

Will there be room for equipment storage/shop facilities under the north end of the bridge?

It looks like there may be quite a bit of elevation at the north end of the bridge.

So this survey is pretty biased. You asked the questions in a way to only get one answer.

I really don't care where the bridge HQ is, but I'd be willing to bet that more people from Washington have paid tolls than those from Oregon.

But I understand why y'all want it in Oregon.

Still hugely bothered that bridge tolls paid for so many of the port improvements over the years instead of going into a bridge replacement fund.

Consider the needs of those whose necessary job commute between White Salmon & Hood River over recreation etc.

If Washington and Oregon each have three members on the commission what happens when there is a tie vote?

If the rumor that I heard was true, I think it's inexcusable and bewildering that the port allowed the federal matching funds to get returned. If there was a logical reason that this was allowed to happen, you should probably publish it so that your constituents will have some level of understanding to this baffling decision

No brainer, if it costs more to be in Washington, then leave it in Oregon. What's the question here? More funds for the building of the bridge should be the priority. Not political bs.

Bike/pedestrian lanes

Keep toll free or low or this is a FAIL.

Minimize tolls

I would like there to be a free walk/bike path Accross the bridge. Local discount for toll costs if you have a breeze by pass.

Looking forward to the bridge being updated or rebuilt.

I have heard rumors (true or false as they may be) about a very large cost increase for the bridge. While I myself don't take the bridge that often as someone who lives in Hood River, this seems inequitable as we have a lot of things available here that people in White Salmon need and use frequently. For example, groceries are much more expensive on the WA side and I would imagine that access to our groceries stores and Walmart is important to many families financially.

Why must it be a tolled bridge? Seems like plenty others have no tolling.

Put hq in Cascade Locks so neither HR or WS can steer the ship.

it is an important project and needs to be done with all due haste. Time is usually money ... thank you for letting users have input.

Definitely want to know more about the funding for the new bridge and how its maintenance will be funded.

We recently received a postcard via USPS with a survey from the Washington State Transportation Commission and the Port of Hood River asking for input on the bridge replacement. Will those survey inputs be taken into consideration by the Bistate Bridge Commission?

Hood River seems to harbor the profits from years of bridge tolls. Could it be more equitable for WA. side to gain profits for the duration of past years HR gained income?

Will there be a space for pedestrians and bicyclists to cross on the bridge ?

I am concerned how expensive it will be for people needing to cross the bridge twice a day.

It's crazy the tolls that are being thrown about. It's as if you forgot that working people still live in the Gorge and that it's not mall just rich folks with vacation rentals.

Keeping the cost on bridge crossing low is very important for Washington residents, for we're the ones who have to pay more often for the crossings. Folks who make minimum wage, or close to it, won't be able to feasibly work in Oregon, where many more jobs are located, if the cost goes up significantly.

Don't rip people off.

Mitigating toll increases is our families highest priority.

Yes it's not fair to make people pay two times in order to go to the headquarters office therefore locating it in Washington state would make more sense. Washington state is not the one taxing the bridge Oregon is so if the headquarters are to be located and be inconvenient for anyone it should be the state that is making the decision to charge money to cross the bridge. That means oregonians will be charged twice in order to go to the headquarters not washingtonians.

Any and all steps should be taken to reduce the financial burden on the local community. Increasing bridge tolls will severely diminish the community's ability to allow workers to commute while still making a livable wage.

What, if any, is the Port's association with the new "Bistate Bridge Commission?"

Despite higher taxes, WA may be a more nimble state to work with. It seems to me the residents of WA are more dependent on the bridge than OR residents.

It should be a free bridge to cross. It provides business opportunities for both hood river and white salmon, and all of the bridges (except For bridge of the gods) that cross the Columbia are free.

Aside from getting a bridge built, keeping tolls as low as possible should be a top priority

Just glad that there will be representation from both states.

Washington- Gorge residents utilize the bridge more than Oregon-Gorge residents. Significant increase in toll costs will negatively impact Washington-Gorge residents. We cross the bridge for work, shopping, medical appointments, recreation (sports club, pool, yoga, etc) sometimes more than once a day. A significant increase in toll costs will limit these activities and significantly affect our lifestyles.

It is a shame that the tolls we have paid for years and years have been squandered on other port projects, and this is what we are left to deal with. This should not result in higher tolls for a new bridge. All grants and other funding sources need to be leveraged.

I think this project needs a bit of a speed up. The current bridge is really old and is at risk of complete failure during an earthquake, even a weak - moderate one, so please can everyone try to get this project really going.

Please do not increase the tolls. It will have a huge impact on those of us who live in WA and rely on Hood River for medical appointments, affordable groceries, etc. Especially those of us who commute across the bridge every day for work. We cannot afford an increase in tolls.

Nothing to share, but at some point I'd like to know the circumstances surrounding The Dalles bridge having no toll and the Hood River Bridge still having a toll. I think most of the community on the WA side of the river is extremely disappointed, to say the least, to hear of the exorbitant toll increases that were proposed in your last survey.

My sense is that the public is weary of paying tolls and with a degree of resentment sees the bridge as a cash cow. Is there not federal or state funding that will allow a toll free bridge to be constructed?

Why doesn't one of the State Department of Transportation take over the project and bridge to reduce overhead and hopefully eliminate bridge tolls.

Wish I had time to be involved, please remember there are thousands of users who cannot participate and give you their needs or ideas. The commission needs to represent the silent as well as the heard.

Locals deserve a local rate. We travel the bridge daily for regular daily activities: doctors appointments, visiting family and friends, jobs... we cannot pay 3-5x current prices as locals.

Tolls are terrible and should be removed. Pay for a public good from public funds: state taxes.

I am excited about the prospect of being able to bike / walk across the river ... this is the most important thing to me!!!!

I honestly don't think there should be a toll

Keep the old bridge for pedestrians and bicycles

I surely hope it is pedestrian and bike friendly. I would like to see the old bridge stay in place for non-vehicle use, but understand a larger open area in the middle will be important for barge traffic. Just build a super structure over it that folks can use to cross. The cost to construct a new crossing structure might be similar to the tear down cost of the rest of the bridge. Even if a span is not possible, one or two dead end portions of bridge will be used by the community! Check out Sandpoint, Idaho and see what a great asset their old "Long Bridge" is to the community.

The design, I believe must be iconic and not utilitarian. If the bridge design is reflective of the history of the Gorge it will be an attraction to tourism and a source of pride for

Gorge residents. A utilitarian design will only have people longing for the old bridge.

The Multnomah Falls Bridge, the Sundial Bridge in Sacramento, the Cable Bridge in Tri-Cities are three small bridges that come to mind for beauty.

Seems to me to not alternate but have 3 from Klickitat and 3 from Hood River all the time.

Not at this time - just hope that the make up of the Commission truly reflects the make up of the surrounding communities.

Don't use salt products on cement bridge surfaces, should be outlawed. Drivers need to be responsible, to have appropriate winter tires and added traction devices.

Hood River has seen years of benefit from the bridge tolls. They spent them all on their community while the burden was most born by White Salmon and Bingen residents. Even if tolls are slightly higher, it is important to me that some equality is brought to the communities and White Salmon and Bingen get some tax revenue from the new bridge.

Will any of the funds from the tolls go to Klickitat County? My understanding is that all of the funds currently go to hood river county.

Don't know why this is taking so long, and frustrated that the Port hasn't been banking proceeds from the usurous fees in the past to bankroll this project. Raising the fee feels like being ripped off. Get it done already, and don't charge locals more to cross the river!

Not be placed in Oregon so that the stigma of pohr having maintain the funds and misuse them.

How would the bridge replacement affect the communities of Hood River to White Salmon, Bingen, etc.

The new bridge should be toll free just like the bridge at The Dalles. This is a must! Secure all the money needed before building the bridge. Also, pay for maintenance out of the same fund which pays for the maintenance of the bridge at The Dalles. Ownership of the bridge should be by the same owners that own The Dalles bridge. Who owns The Dalles bridge?

Hope things go well.

Since toll booths are in Oregon, it makes sense to have the headquarters in Oregon.

I am hoping the new bridge will allow for pedestrians and bikers.

Do everything possible to keep the cost and tolls down!!! It should be an easy decision if WA state has higher taxes and more regulations. Leave it in OR.

Tolls are a very big concern for me. A lot of people working service type jobs will be using the bridge and the toll amount will be a hardship for many. My fixed income will limit the amount of trips I'm able to take across the bridge. Please keep those with a lower income level in your thoughts when planning this project.

What is the estimated tax revenue that WS and Bingen receive if it was located in WA?

Does HR receive any if it's located in OR?

Is there concern that the Port of HR will direct the replacement? I did not understand why that was listed as a benefit in WA under Community Benefit heading.

No tolls once bonds have been paid. Similar to The Dalles bridge. Persons using the bridge are primarily those that earn minimum wage, are low income or below the median for income.

Really just get it done!

You're over priced for an outdated bridge. You hold local residents hostage

The bridge tolls CANNOT increase. This will hurt businesses and residents on both side of the river.

The commission needs to think about how to fund maintenance and operations by means other than tolls. This is especially true if the toll will need to be substantially higher. The economy on both sides of the river is intertwined. If the toll is prohibitive, there are several possible effects:

Living on one side and working on the other could be costly. This is essentially a tax on local employees.

Businesses in White Salmon depend on Hood River Customers. Higher tolls will discourage trips to White Salmon.

When you make projections of toll revenue, realize that higher tolls will discourage use.

Just glad that this project is moving forward

Please do not make it stupid fancy!!! Look at the Biggs bridge, and please do the same!!!

That bridge is critical to the local economy. A low toll should be prioritized as well as minimal impact to the community during construction, i.e., no total bridge closures especially during high tourist season.

I would like more information on the assumption that it will cost more for the commission to operate in Washington.

What a waste of time for a survey. Who cares?

Based on a quick reading of the benefits and tradeoffs, I think the choice is obvious - Oregon. Cheaper and more flexible financing. What am I missing?

It would be the right thing to do, to publish online for public view the full, ongoing financial accounting for this project.

Let the states take it over so the bridge tolls are not so high. The toll cost is absolutely ridiculous. Someone is making a lot of money of this. I'm a local with a breeze by pass and often spend \$6+ a day. My family pays \$12,000 a year in tolls. It's absurd.

It is already too expensive to live in hood river!

The HR Port has an existing office at the bridge site that puts the office in the middle of construction. That seems good. But maybe it should be in Stevenson since many bridge crossers are from Skamania county. They seem to be excluded. But the Gorge Commission office in White Salmon just isolated it from most the Gorge community. IDK, maybe at the top of the lift riser on the existing bridge, that would motivate them.

Just hurry up and get it done !

When I arrived in Gorge 35 us ago bridge was to be replaced by 2025, since that date is clearly not happening! hope to see new bridge in my lifetime- you have 20 years!!

Adopt a philosophy that you perform your tasks on behalf of the constituents. This is their bridge and it's vital their scent is on the process, project, and product. Stay humble throughout the process and practice inclusion versus exclusion going forward.

Why is it limited to Hood River or White Salmon? Couldn't it be Mosier or Bingen? Or an unincorporated location.

Raise the speed limit

Replace the bridge but don't close the current one, make it run in parallel. It's a long commute to BOTG or TD Bridge if HR bridge is closed. Also TD bridge is closed Thur-Mon for maintenance so there's a huge pain too.

You should give folks who have permanent residence in Skamania, Klickitat, Wasco, Hood River counties a discount on tolls.

Provided 1) you have a speed pass 2) your primary residence and drivers license are in those counties. This way non-residents,

tourist and visitors pay a higher toll but those of us who live, work and commute across it to shop, etc get a better discount than just the standard speed pass discount.

we want tolls for wa state locals to have lower tolls the other non local vehicles that use the bridge we see no mention of breaks for those of us locally who commute to oregon for work or other uses such as shopping and gyms....

I think you should hurry since the old bridge is scary

What are the benefits to siting it in one state or the other?

The survey basically asks whether, all else being equal, how does bare monetary cost influence my decision, but that's a hell of a lot being held equal.

Lowest total cost option!

Pedestrian access on the bridge.

Hood River already has plenty of company headquarters and a thriving economy with a very affluent population. Please consider bringing more residents/visitors to The Washington side of the river so that we may also enjoy in the economic development of the Gorge.

I am very interested in design and placement of the bridge and what business it will effect.

I believe that residents of White Salmon (I know a few) and Bingen would be best served by lower tolls, as opposed to any property tax savings (which may not even happen). More travelers to their cities would be better for their economies, properties would be worth more, thus better for the communities. Other communities would also benefit from lower tolls, which is more fair for all.

No tolling!

It is not necessarily an either/or question, and cost is not the only important criteria. Having HQs on both sides evens the playing field relative to any perceived favoritism for one location (it sounds like it will be WA based on cost). Perceived favoritism could be an unnecessary challenge in a process likely to already be very socially complex. I encourage you to think outside the box and find a way to have a presence on both sides, even if it means co-locating a conference room on one side with another agency, and offices on the other, for example.

This needs to be a priority.

It's been sketchy for at least 30 years. Why is it that The Dalles bridge and the one at Biggs are well constructed and toll free? Whatever the reason is, do that.

Also, you need to take into consideration capping the amount of tolls. People spend 60 to 80% of their income on housing around here. Continually increasing tolls for those using the bridge for work or to provide for the service industry here is not feasible.

Does the bridge replacement plans allow for a wider bridge? Also will the 15 mile an hour crossing speed change?

It may cost more to put the HQ in WA initially but future workers will be taxed significantly more forever after it is located in Oregon. Just something to add to the considerations.

The Hood River White Salmon bridge is a critical piece of infrastructure for both communities. In addition to safety, it is the link that keeps this part of the gorge alive. This is an opportunity to increase the connection between the two communities with pedestrian and cycling pathways across the Columbia.

We can't get a new bridge fast enough. Should have been replaced 10 years ago!

Can't wait for a new bridge! I look forward to walking or riding a bike across. I feel for people that don't have a car and cannot cross over.

Sell some of your properties to fund the bridge. You have enough out there.

It would be really appreciated if locals (or at least specifically those who live and work such that bridge-crossing is necessary (ie: live in OR & work in WA) could get a commuter discount on bridge tolls especially if prices go up. There are plenty of tourists to pay the higher rates.

Please keep tolls affordable for service workers and other local residents.

I vote to have it located whichever place that can prevent toll increases.

I strongly urge this commission to come up with a new tolling/payment option for residents of the Gorge community that is a one-time annual fee.

It's widely known that many of us travel daily over the bridge for work and other life necessities. Increasing tolls would have a drastic negative impact on already strapped residents heavily impacted by inflated housing & food costs.

As a resident, why are we still paying for each trip over the bridge? Why can't we find a better option for the reality of our residents? Where does all that toll money go? Why are the two bridges in the Gorge the only bridges in the state of Oregon that have a toll?

Stop raising the toll. Give people who are full time residents a discount. Many people need that bridge to get to & from work.

Find the \$500 mil and lets build the new bridge asap.

just get it done.

Get it going already!

Use the existing lift houses on the current bridge as the office. That will give the folks talking about building a new bridge a real and pressing reason to build a new bridge, for fear of the existing bridge collapsing underneath them.

Don't let it turn into the i5 bridge debacle. Show Pdx and Vancouver, we can figure out a way to make it work for both communitites

Having a bike lane and pedestrian lane are critical on the new bridge. Also, it would be great to put extra money into the architectural plans to make this a beautiful bridge that adds to the gorgeous setting in the gorge.

Can you create a special tax exempt zone? When will community input sessions be?

Pros and cons (long/short term) of headquarter location on the bridge.

I live in WA but work in OR.

Walking/biking option very high on my priority list for new bridge.

Do not charge a toll

Architectural elements of the new bridge.

The sooner the better, and I hope there will be accommodations for bicyclists and pedestrians!

PLEASE MAKE IT PEDESTRIAN AND BIKE FRIENDLY. THAT INCLUDES BIKE LANES TO AND FROM THE BRIDGE INTO WHITE SALMON.

I've heard the bridge updates while attending Rotary meetings. I really hope the project can target local builders, engineers, geologists, etc.

This is the first I've heard of this replacement.

A bridge is a bridge, but a pedestrian bridge for walkers and bikers is my main concern.

The "toll" needs to be obliterated. The Port of HR who has been managing the bridge should have enough reserves to cover a large percentage of the bridge that they acquired from the state of Oregon. Passing the buck on, so to speak, to another agency is disingenuous to what needs to happen. How much money have the pocketed over the years by failing to upkeep the current bridge is an important note.

The Dalles Bridge has had no toll since its inception, why can't the Hood River- Bingen/White Salmon bridge be the same. It is a vital part of the local economy.

Ideally the new bridge must have stronger payloads, speeds, pathways, transport numbers without taking too much from local residents. There is more than enough revenue if the respective states would tac multi billion dollar corporations appropriately rather than nickel and dimming the working class.

Keeping tolls down is my top priority

Please please please don't waste our money. The existing bridge works. If the new bridge cannot be built with comparable tolls at the end of the day, please don't do it.

Being a Washington resident, it would make it easier and save toll for me if the office is located on the Washington side, for the times I need to visit the office. However, if it would keep toll lower to have the office on the Oregon side, I'm all for that.

Sooner the better!

It's so funny seeing bridge tolls increase. Community understanding is that the bridge has paid for itself and the future bridge. Please don't try to sell us on "oh once the new bridge is paid for" tolls. Either make it that way or not...

I have lived here all my life, I think the bridge should have been replaced years ago. I think it has been unsafe for years. It shakes when there are trucks, motor homes, and 18 wheelers, I think it is going to collapse and pray it will be replaced before that happens.

FRIGGIN' MAKE IT SO PEOPLE AND BIKES CAN GET ACROSS

Quit talking about it, just build it. I would like to see a bike path and walkway area added.

You cannot raise the toll to \$4-\$8 (some of the scenarios in the prior survey). That will clearly put WA residents at a disadvantage and would hurt businesses in OR. This is not Seattle or NY where residents can afford that kind of toll.

I do not want to see an increase in tolls. I'm concerned that a separation of the toll structure for Cascade Locks and Hood River would add unneeded complexity

Fix it

Will it be big enough and strong enough to drive log trucks and lowboys over it?

Select the most cost effective location.

Make sure the new bridge has a bike and pedestrian lane.

We need a new bridge but I do not want to see a toll increase.

Get with it!

Hurry up!

We need ample parking on both sides of the bridge so that residents can carpool and drive their bikes to the bridge as the roads leading to the bridge on the Washington side are not bicycle friendly.

I think keeping the costs down is very important and locals use the bridge to commute keeping our beautiful community up and running. Therefore, when making decisions I believe this is an important aspect to consider or keep in mind. We are thankful for all the work that is being done on this project.

I am worried the bridge will look too modern for our charming towns. Please let the community help choose how the bridge looks. And have a walking path!

Could care less about the " headquarters "
Just replace the bridge before this one falls into the river.

Seems there is a lot of money wasted in continually "studying" options. There have been many feasibility studies. It is time to get going on the build before something drastic happens which impacts Commerce and daily lives. Wonder how the lower speed limit is working and the percentage of drivers could complying.

I imagine it's been addressed, but what are the chances Federal funding can cover more of the cost since this is one of the few places that bridge our states? It's an obvious transportation/commerce hub that is necessary for both of our states. Our real estate taxes have gone up dramatically in the last couple of years as well. So we would appreciate those taxes to go towards infrastructure projects like this instead of raising the toll so much that it makes it cost prohibitive to even use the bridge. In Cascade Locks we're concerned your toll increase will just force people to use our bridge even more, when we already have quite the increase in usage which puts even more strain on our very old bridge.

I just use the bridge often because we have family in White Salmon. I live in Idaho.

This Commission absolutely does NOT need any sort of building. These individuals can work from home, use Zoom or some other form of communication, and utilize community resources that are already in place.

Tolls need to stay LOW for locals that have breeze by passes as the bridge has been not taken care of for years! This bridge has produced income that has lead the port of hood river to purchase property that they should not have! The funds should have gone back towards the bridge only!

There are many low-wage employees who have to cross the bridge daily for work, as well as for medical and dental treatment. I hope this will be taken into consideration, when establishing tolls.

I really hope that the new bridge is much wider. The current one is scary and unsafe

Taking way to long. The bridge has been there's for a hundred years. If the new one isn't complete before the old one fails, it will Devastate the local economy. Where's all the billions from build back better bill?

Need safe bike lane support

You fail to give info about exactly what the tax issues are that you claim give Oregon an advantage. Even providing a link to info to read would be helpful. Instead you've written a biased question designed to get the answer you want - put the office in Oregon or risk higher tolls. And how many people is this HQ going to have to house? Way too little info - bogus poll.

Keeping the cost and final price for using the bridge should be the goal.

Get it going!! I travel that bridge sometimes several times a day and it makes me nervous as heck - it's all I can do to keep my speed down because I so badly want to be on the other side! And with the speed lowered the tailgating is terrible, and the push to go faster is ever present. I'd love to see a new bridge before I die, but my hope wanes with every passing day...

Everything costs more these days. The information detailed below the submit button makes it clear that an OR site will ultimately cost less, and have fewer negative impacts than a WA site.

Keep the toll cost down for commuters between the two cities.

Let's get this done and have the new bridge be biker/pedestrian friendly 😊

The last survey that said bridge tolls could be as high as \$8.60 each way have caused my wife and I to consider leaving the area. We live in WA but depend on Hood River for many of our daily needs. This area is already unaffordable for most people.. an increase in tolls will trap us and n this side of the river. No amount of beauty is worth this extortion.

Don't waste money on new buildings. Just use an old warehouse.

Would there still be tolls? If funded by federal dollars. ?

Bike lane or pedestrian use please

If the bridge eventually does get replaced, I would suggest having a separate lane for pedestrians to bike/walk over.

My instinct on preference is to put the headquarters in Washington, just because it will give Klickitat County more jobs and revenue. I did not vote that way because your statement "It will cost more" is too vague for me. If it is millions, then the pragmatist wins and go with Hood River.

It would be nice if this process (that was started in the 80s) was finished before the existing bridge collapses, or at least by 2070. NO ONE but the Port of HR officials cares where the hell the headquarters is located!

I guess the question would cone down to is how the bridge will be maintained. Between Oregon and Washington there needs to be an agreement on maintenance and how to save the most money on the project and funding. I would definitely choose Oregon for the location.

My understanding is that this bridge was paid for many, many years ago. The Port of Hood River makes thousands of dollars off the tolls from this bridge. If The Dalles can have a free bridge connecting our 2 states, then the new "BiState" bridge should also be free. We are a small community and should have the leisure of crossing into one state from the other. If there HAS to be a toll, then locals with a registered address in either state should pay a minimum fee. Let all of the tourists and visitors pay the premium for visiting our area. I don't know enough about where the Bistate Commission building be located..... if it's only 3 people from both states, the people don't need a building, just the maintenance department. Gee, how about locating it in the vacant land just south of the event site parking areas?

Make this happen.

This is the 2nd survey for bridge replacement that I've taken, I appreciate all the public engagement to date!

Based on the WA dept of Transportation and Port of HR survey tolls being offered in the survey would be economically destructive to many families and tourism on both sides of the bridge. There also seems to be this One toll size fits all or just charge for every trip in the box mentality with user tax/toll. The survey was very anxiety producing as it would impact my work and home life significantly. This bridge is a community bridge (Gorge community) with a connected economy and lifestyle. This seems to be getting lost in the build and pay for it process.

This bridge needs to be replaced ASAP. It is absurd that almost nothing has been done to actually progress this project over the past 30 years that I have been hearing about it. I have been to many of the meetings regarding the bridge replacement and every time, it's just bureaucracy and more paperwork sitting on people's desks, while the toll continues to rise to pay for extremely expensive repair costs for this ancient pile of scrap metal. It's unsafe and creates more problems than it should. While I see the purpose of this survey, I can assure you almost NO ONE will care where the headquarters is placed, as long as it costs the least amount needed to create the facility and that it will happen sooner than later. I see that the intention is to signal that the Port of Hood River not be involved and I solidly agree, yet if the placement in Oregon will be cheaper, I suggest we go with that. I continue to hear the main roadblocks for this project are funding, so if funding is the subject, do this bit as cheap as we can. However, DO NOT LET THE PORT OF HOOD RIVER CONTINUE TO BE INVOLVED! Further than they must be involved, at least. They have mucked their way through this mess of a project and have continued to act poorly and only in their own self interest. It's obvious to those involved as well as the public. They get plenty of tourism dollars from the bridge even just existing. Why it is that the state governments haven't gotten more involved and just taken care of this by now, is beyond logic to me. Also, the toll should be zero or very low. Come on, this is basic infrastructure. I'd rather be silently taxed on my income or goods, than force an entire system and wages be needed to exist just to gather and process microtransactions. Thanks for playing.

Why hasn't the Port of Hood River established a replacement fund using a portion of tolls? How much has the Port spent on legal services over the years?

Get this bridge replaced before a tragedy happens!

I just wonder how long all of this is going to take. I do not think I will ever see a new bridge.

Please don't start until the Dalles Dam bridge project is fully completed.

A headquarters should be bare bones... don't waste our tax money on luxury when schools and other public places need upgrading.

Make sure the damn bridge is wide enough for two cars to pass by safely!!!

Cycling and pedestrian lanes are important to include!

Please do not raise the bridge toll again. It is already very expensive to live and work on opposite sides of the river (even with a breeze by). Increasing the toll even more would make bi-state living untenable for many locals. Moreover, the people who are most impacted by bridge toll increases are often the most financially vulnerable, who can't afford to just shop at Harvest Market and work remotely so that they never need to cross the bridge.

Lastly, please prioritize creating a bike/pedestrian lane on the new bridge! It is extremely unsafe (and not environmentally-conscious) that the only options are to drive or hitchhike.

Thank you for all of your hard work to build us a new bridge.

I believe the bistate headquarters should have no affiliation nor be located on or near the Thieving grounds of the Port of Hood River. The Port of Hood River never listens to public interest, nor will they respond in any way when a customer is wronged by them! For years they have misrepresented funds, and squandered money throughout the Hood River county, on projects and props that had nothing to do with port business.

You are doing the community for the next 100 years a massive disservice by not installing a pedestrian and bike lane.

We were supposed to have flying cars by now, but that clearly hasn't happened and it won't.

Chances are people will still walk and bike in 2070.

Please minimize tolling cost to around \$2.00 each way.

Even lower toll rates for locals. It gets really old paying so much for something so necessary. Try 50 cents per pass. Non-locals can pay more.

Let's get this thing rolling!

Long term upkeep and maintenance cost or total cost of ownership as well as environmental sustainability when sourcing materials, construction and long term care and cost.

Since the bridges are used almost exclusively by local economy, it would be nice if projects were done by local contractors/subs using employees that live locally. There are plenty of highly qualified local Union craftsmen who could use the work.

LETS GET STARTED

It is imperative that the bridge safely include pedestrian and bicycle access. We should also keep the toll as low as possible.

The bridge should be open to bicycle and pedestrian traffic.

The bridge must have pedestrian and bike access.

The people cannot afford an increase in tolls. They are already hurting our budgets badly

I appreciate the effort to provide enough information to make informed inputs in response to this survey. I was disappointed in the toll survey since it lacked some important response options.

Don't due what the Port of Hood River did!

Question, What incentives does the Port of Hood River have to build a new bridge. They get all the revenues now. Does not make sense for then to be involved in a new bridge regardless of the state the bridge is in now and has been for last 30 years.

This questionnaire seems incomplete and stilted toward getting the office location in Oregon. Please provide more information

It is very important to have the bridge be no-toll or low-toll cost for locals.

The toll is a complete rip off

Not in favor of bridge replacement at all. The port has squandered all the millions in tolls to date, barely kept the upgrades necessary for the bridge to function while pushing for a new \$\$\$\$ bridge with ever increasing toll costs. It's ironic how both the biggs bridge and the dalles bridge removed their tolling decades ago and have nicer bridges. Stop wasting our money!!!!

Where are all of the funds from past tolls for many years by port of hood river?? How much of the funds that we have been paying for years for the replacement that the Port has is going to the new bridge. Like to see a bi state commission audit where those funds went!!!!

Y'all been talking about this for over 2 decades. It's about time something happens. Do it or don't. Stop playing with every one. . I want a new bridge. We all do. But I don't want to pay anymore than I do since I cross 2x a day (don't give me the shit about breeze by.. I have one). Y'all have the money. Stop paying to "fix" problems on the bridge and rebuild the damn thing. I have seen cars hit the guard rail. I have seen mirrors hit one another. And if you think spending OUR money to install MPH displays and expect that it makes a difference., Really? You're all wrong...that's a misallocation of funds. No one pays attention to those new "fancy" displays. Just give us a new bridge.

Although labor costs are more in Washington, the political climate would be eased. The Washington communities did not take action on the Bridge of the Gods or Hood River Bridge. The Hood River Port and Columbia Gorge Commission are both housed I Hood River. A balance is attained with a Bingen bridge commission location.

Why not have a satellite office in Bingen? I don't think that would have to cost very much (office could be rented) and it would give Washington residents a place (on "their" side, avoiding the cost of two trips across the bridge) where they could take care of small concerns.

If there is only 6 members, why do we need to have the expense of an office. In this current economic time. it seems an occasional meeting at a the port office (or a morning coffee at a restaurant) and zoom meetings would save on the overall costs for the commission and the people.

This communication seems biased toward locating the commission in OR. I'm wondering if there is information supporting a WA location that isn't included. From what you've included here, it seems like a no-brainer to locate in OR, which makes me question a survey at all. Just me thoughts on the matter.

Spend our money on the bridge.....

I want a safe bridge but the bridge toll will be very impactful on my daily life and routine. It will also impact merchants and restaurants and recreation businesses because, I think, people will make different choices if the toll is high. I'm sure you have looked into the Federal Governments plan for improving infrastructure. The existing bridge has been taking tolls for decades is there really no money left over from that? I'm not trying to be difficult, I do appreciate your work on this project.

Yes, I hear thru the grapevine or other people who have done the survey, that the bridge toll is going to be outrageously expensive. Anywhere from \$4 one way to \$8/9 one way??? This will be a terrible financial burden for all the local people who need to use the bridge for groceries and work. Over the years there has been millions and millions of grant dollars wasted on "research" and "studies"(???) and now the reality will be LET THE PEOPLE PAY!!

Please try to site the headquarters where The benefits are shared reasonably equally between Hood River and White Salmon-Bingen. Obviously look at land costs, relative construction costs, and long-term maintenance costs. There seem to be many many factors to consider, and I believe the by state commission will be the best group to make the final decision. The more transparent the process, the more the buy-in from both sides. Thanks for asking us.

The port of hood river has miss managed the income that the bridge brought in and bought property. The money should have gone towards the bridge and upkeep! Sell there property to pay for the bridge! Don't penalize the paying customers that live local and have paid toll fees! Breeze by should get a discount unlike the out of towners visiting our gorge area!!!

I just hope that no matter what the local community is considered..

Let's get on to it ASAP. Every year, millions of dollars are spent on repairing the old bridge.Let's Go!

I think having equal representation of OR & WA on the commission is important.

If past bridge tolls funded the Hood River water front or any other projects other than the bridge, I would like to know. I would like to clear up misinformation I am hearing.

Seems like having the headquarters near the toll stations is a smart move. However having a 'bridge related' office on the WA side of the bridge might been a helpful in case bridge users have questions or concerns and in case of emergencies... I can see why you are asking. LOL. =)

Tolls need to support not just the Hood River Port, but also Washington state side improvements. After replacing the bridge, we need to immediately start planning and saving for the next bridge update or replacement. The new bridge need pedestrian and bike lanes

how does the old bridge work into the new bridge plans. how will the tolls be controled so that local people who have to cross the bridge daily won't be impacted more than they already have. How will the overruns and deadlines be controlled so that this doesn't become another bureaucratic nightmare with the local people having to pay for the overruns in toll increases.

You state tolls may need to increase to have the commission headquartered in Washington. However I am under the impression tolls will have to increase from what they currently are no matter what will be done with a new bridge going forward. I think it prudent to make sure that message is clearly stated now for all in understanding the upcoming costs of the new bridge.

I would like to know if there is room on the proposed bridge for pedestrians and bicycles, and how much larger the lane sizes will be.

What is the total loan cost at 40 years vs 50 years?

While there may be an increase in taxes to the overall project there would be a decrease in state income taxes for employees living and working in Washington. This may allow the project to attract and hire from a greater pool of talent. I think it is important to swing the balance of Project Management back to the middle by locating in Washington.

Thanks for working on this. We really need a new bridge! I'm really excited about the opportunity to have pedestrian and bike access.

This is not the first bridge to span a state boundary. Don't reinvent the process but find out how to get this done efficiently. And quickly ! Keep costs low so you don't impact drivers with high toll fees.

The bridge should be wider so people can feel more safer crossing and don't have to worry about getting side mirrors or their vehicle hit by bigger vehicles.

Please expedite the replacement. The old bridge is unsafe and unpleasant to drive over

Please consider a pedestrian option!

I would, first, suggest that the Headquarters be located in Washington to make it very clear that it is no longer Port of Hood River owned!!! However if the cost is higher for it to be located in Washington, I would have to go with the Oregon location.

I feel strongly that there should not be a toll on this bridge. Citizens of Klickitat County have paid for ferry service with their vehicle license renewals for decades, but have no benefit from that tax. Now the State of Washington and the citizens of King County in particular should pay for this bridge.

would like to make it easier to locate and receive information and details regarding the project.

Thank you for sending this. I'd like to ensure it has a bike/walking path, which I think it will?

Obviously, this should be a fiscal and logistics decision, not a community decision. Why is this even a thing? Locate where you can find space that fits your needs at the lowest cost (including taxes and laws).

I want the yellow bumpers put back on ...if its "ILLEGAL " to use them then why didnt you take them off the span just removing a safety device doesnt make the bridge wider it puts everyone who crosses it in danger from sideswipe due to tourists hugging the lane divider so they dont scrape the opposite side I've been saved from totaling my front end by being bumped back into the lane . I pay 4.00 R/T and I shouldnt have to worry about ruining my ride due to the cheese grinder corridor. You've made a compleat mess by lowering the speed. In my day I passed a car in a 70 chevelle on that bridge and I walked across up to the day you banned pedestrians. And cars don't BEAT a bridge apart they bunch up and cause added stress to the plates. If you take a weight and concentrate it on a narrow space it bends the joints if you spread it out you get less concentrated damage hence the term per square foot. Kinda like snowshoes spread the footprint wider and flow along the snow

I think Bingen would be the best location however if it makes sense economically to select Hood River I would have no objection.

Show me the cost breakdown.

Where would headquarters be located in state? If located in Oregon would new facilities need to be constructed?

I think that the Bistate Bridge Commission should make this decision. I don't believe the Port of Hood River can make an unbiased decision.

Concerned of funding shortfalls from location of bridge toll hqs location vs higher taxes from operating in WA?
Also very concerned about WA residents who work in Oregon and commute or recreate in OR on a regular basis negative impacts of bridge toll. Many of us take several trips daily for work and to recreate. Breeze by helps but it adds up to a pretty hefty tax burden for us, and no other viable alternative , such as a more frequent bus service!

I find this current bridge a nightmare. I lived here for years and avoided crossing it at all costs, both due to the narrowness and based on not wanting to pay a toll. It's frustrating to have two great communities so close, yet unable to access them by walking or biking.

I would be a huge support of a new/better bridge being installed. However, the rumors of the toll raising beyond its current rate could have a dramatic negative impact on the local people that live here and commute across the river for activities, work, community events, or errands.

Please keep the tolls down as it will have a significant impact on the local economy and daily commerce activities for us locals that work and have accounts of both sides of the river.

Thanks

I'm concerned that y'all are getting ready to build an ugly bridge in a beautiful setting, under the misguided notion that it will somehow have LESS visual impact.

The bridge should have a level of character at least as strong as Cascade Locks, but ideally something unique.

If there is a meaningful way to influence this process, I'm all ears.

thank you

If you can't staff the bridge you shouldn't charge. Just common sense in my opinion. All for the breeze by. But please don't ever hit non-breez by community members with tolls or fines due to the lack of a employee being present to collect them.

This commission is a joke to tax payers. Unless the bridge is publicly owned, it is a big money maker for those involved. If the process does not result in public ownership (that is, WADOT or ODOT) which provides roads for the free use of the public for

transportation and commerce, the public's time is wasted. If the bridge continues to be a private toll road then it is a farce to ask anyone's opinion about where the stupid headquarters will be.

Please get this done ASAP !
Bike /pedestrian is a MUST !

Bridge tolls are the most important item to me. It comes down to buying groceries in The Dalles or Hood River. If one drives an electric car the cost of the trip to The Dalles is low so high toll rates will push one to drive the 20 miles to get those groceries. Yes there is a store in White Salmon but their prices encourage one to drive the 20 miles also. As I see it the Port of Hood Rivers job is to encourage growth and create jobs. With that entity out of the way the new purpose of the Bistate Bridge Commission is to make money. That encourages the entity to raise the toll which again encourages one to drive the 20 miles and do business elsewhere. Bottom line is the location of the headquarters makes very little difference to the average citizen.

Given all the tolls that have been collected over the last 100 years with the primary reasoning being to pay for the original bridge and then continue to collect money to put towards a new bridge, I don't believe toll rates for locals should be increased further. I think it is extremely important to have other low cost viable options to support the local community who travel this bridge daily such as bike and walking opportunities with free or very low toll costs available as alternate solutions....if there is a small fee then Possibly even a flat rate monthly pass for walking and biking.

This will impact those who have to cross the bridge daily I want to see what impact financially this would have. The budge should not be a way to support the powers of hood river or Klickitat County and the expense of those who work here. It should be an interstate bridge like Biggs and The Dalles not is make money only to pay it off

get fucked hood river port authority!!!

No toll bridge like The Dalles bridge. Figure out how to do it.

Need more information on order to form proper questions.

When do you start? Time is money and lot of time is being wasted in surveys, questionnaires that could be expended in design and starting physical construction.

LET'S GO BUILD A STRONG LONG-LASTING BRIDGE

Hurry up

It sounds like locating the headquarters in Washington would result in greater increases in toll rates. I am against anything that will add to a rate raise. Whatever benefit White Salmon/Bingen received would be more than cancelled out by the number of their residents who could no longer afford to go across the bridge to their jobs or other tasks. This was a problem with the last rate raise, and that raise was minor compared to the range of rates I've seen discussed for the new bridge.
THIS BRIDGE WILL BE LIMITED IN ITS USEFULNESS IF PEOPLE CAN'T OR WON'T PAY TO CROSS IT.

It would be ideal to have a bridge we could walk and bike across! And no longer have tolls!

Where has all the money gone that was supposedly earmarked for the bridge replacement?

I hope there will be a bicycle lane (away from traffic) and a walking sidewalk.

When I saw some financial contributions numbers for the bridge project a few years ago it looked like Oregon was putting forth a lot more money than Washington (not totally sure, but that's how I understand it. It also seems like more vehicles travel from Washington to Oregon on a yearly basis.

If Washington uses the bridge more and pays less then Oregon should be the one to host its HQ to ensure Oregons best interest are equaled out. I'm not sure if the new Bistate Bridge Commission HQ's location would give advantages to either side, but if so id like to see it in Oregon.

Keep bridge tools significantly lower for White Salmon/Hood River locals (must have a local billing address). The cost of living here local is already out of control.

If you need to raise bridge tools, pass that onto the tourists.

I would like to see additional information as to why it is more costly to have the bridge headquarters in Washington.

Alternative transportation routes to/from the bridge need to be significantly improved for non-automobile transit to be a viable option. (Particularly from White Salmon.)

Please do what you can to keep tolls low as this bridge is needed for the livelihoods of many. I live in White Salmon and need to travel to hood river 1-2x month for work. I'm also considering having an office in Hood River but a toll any more than it is now affects that decision.

Quit wasting time and get construction going. T

If it weren't for the cost issue, I would prefer the headquarters to be in Washington.

For the replacement project, it would be really valuable for there to be a bike lane on either side of the bridge.

The Port of HR has not been a good fiduciary in the past, and I have little information to believe that they will be a better fiduciary in the future. Why should we believe that the Port really wants to replace the bridge after decades of raising the prices simply to cobble the existing bridge in place, while spending the proceeds on other assets and grossly mismanaging their funds?

Please take into account all the people who must cross the river at least twice a day for work/school issues when setting toll rates.

Tolling on new bridge ... seems like POHR has had a gravy train of income for years (ie current bridge MUST be paid for) ... if it's been paid for by fed transportation \$\$, why tolling?

This bridge needs to be fast tracked before something horrible happens to the current bridge. Everyone knows that it's not structurally sound, and we need a new one now. But you better be careful on how high you increase the toll. You will lose a lot of support if you increase it too much.

Before any taxpayers (Oregon/Washington) incur additional, or new, expenses from this project, a dramatic effort should be made to seek opportunities to partner with private business for space. Due diligence and frugal spending is an expectation of the taxpayer.

Additionally, it's worthy to note, below, that the Committee recognizes possible perception issues associated with Washington users of the bridge. Having a facility to operate in during planning and build, may offset the next hundred years of the bridge being managed by the Port of Hood River on the Oregon side? A small trade off - if it's that noteworthy.

Appreciation for the outreach. It signals thorough dialog thus far.

Thank you

Make sure there is a biking and walking lane!!

Get it started ASAP please!

Please make it possible for pedestrians to commute!!! A sidewalk! A bicycle!

Lower cost to users seems much more important than tax revenue to cities in Washington.

The bridge is an interstate bridge should not be privately owned the port of Hoodriver just uses the tolling to fund the port

Please keep the community proactively informed on what support voiced with which offices will keep this project moving. We've lived with this outdated, dangerous bridge for about 20 years too long, and I'm positive everyone would rally to keep this moving with their respective state departments. Thanks!

Environmental impact study

The way everything is worded in your FAQs below it looks like you want the headquarters to be in Oregon. Well you should just say that. Or else instead present a more objective pros-and-cons for a series of criteria.

Located where it's going to be the least expense for the taxpayers. Since the bridge is being paid for by Oregon, Washington and the federal government, should be funds allocated for toll-free bridge, similar to the bridge in the Dalles

Please get this bridge built. Thanks. N

This should benefit both WS, HR, and Bingen

Q2 additional details needed re WA and OR "state taxes and other laws" that places a preference for OR for Commission HQ. Where can this info be found?

Who wrote this survey, for starters? Not nearly enough detail, information, data in order to provide an educated response to your questions. Garbage in/garbage out.

I think the commission should do whatever possible to get this going as soon as possible, i dont care where headquarters are.

My complete disappointment that local residents are STILL paying a toll fee. The new bridge has paid for itself over and over. There is enough tourism in our area that we residents should have to pay the toll fees.

It's a real shame watching how the port of hood river has pissed away so much of tax payer dollars. As a long time local of the area I have heard talk of the bridge being replaced and tolls going up to fund the project.... It's been years and nothing has changed. But the port of hood river has funded many other projects.

I'd leave it alone.

Long term lease on quarters probably best as the bridge will not be finalized for at least 10 years given the moronic permit process.. I figure if the old bridge fails possibly new bridge in 2 to 3 years on an emergency basis. In any event the commission members should be fairly young. I personally dont expect to live to see it at age 77.

I'm quite confused about the need to increase tolls, yet again. My entire 36 years of existence I have been told that the toll was going into a fund that would cover the cost for a new bridge and any current repairs of the bridge. I have not seen anything but the port of hood river buying up land, in land grabs, and then charging rent on said land that is over market value. The idea of further increasing the toll seems like nothing more than a chance to blame inflation and put the cost on to the lower class people who have to daily commute over the bridge to/fro employment.

I assume that there are more considerations to the siting of the headquarters than just the state sales tax. For example, Washington has no personal income tax, which would obviously impact employees.

Can we be sure to have a pedestrian lane?

will it still be a private bridge?

"it will cost more to locate the headquarters in Washington than Oregon. This will result in less overall funds for the new bridge and tolls may need to increase to make up the difference." Why would the location of the "headquarters" cost more? This is a loaded question, obviously intended to sway opinions to Oregon.

This needs to happen ASAP!!!

The new bridge MUST have pedestrian and bike access and wider lanes, so vehicles have more space to pass each other and not wreck.

Workers are not friendly

Fingers crossed for a bike/pedestrian lane. This will significantly reduce vehicle trips; I know I will bike to HR as much as possible. In terms of HQ locations, hard to say since property leases and/or utilities could be cheaper in WA, which would offset any increased tax. By only putting forward one cost factor, the question itself seems leading. The entire cost and benefits of location should be considered holistically; using a single community survey over taxes to argue a position doesn't paint a full picture. But if this were the only difference, then yeah, sure.

Can you provide more specific information?...like what is the projected utility tax revenue that White Salmon/Bingen would receive if the headquarters are located in WA? What can the Utility Tax revenues fund? What is the difference in cost between a 40 year loan repayment and 50 year...does that amount change tolls \$0.50 or \$5.00?

It would be amazing if the new bridge would hold semi trucks at/and below 105,500 lb

Place where tolls will stay low or be removed.

A building is already in place at the port of Hood River, it makes little sense nor is cost effective in building new.

A new bridge(s) would be wonderful. I've been driving the existing bridge since the 60's and it's time to update.

The phrasing of your second question clearly biases the responses you will get. Very poor research strategy! It is as if you wanted a certain answer. (Hmmm) The fact is that Washingtonians use the bridge more than Oregonians. A better strategy would have been to ask at what price point Washingtonians would be fine having it built in Hood River. (What would be the reason an Oregonian would want it in White Salmon, especially if it might end up costing them more?)

Why is the information one might use BELOW the questions? Who designed this survey?

Are there other WA side locations that are an option? Bingen? Lyle? Many WA residents depend on the bridge for transportation to work, groceries, child care, etc.

Punishing WA residents for being involved and requesting priority as a location seems absurd, especially when the Port of Hood River has benefitted off of our tolls exclusively for so many years! Maybe some of that money can offset the cost of location?

It is important for the bridge offices to be convenient to both Hood River and White Salmon. I don't care which state they are in, but I care very much that I don't have to drive far from the end of the bridge to get to the offices, I care that there is adequate parking at the offices, and that there is adequate staffing, with a customer service orientation, which is lacking at the moment.

Seems after all this time paying tolls the bridge should've been paid for by now.
But greed is running rampant these days.

Would be nice to get the project completed sooner than later. It's taking forever.

Headquarters should be easy to get to for all, not just residents on one side of the bridge.

Stop dragging your feet, let's get this bridge built already.

Will the old bridge remain or will it be taken down?

Do not raise the cost to use the toll bridge. If you come to the conclusion to raise the cost for Oregon and Washingtonians to pay more, then charge the cost to the non-residents.

I truly believe that the majority of residents use the bridge for work, shopping, groceries, and Dr. Appt. Then again to be able to do this the cost would be higher. So leave the fee to use the bridge as it is.

The Port of Hood River is universally scorned and disliked in the local area for their lack of transparency, high spending, and astronomical rate and fee increases. The local community does not trust them to serve the best interest of the residents, and any expenditures or plans should be supervised and audited by a third party, with ample opportunity for community input.

Just get the project started! You have had enough input and it time for action the amount wasted money on studies when you the answers, replace it move on. Secondly keep the toll reasonable, the state and the feds all reap enough in transportation dollars fund this. The toll should be so cost prohibitive that people have to think twice about crossing it.

Is the bridge safe to cross now? It seems like it was in the 2% safety rating years ago?

My family moved to the area in 1980. I recall hearing back then that the Hood River bridge needed to be replaced. I was twelve years old at the time. I'm going to be able to collect Social Security in seven years. I'm hoping I'll also be able to drive across the new bridge by then.

Your surveys cost money. No matter what you do, there will always be folks who are unhappy.

if both states give money to this project than will we pay tolls on both sides cause this bridge is vital to the Jobs and Livelihood of local residents and paying all those tolls to get back and forth to work is a drain most employers do not assist with. Oregon has been collecting tolls along time and progress on bridge replacement has been very slow

Needs to be wider and/or regulate wide loads crossing to eliminate crashes and busted side mirrors

Weekday bridge closure will force me to leave my job of 3 years. Going around when I already commute 40 miles is something I can't financially justify. Bridge closures significantly impact my life, shopping habits, and ability to work.

Tolls getting expensive hurting our White Salmon communities.

Please do not make this bridge ugly! The view from Burdoin is one of the most iconic and beautiful views in America, and an ugly bridge would detract from that beauty.

Please!!!! Just make this a SAFE and well functioning bridge. Nothing fancy just a bridge like they have in Biggs, Or. I don't care how fancy it is or if it looks appealing.

I think too much time is being taken to figure out how the bridge will look. There's been years to figure that out-it's not that hard. Just get a plan and build it. It doesn't need to be multiple lanes, walking path, bump out for viewing, etc. We just need a stable, functional bridge!

The headquarters does't seem like a big deal to me. I am most concerned about high bridge tolls. In the past survey there was lots of questions about raising the bridge toll in the \$5-10+ range. That is incredibly inequitable and outrageous for so many reasons. In no way should anyone have to drive 30-60+ minutes out of their way to save money on such a high toll. I would rather see a

simple two lane bridge with a speed limit of 25 with some bike and pedestrian lanes. I don't need some high speed 4 lane bridge that to costs me \$10 to get to and from work.

This bridge project has been in the planning stage for years, like 20 years and has cost millions, shit or get off the pot

It's time that Washington state take more control of this bridge.

I'd like to know an accurate estimate how much more it would cost for the headquarters to be located in WA compared to OR. it's impossible for me to make a decision on the location until I know this information.

Will pedestrians and bicyclists be charged a toll for crossing?

Walking lane is critical need

Bike lane is critical need

The headquarter should be where it makes the most sense financially, for building cost , taxes, and tolls.

Port of hood river has proven to be controversial and perhaps incompetent at running a bridge. They till longer than promised, and select maintenance contractors who do incomplete/incorrect work, continuing to waste money. The Dalles bridge, Biggs, etc. Have done it better. Seems wise to let someone else show them how it's done.

It is very important that no matter where the HQ are located that both sides have a say in how the tolls are spent. It is vital that tolls are put toward maintenance FIRST. It is absolutely inexcusable that there is not a robust bridge replacement fund available at this time. The funds have been allocated to benefit the people of Hood River leaving White Salmon residents and bridge users to suffer the consequences and nothing to show for it other than threats to raise the tolls and to hamper our tourism industry and income when the bridge is under repair.

Seems kinda like a no-brainer. If it will cost less to locate the headquarters in Oregon than it will in Washington, then locate it in Oregon. Seems silly to create a poll to figure this out. No wonder why the bridge replacement has taken so many years (or rather decades) of planning and nothing has been done. The longer you put this off, the more expensive it will be. Get off your fucking asses and get something done! Maybe the Port of Hood River should quit focusing on other projects, like the airport and the waterfront, and get this done!!!

Construction costs from wsdot is 20 percent more money

Use odot specs for construction

I would hate for the bridge to not have character, it's so iconic right now. Replacing it with something that looks like the 205 bridge would be a shame.

Does it have to be a toll bridge? Why can't it just be an US highway interstate bridge, like the bridge between The Dalles and Dallesport?

Just how urgent it is to get a bridge built.

The port of Hood River is not trust worthy. Office staff are extremely rude and unhelpful. Y'all need an internal overhaul.

It started in Oregon, it stays in Oregon!

Anything to take full control away from the port of hood river

A creative name for the bridge could help it feel more like a joint project

Is it going to be four lanes?

As long as the Washington side communities have 'equal' say in the oversite of funding, design, construction, tolls, operations & maintenance decisions, then the location of headquarters should be based on cost. it will be important to minimize toll costs.

Loans shouldnt last beyond 40 years anyway. By that time there may be other replacement, maintenance costs that cause a need for anpther loan.

Also, I think perception of a joint state venture is very important and headquarters in WA would be amazing for that.

They should only charge tolls for the bridge for the initial construction, and ongoing maintenance, excluding federal and state funds. The charging of the bridge tolls to fund other efforts should be stopped. Having the lowest bridge tolls possible is important as so many people struggle to be able to afford them. Also, walking and biking lanes should be free to cross as this is best for the environment.

It's stated that there are likely impacts to funding and tolling for the bridge depending on whether the headquarters are located in Oregon or Washington. This concept is easy to understand but the magnitude of these effects is needed to be able to make an informed decision or recommendation. While I like the idea of locating the headquarters in Washington, just throwing this question out there without any context is stupid and could lead people to make a regrettable choice.

Farmers use this bridge to take fruit to Washington. Please don't forget it's a working bridge. Not just for tourists.

What will the headquarters do to serve the bridge?

Transparency would be nice. I don't trust the Port of Hood River, their commission, their intentions or efforts, and know many people in this community who feel the same. I'd like to see the bridge project start off with objectivity, transparency, and focus on community benefits and safety, not just how much \$\$\$ it will benefit the port or other entities. And the new bridge absolutely needs pedestrian and bike lanes.

Also, after scrolling down to learn more about benefits and tradeoffs, it is not clear who benefits from taxes if based in Oregon. It only states that Bingen / WS will or will not receive tax revenue. It doesn't state who in Oregon is benefiting from tax revenue. Also, if the bridge commission is based in Oregon, will it end up managed by the port of hood river again?

What is the daily revenue for the bridge currently?

What's projected the next 5 years?

Are the headquarters looking to buy/build a space or rent? Real estate is cheaper on WA side..

Will the new bridge have a pedestrian sections? Will the transponders work throughout Oregon/Washington?

I take back my previous answer of Hood River after realizing how skewed the info provided here is and how unspecific it is in what the costs passed on to locals will be. Raise tolls for visitors, keep them the same for BreezeBy, locate the offices in White Salmon to help fund the town that's been providing most of the toll money all along.

I'm very glad to hear about the Bistate Bridge Commission's makeup and approach.

There have been some (seemingly) pretty negative-for-Washington resident choices in the past and still ongoing. Whatever the reasons those choices; this new approach seems like it has the potential to be more transparent and hopefully will give the primary bridge users the most voice in its operating decisions.

A couple examples where information would be helpful:

- Better information about why WA would cost more as a HQ location would be valuable. Right now that seems 'off' so I can either spend hours and hours researching it OR there could just be a link or two with the written notes / write-up you guys have used to come to that conclusion.

- Ownership change of the bridge: Is this a transfer or a purchase? Terms? ...most of us accept State (and definitely Federal) spending methods are often terrible. We would like to believe local government, where we see the people making the decisions, is better. This survey and asking questions is an awesome step in the right direction.

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There have been some (seemingly) pretty negative-for-Washington resident choices in the past and still ongoing. Whatever the reasons those choices; this new approach seems like it has the potential to be more transparent and hopefully will give the primary bridge users the most voice in its operating decisions.

A couple examples where information would be helpful:

- GREAT summary of information about why WA would cost more as a HQ location was provided below this survey. Thank you. Well done.

- Ownership change of the bridge: Is this a transfer or a purchase? Terms? ...most of us accept State (and definitely Federal) spending methods are often terrible. We would like to believe local government, where we see the people making the decisions, is better. This survey and asking questions is an awesome step in the right direction.

Being in Oregon outweighs being in Washington in my opinion.

Bring in a self contained portable classroom and place it on land that the Port of HR already owns. No brand new construction or land purchase needed for a headquarters.

The toll is too high and negatively impacts WA residents more than OR residents.

Let's get moving already.

Do you have a idea of how much it will cost to go across it.

How long will this project take 2 will the old bridge remain in service while construction takes place 3 if not I will have to find work elsewhere I work in hood river and live in Appleton wa

Let's get going. The bridge is 98 years old. It's not getting any younger or cheaper.

Just leave the office at the port of HOOD RIVER why spend that extra money ????

Bring in a self contained portable classroom and place it on land that the Port already owns. No brand new construction or land purchase needed for a "headquarters" we have paid enough for a Bridge that has not been built why are we expected to pay for a NEW headquarters!

Put the headquarters wherever it makes the most fiscal sense. It seems like putting it on Oregon makes a lot more sense than putting it in Washington. Given the facts you've presented, why even ask? Put it where it makes the most sense, and will lead to the lowest toll rate for the locals who use it multi times daily.

Hopefully there will be a reduced rate for frequent local travelers across the bridge, similar to what is done today.

It's not fees-able for the community members to suffer the harsh cost of living in white salmon and having to commute over to Hood River to work. Many of us are struggling enough to makes ends meet living in such an expensive area. Please consider not increasing the toll and please consider replacing the bridge to a safer, more community backed bridge that host walkers, bikers, and drivers.

I am as an owner of several businesses in Bingen, I am VERY interested in providing input on the cost of tolls and other business impacts of the new bridge.

Keeping tolls low for locals is most important. There are many low income people in the gorge who rely on the bridge for survival. Make bridge free for bikes and pedestrians

Why is this bridge a planned toll-bridge whereas The Dalles is not. Will it be tolled forever? Is it tolled because it is not federally funded like the Portland-Vancouver bridges on I-5 and I-205?

Would love for the bridge to allow access from pedestrians and cyclists.

Environmental Impact Mitigation and minimizing impact on tribal land.

I choose White Salmon because Hood River already has a lot of commerce. White Salmon needs the exposure to travelers.

Very pleased to read about the makeup of the Bridge Commission that the commissioners are to be equally from each state and that it will own and manage the bridge. now we just need to get it built!

You should put all the info that you have below (explaining the taxes, insurance, financing, etc) up at the beginning of the survey so that people start off with the information they need to answer the survey questions...having the information BELOW the survey submit button kinda defeats the purpose of of your survey---unless the purpose of the survey is to find out what uninformed residents think. This is disappointing "outreach". You can do better.

Why is it that the location question is open for public survey but the recent toll max survey was only for specific people? We understand the bridge had to be paid for, but my family has been paying for a cumulative 120 years (4 immediate family x number of driving years - and that's rounded down!). Increasing toll should be a non-starter. Especially since current designs are replacing a land-mark bridge with just another grey blob. I hope the replacement folks can consider these comments - unless there's a legal or permitting reason to locate the office in WA, it should be located in OR for days tax purposes.

The new bridge needs to be safe and secure. Hoping for a pedestrian path added.

Build it already!

I'm wondering why Bingen, Wa isn't listed as a possible location for the new Commission headquarters?

I am also interested in learning more about management of the bridge, including tolling and allocation of toll revenue, after the construction bond has been repaid.

Lastly, I am curious if the term of the bond (40 vs 50 years) has an impact on the total repayment cost of the bond? In other words, will more interest accrue on the 50 year term, thereby making the total bond cost higher?

Isn't it about time to build the new bridge?? 15 years and still talking about it.....just build it already!!!!!!! i have lived with two bridge builds and NEITHER TOOK THIS LONG.

The new bridge ABSOLUTELY NEEDS a walking/bike path across, and not to be charged for that mode of transportation.

Will the bridge become a publicly owned bridge once it is paid off

About a year ago I asked that the Port of Hood River VERY CLEARLY explain in writing to the public how the current income from the Bridge is used, how it has been used over the last 10 years, what the plan is for 2023, and WHEN there will be 100% use of Bridge Tolls used FOR the bridge. I have not yet seen those numbers. When will they be released please?

(I have actually been asking these questions for many years.)

Thanks

This entire "feasibility and planning" process has never been about anything other than a delay effort by the Port of Hood River execs attempting to run clock to protect their jobs. The bridge could have been funded and replaced long ago if the bureaucratic administration got out of the way and did what benefits the public -- its not that complicated ... REALLY !!!

No toll. It should be free like bridges in Portland.

First, I do believe the White Salmon-Hood River Bridge is in dire need to be replaced. However, I strongly believe that this replacement should not rely upon, or be majorly funded by tolls paid by local tax paying folks. Whom have payed a toll to cross the bridge for decades, in order to live, work in the Gorge, and who've made the Gorge a renowned destination that people from around world want to visit for it's amenities, services, food, farms, and outdoor recreation.

Secondly, raising the toll higher than it currently is on the White Salmon-Hood River Bridge will be detrimental to the symbiotic economy on this section of the Columbia River Gorge. For example, there are many people that work on the opposite side of the river than they live. This includes, and is not limited to many people who live on a fixed income, such as, state employees; including teachers, administrators, healthcare workers, farmers, social servants, including small and large business's owners and they people that they employ, who also distribute goods and services to not only the Gorge, but major metropolises up and down the Pacific Coast states of Oregon and Washington.

Housing in this region is very limited and in turn incredibly expensive in Hood River and White Salmon Valleys, which is why people who make up this local economy live where they can. For instance, even the Superintendent of the Hood River County School District in Oregon, lives in White Salmon, WA. For many, it isn't a choice on where they inhabit.

Raising the toll on the bridge will force local residents, employees, and families to move out of the gorge, seek jobs elsewhere, shut down, or relocate their business's entirely to more affordable areas, my family included. Those who stay here will be forced to drive around the bridge, and utilize The Dalles bridge, which is free, or what could become the cheaper bridge in Cascade Locks.

Ultimately, the Port of Hood River, and the State's of Oregon and Washington need to find a way to replace the bridge without gutting the livelihoods of the local Gorge residents. There needs to be a means to fund the replacement through other means. Also, Washington residents already pay a transportation tax to Washington State, and like I mentioned above have been paying a toll to the Port of Hood river for the crossing the bridge for many years. The local residents of the Gorge have paid this ever-increasing toll, with the current Port's promise of a replacement bridge for decades as well, but never with the threat of the toll increasing to unaffordable levels.

Lastly, the Port of Hood River needs to be held accountable for not putting the money they've profited off of collecting tolls from the bridge towards the bridge replacement, which they said they would. Instead, the Port of Hood River has chosen to purchase real estate around Hood River, OR and the unincorporated town of Odell, Or, which has absolutely nothing to do with replacing the bridge. In addition, the airport in Hood River is under their control. Some of these large land parcels they've purchased currently sit vacant, and have been for sale for many years, and are no where near the port, or the bridge. The Port makes money to fund all the services it provides to the small waterfront area adjacent to the bridge from charging parking fees, and lease fees to the very few businesses that operate down along the waterfront. The Port's hand should be forced to compensate the funds. They've allocated monies towards other projects rather than the replacement of the bridge. I feel that any, and all operations associated with the bridge should not involve the Port of Hood River at all, especially considering how they've continued to misappropriate funds while continuing to promise a bridge replacement.

In summary, the White Salmon-Hood River bridge needs to be replaced for the safety of everyone who uses it. Everything that can possibly be done to keep the crossing toll as low as possible, and at the very least the same rate it currently is, should be down, in order to preserve the local economy of the Gorge. The bridge is an integral part of the functionality, and existence of the Gorge itself, and raising the toll higher than it is now, will destroy this community, it's economy, and the lives of people who call the Gorge home. Alternate funds need to be found to fund the bridge replacement besides crossing tolls.

I hope the Port of Hood River will NOT be in charge of this bridge in any way. They have taken our toll money for decades and do not appear to have saved/invested any of that money for a replacement bridge. And they allowed overweight trucks and speeding vehicles to damage the bridge with impunity for most of the 30+ years I've lived here. Also, what is the point of a survey that asks

questions that are loaded toward Oregon (e.g. claiming that will be the less expensive option)? Communication about a replacement bridge has been terrible and you still have some 'splainin to do if you want to earn the community's trust! Try starting with: Where did all that toll money go???

Comments from the Spanish survey:

Habr  opciones para caminar o montar en bicicleta? Espero que s !

seems like a good idea to have a Washington bridge between the two Oregon ones

Que el gobierno nos ayude para a aser el puente nuevo y as  no estar pagando mucho dinero todo el a o y el se ag  responsable del puente as  como el de Dalles OR que no pagamos nada cuando pasamos esa es mi opini n gracias.

Overview of Commission Formation Agreement

Port of Hood River Executive Session
December 13, 2022

Background

“The quality of the legal or contractual framework upon which many assumptions rest is a prerequisite to the credit analysis” Fitch Ratings

Why a Commission Formation Agreement (CFA)?

- Statutes require that to form a bi-state bridge commission, local governments must enter a CFA
- The CFA must specify name of commission, date when it becomes effective, primary place of business, composition and appointment of Board, Board co-chairs, requirements for Board approvals
- CFA also provides a roadmap for transitioning from the Port/BSWG governance structure to the bi-state bridge commission, and the startup of the commission

Organization of CFA

- Charter: Body of Agreement (Sections 1 -18) and Exhibit A (Definitions)
 - Charters, forms and names the bi-state bridge commission the “*Mid-Columbia Bridge Commission*” (MCBC)
 - Provides overall framework for on-going governance of MCBC
- Interim Rules: Exhibit B
 - Temporary rules for initial operation and administration of MCBC
 - Intended to be superseded by permanent rules enacted by the Board
- Intergovernmental Transition Plan: Exhibit C
 - Appointment of initial Board; Setting initial Board meeting dates
 - Anticipated Port staffing and budgeting of MCBC during startup
 - Capitalization of MCBC

Section-by-Section Explanation of CFA

(For Selected Sections)

Charter Sec. 2: Establishment of MCBC

Charter Sec. 3: Applicable Laws

- CFA forms and the “*Mid-Columbia Bridge Commission*” (MCBC)
- MCBC effective as of July 1, 2023 (unless CFA is delayed). BSWG disbanded.
- Location of *Primary place of business* for MCBC (WA v. OR) will be proposed following conclusion of online opinion poll later this month
 - *Primary place of business* designated in CFA determines which state laws (WA v. OR) generally apply to MCBC
 - The physical location of the *primary place of business* can move to other locations in OR or WA, but the applicable state law cannot change
 - Other MCBC facilities (e.g. maintenance yard) can be located in either state; does not have to be same state as primary place of business
 - Notwithstanding the *primary place of business*, and subject to an IGA with the Port, MCBC will use the address of MCBC shall be the Port’s until MCBC establishes an office or its own (Transition Plan, Sec. 4.1)

Legal Counsel Issue A: Bridge Commission's Principal Place of Business and therefore Governing Law is yet to be determined.

Charter Sec. 4: Board of Directors

Section 5: Ex Officio Board Members

- Board consists of 6 Directors, 3 appointed by each county. Alternates also appointed. Except for initial Board, terms are 4 years. No term limits.
- Directors can be removed with or without cause by appointing county
- Process for nominating and appointing Directors enacted by each county (which may differ); based on certain requirements in CFA, including:
 - Cities/Port have opportunity to nominate or disqualify candidates
 - Elected officials and staff from other public bodies may be appointed
 - Candidates with pertinent experience to be prioritized. Diversity considered.
- Board may appoint Ex Officio Members, and set their term of office, who:
 - Can participate in Board meetings, executive sessions, and committees
 - Cannot vote, and do not count toward quorum requirements
- To facilitate the transition, the co-chairs of BSWG are made Ex Officio Members (unless appointed as Directors) for 2 years under Interim Rules

Legal Counsel Issue B: Eligibility of Elected Officials to Serve as Bridge Commission Directors: Doctrine of Incompatible Offices

Section 6: Powers and Duties of Board

- Board has broad powers to design, construct, toll, finance, operate, and maintain Replacement Bridge that are set by statute.
 - These powers cannot be voided or limited by the CFA
- MCBC may not require any action by Port Commission. The relationship of the Port and MCBC will be established in future IGAs
- MCBC has no power or duty regarding existing bridge.
 - Statutes require an IGA between MCBC Port addressing the disposition of existing bridge.
 - Per statutes, Port receives net salvage value from demolished existing bridge, unless it agrees otherwise.
- This CFA does not address potential future involvement with Bridge of Gods.

Section 7: Board Officers

Section 8: Board Actions

- Statutes set terms for co-chairs of Board. One co-chair from each state. Alternating one-year terms as First and Second Co-Chairs.
- Quorum for public meetings set at 4 Directors (or Alternate acting as a Director)
- 4 affirmative votes needed to approve an ordinance or resolution – thus, bi-state support is required. Unanimous approval by all voting Directors is required for an emergency ordinance.

Section 10: Grant Administration

- Port remains as grantee of the existing replacement bridge grants until they are closed by the Port.
 - Almost all expense paid by these grants for about 18 months; then fully spent
 - Possible that a limited amount of Port toll revenue may be requested for certain expenses that are not grant eligible (i.e.; liability insurance for MCBC)
- MCBC will be grantee for any future grant awards, including the WA grant funds approved in 2022 session
 - Grant funds received by MCBC will pay eligible Port expenses incurred on behalf of MCBC under an IGA
 - Port toll revenues may be requested to pay grant-ineligible expenses

Legal Counsel Issue C: Federal Grant Fund Obligations and Limitations

Charter Sec. 11: Personnel and Staffing

- Board must hire or retain a CEO
 - Role of CEO described in Charter, Sec. 11 and Interim Rules, Section 9.
- Board must hire or retain a General Counsel
 - Role of General Counsel described in Charter, Sec. 11
- Per Transition Plan, Sec. 4.2, subject to IGA between Port and MCBC, and until Port and MCBC decide otherwise:
 - Port CEO, or designee (can be a consultant), serves as interim MCBC CEO
 - Port CFO, or designee, serves as the interim CFO for MCBC.
 - Port staff provides administrative support and liability insurance for MCBC
 - Port retains legal counsel for MCBC; MCBC is client, holder of privilege
 - Eligible expenses of Port for above services reimbursed with grant funds.

Charter, Sec.12: Finance and Budgeting

Charter, Sec. 17 Bridge Tolling and Operation

- Per statutes and CFA, MCBC:
 - Has no taxing power
 - Has exclusive power to impose tolls/charges solely for Replacement Bridge
 - May only use toll revenues to pay bridge-related costs
 - Is authorized to enter any revenue-backed financing agreement permitted by law. These debt obligations are solely MCBC's, Port/others incur no liability.
- Per statutes, MCBC will not need an independent budget for FY2023-24; all costs/revenues for replacement bridge and MCBC in Port budget
- When MCBC has revenue of its own, likely beginning FY2024-25, MCBC will be required to have a budget of its own.
 - Interim Rules, Sec. 6 describes the budgeting process to be used by MCBC
 - MCBC and Port budgets will have incoming/outgoing fund transfers between the two agencies. The MCBC and Port budgets will have to be coordinated. IGAs required to define responsibilities and terms for fund transfers between MCBC and Port.

Financing - Continued

Transition Plan, Sec. 2: Capitalization of MCBC

- Funds must be secured to fund a variety of reserves for MCBC and to pay certain expenses of MCBC prior to opening of Replacement Bridge
- While CFA does not resolve issue, in Transition Plan, Sec. 2:
 - Parties acknowledge the need to secure funding
 - Parties agree to work cooperatively to agree by January 1, 2024 on a plan to make funds available
 - Dedicated toll rate increase is an option to be considered

Legal Counsel Issue D: Payment of Unexpected Existing Bridge Costs

Charter Sec. 15: Environmental Compliance

Charter Sec. 16: Rights and Interests of Tribes

- Several environmental approvals/documents for Replacement Bridge (i.e.. Record of Decision (ROD)) applied for or executed by Port
- Section 15 provides transparency that MCBC will be responsible for satisfying commitments and requirements in these approvals/ documents
- Section 16 provides similar transparency with regard to future agreements covering rights and interests of tribes
- Clarifications requested by FHWA, and may facilitate issuance of ROD
- In Transition Plan, Sec. 3, Port agrees to incorporate explanation of these transfers of responsibilities in environmental approvals and documents prepared under its lead

Exhibit B: Interim Rules for MCBC

- Each Interim Rule regulates the conduct of MCBC until a superseding “final” rule is enacted by Board or Board repeals the Interim Rule. Interim Rules regulate:
 - Conduct of Board
 - Schedule and notice of Board meetings
 - Procedures for Co-Chairs
 - Actions of Board
 - Procurement and Contracting
 - Budgeting Procedures
 - Finance
 - Role of CEO
- The Interim Rules are bare-bone; intended to be fully replaced with final rules within first two years

Exhibit C: Intergovernmental Transition Plan

- The Transition Plan represents agreement between the parties regarding activities they will undertake to implement MCBC
- Section 1: Process for counties to make initial appointment of Directors and schedule initial MCBC Board meetings
- Section 2: Parties acknowledge need, and agree to work cooperatively to capitalize reserves and provide initial funding for MCBC
- Section 3: Coordination of regulatory approvals (discussed earlier)
- Section 4: Anticipated administrative services provided by Port for MCBC (discussed earlier). Does not take effect until Port and MCBC execute IGA following startup of MCBC.

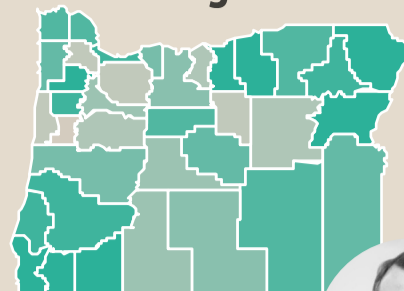
Schedule

Online poll re: Principal Place of Business	12/19/2022
Draft 4 CFA Released	1/5/2023
BSWG Discussion on Draft 4	1/9/2023
BSWG Recommends CFA for Approval	1/23/2023
CFA Approved by Cities, Counties, Port	February 2023
Counties Appoint Directors	February 2023
Transition Period	3/1/23 - 6/30/23
Counties Set Initial Board Meetings Dates	June 2023
MCBC Effective	7/1/2023

Questions?

2022-25 Bridge Replacement Legislative Strategy Summary

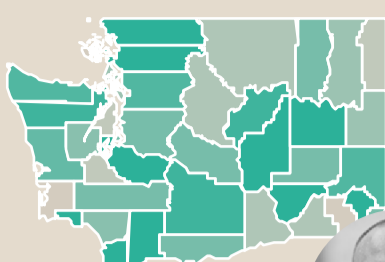
Oregon



Dan Bates,
Thorn Run Partners

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

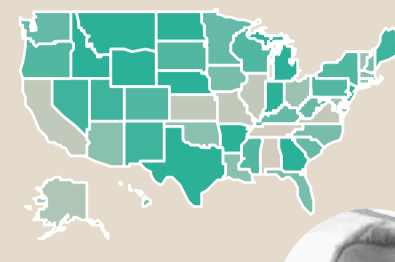
Washington



Brad Boswell,
Boswell Consulting

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

Federal



Hal Heimstra,
Summit Strategies

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

2022 Short Session

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

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

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

2023 Long Session

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

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

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

2024 Short Session

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

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

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

2025 Long Session

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

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

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



Hood River – White Salmon

BRIDGE REPLACEMENT PROJECT

January 4, 2023

Senator Chris Gorsek
Senator Elizabeth Steiner
Representative Susan McLain
Representative Tanya Sanchez
Oregon State Legislature
900 Court Street NE
Salem, OR 97301-3871

RE: Support Funding for Hood River-White Salmon Replacement Bridge Project

Joint Ways and Means Committee Co-Chairs Steiner and Sanchez, and Joint Transportation Committee Co-Chairs Gorsek and McLain:

We write today to express support for allocating \$125 million to fund the completion of the Hood River-White Salmon Replacement Bridge Project.

The Hood River Bridge has been connecting people in Oregon and Washington for nearly one hundred years and is an essential piece of infrastructure for the individuals who use it every day. However, the current bridge is functionally obsolete, weight-restricted, seismically deficient, and a hazard for maritime freight on the Columbia River. The Hood River-White Salmon Interstate Bridge Replacement project has been the #1 economic development priority in the Mid-Columbia region for many years. The link provided by the bridge proved vital in the creation of a strong tech sector across state boundaries in this rural region, and it serves as a critical connection for our state's agriculture sector. Replacing the Hood River-White Salmon Bridge is vital to the local economy, and to the safety of surrounding communities in both Oregon and Washington.

Repair costs for the current bridge continue to grow year over year, with the most recent Sufficiency Rating of the bridge being reduced to 6, on a scale of 100. Unless construction on a new bridge is underway by 2027, \$57 million will need to be spent on the current bridge over the next ten years to provide for its continued safe operation. Design and engineering work for the Replacement Bridge Project must be completed by Q2 of 2026 to begin construction by Q1 of 2027, and any delays or stoppages of design and engineering work due to lack of available funds will increase project costs and require additional spending on repair and maintenance of the existing bridge.

The Replacement Bridge Project has an estimate of \$500 million, which includes 30% contingency and 4% for inflation – compounded yearly. To date, \$95 million in funding has been awarded - Oregon (\$10M), Washington (\$80M), and federal grants (\$5M). There are additional federal funding grant opportunities (\$295M) and a portion of the

existing bridges tolling revenue has been reserved for local investment in the bridge replacement.

With early funds, the Port of Hood River hired HNTB as the project manager and is working to complete early design and engineering work. The bridge design and location has been determined and the Coast Guard has approved the height of the bridge. An environmental impact study from ODOT is expected to be approved NOAN by the end of the year. HNTB will perform an evaluation to optimize existing and future toll revenue that will include the evaluation and implementation of a toll increase in July of 2023 with 100% of the toll revenue increase going toward the new bridge.

As our state focuses on resilience, prosperity for rural communities, and efficient and safe transportation systems, this project provides an immediate opportunity to advance those goals. The current national focus on upgrading infrastructure presents our state with a unique opportunity to make much needed regional investments. In your decisions about funding transportation resources, please remember this region's critical need for local, state and federal funding for the Hood River-White Salmon Interstate Bridge replacement project. It is the Region's highest priority.

Respectfully,

Bi-State Working Group Members



Catherine Kiewit, Mayor
City of Bingen



Mike Fox, Commissioner
Port of Hood River



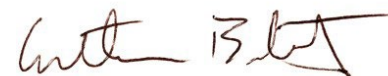
Marla Keethler, Mayor
City of White Salmon



Kate McBride, Mayor
City of Hood River



Jake Anderson, Commissioner
Klickitat County



Arthur Babitz, Commissioner
Hood River County

cc: Senate President Rob Wagner
Senate Republican Leader Tim Knopp
Senate Democrat Leader Kate Lieber
Speaker of the House Dan Rayfield
House Republican Leader Vicki Breese Iverson
House Democrat Leader Julie Fahey

**U.S Department of Transportation
FY 2022 Mega Ratings Report**

Key: Statutory Requirements	
In order for a project to be selected for award, it must meet all of the following statutory requirements:	
(A)	The project is likely to generate national or regional economic, mobility, or safety benefits (49 USC 6701(f))
(B)	The project is in need of significant Federal funding (49 USC 6701(f))
(C)	The project will be cost-effective (49 USC 6701(f))
(D)	With respect to related non-Federal financial commitments, 1 or more stable and dependable sources of funding and financing are available to (i) construct, operate, and maintain the project; and (ii) cover cost increases (49 USC 6701(f))
(E)	The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project (49 USC 6701(f))
(DP)	The applicant submitted, together with the grant application, a data collection and analysis plan that meets the requirements in 49 USC 6701(g)

Project Name	Applicant Organization Name	State	Project Size	Proposed Award	Estimated Future Eligible Project Cost*	Grant Request Amount	Met all Statutory Requirements	Statutory Requirement Not Met	Overall Rating	
Eligible Applications										
1	North Extension Stabilization Step 1 Project	Municipality of Anchorage - Port of Alaska	AK: Alaska	\$100M to \$500M		\$ 114,500,000	\$ 68,700,000	No	C, DP	Not Recommended
2	Robertson and Gerstle River Bridges Replacement	State of Alaska	AK: Alaska	\$100M to \$500M		\$ 125,000,000	\$ 75,000,000	No	B,C,DP	Not Recommended
3	Tustumena Replacement Vessel	State of Alaska	AK: Alaska	\$100M to \$500M		\$ 324,870,000	\$ 194,922,000	Yes	n/a	Highly Recommended
4	I-10 Mobile River Bridge and Bayway Projectect	Alabama Department of Transportation	AL: Alabama	\$500M+		\$ 2,706,000,000.00	\$ 500,000,000	No	C,D,E	Not Recommended
5	Montgomery Outer Loop: SR 108 Extension Phase 2	Montgomery County Commission	AL: Alabama	\$100M to \$500M		\$ 146,000,000	\$ 87,600,000	No	D,E	Not Recommended
6	I-49 Extension	Arkansas Department of Transportation	AR: Arkansas	\$500M+		\$ 916,710,613	\$ 100,000,000	No	C	Not Recommended
7	The Gap: I-10 GRIC Corridor	Arizona Department of Transportation	AZ: Arizona	\$500M+		\$ 992,550,000	\$ 359,650,000	No	n/a	Recommended
8	State Route 24 Extension	Pinal County	AZ: Arizona	\$500M+		\$ 502,720,900	\$ 301,632,540	No	C,D,DP	Not Recommended
9	POLA Supply Chain Project	California Department of Transportation	CA: California	\$100M to \$500M		\$ 149,100,000	\$ 89,460,000	No	DP	Not Recommended
10	Madera High-Speed Rail Station Project	California Department of Transportation	CA: California	\$100M to \$500M		\$ 146,000,000	\$ 87,600,000	No	C,DP	Not Recommended
11	I-5 Managed Lanes	California Department of Transportation	CA: California	\$100M to \$500M		\$ 379,000,000	\$ 211,000,000	No	D,E,DP	Not Recommended
12	Watsonville-Santa Cruz Multimodal Corridor Program	California Department of Transportation	CA: California	\$100M to \$500M	\$ 30,000,000	\$ 193,576,524	\$ 30,000,000	Yes	n/a	Highly Recommended
13	Interstate 5 Stockton Channel Viaduct Bridge Rehabilitation Project	California Department of Transportation - Caltrans	CA: California	\$100M to \$500M		\$ 377,000,000	\$ 100,000,000	No	C,D,E,DP	Not Recommended
14	California High-Speed Rail Inaugural Operating Service	California High-Speed Rail Authority	CA: California	\$500M+		\$ 1,741,000,000	\$ 1,045,000,000	No	C	Not Recommended
15	San Francisco to Los Angeles High Speed Rail Configuration Design Project	California High-Speed Rail Authority	CA: California	\$100M to \$500M		\$ 372,000,000	\$ 223,200,000	No	C	Not Recommended
16	Oakland Waterfront Mobility Hub	City of Oakland	CA: California	\$100M to \$500M		\$ 365,781,841	\$ 182,890,000	No	C	Not Recommended
17	Churchill Avenue Rail Grade Separation	City of Palo Alto	CA: California	\$100M to \$500M		\$ 212,000,000	\$ 122,000,000	No	C,DP	Not Recommended
18	US 50/Rancho Cordova Parkway Interchange Project	City of Rancho Cordova	CA: California	\$100M to \$500M		\$ 145,185,261	\$ 87,111,156	No	C,DP	Not Recommended
19	680 Forward Program	Contra Costa Transportation Authority	CA: California	\$500M+		\$ 906,256,000	\$ 394,880,000	Yes	n/a	Not Recommended
20	South Fresno SR99 Corridor Project	Fresno County Transportation Authority	CA: California	\$100M to \$500M		\$ 132,000,000	\$ 25,000,000	No	B,C,DP	Not Recommended
21	America's Green Gateway: Pier B Rail Program Buildout	Long Beach, City of	CA: California	\$500M+		\$ 833,061,798	\$ 499,837,078	Yes	n/a	Not Recommended
22	I-105 ExpressLanes	Los Angeles County Metropolitan Transportation Authority	CA: California	\$500M+		\$ 792,543,000	\$ 45,000,000	No	C,DP	Not Recommended
23	West Santa Ana Branch Transit Corridor	Los Angeles County Metropolitan Transportation Authority	CA: California	\$500M+		\$ 6,340,400,000	\$ 400,000,000	No	C,D,E	Not Recommended
24	Resilient SR 37 - Sears Point to Mare Island Improvement Project	Metropolitan Transportation Commission	CA: California	\$100M to \$500M		\$ 424,000,000	\$ 100,000,000	No	C,D,E,DP	Not Recommended
25	San Dieguito Double Track and Bridge Replacement Phase II	North County Transit District	CA: California	\$100M to \$500M		\$ 152,497,921	\$ 91,498,753	Yes	n/a	Highly Recommended
26	State Route 91 Operational and Multimodal Improvements	Orange County Transportation Authority	CA: California	\$100M to \$500M		\$ 90,258,260	\$ 40,000,000	No	C,DP	Not Recommended
27	US 50 Gold Line Corridor Enhancement Project	Sacramento County	CA: California	\$100M to \$500M		\$ 126,294,000	\$ 60,000,000	No	C	Not Recommended
28	Interstate 10 Corridor Freight and Managed Lane Project	San Bernardino County Transportation Authority	CA: California	\$500M+		\$ 806,000,000	\$ 60,000,000	Yes	n/a	Recommended
29	State Route 94-State Route 125 Interchange and Arterial Operational Improvements Project	San Diego Association of Governments	CA: California	\$100M to \$500M		\$ 150,000,000	\$ 120,000,000	No	C,D,E	Not Recommended
30	Ceres to Turlock Double Tracking Project	San Joaquin Regional Rail Commission	CA: California	\$100M to \$500M		\$ 133,400,000	\$ 66,700,000	No	C,D,E,DP	Not Recommended
31	State Route 24 East: Antelope Grade Corridor Improvements	San Luis Obispo Council of Governments	CA: California	\$100M to \$500M		\$ 100,000,000	\$ 60,000,000	No	C,D,DP	Not Recommended
32	U.S. 101 Multimodal Corridor Improvements	Santa Barbara County Association of Governments	CA: California	\$500M+		\$ 1,068,780,000	\$ 256,000,000	No	C,D,E,DP	Not Recommended
33	Silicon Valley Express Lanes	Santa Clara Valley Transportation Authority (VTA)	CA: California	\$100M to \$500M		\$ 138,680,000	\$ 102,000,000	No	C,DP	Not Recommended
34	The Downtown Rail Extension (DTX)	Transbay Joint Powers Authority	CA: California	\$500M+		\$ 4,971,600,000	\$ 900,000,000	No	D,E	Not Recommended
35	Mobility Enhancements for Regional Growth and Equity (MERGE) Project	City of Greeley	CO: Colorado	\$100M to \$500M		\$ 117,500,000	\$ 70,500,000	No	DP	Not Recommended
36	I-91/I691/Route 15 Interchange Improvements	Connecticut Department of Transportation	CT: Connecticut	\$100M to \$500M		\$ 400,000,000	\$ 200,000,000	No	C	Not Recommended
37	Track Improvement Mobility Enhancement-1 (TIME-1)	Connecticut Department of Transportation	CT: Connecticut	\$100M to \$500M		\$ 385,003,763	\$ 231,002,258	No	C	Not Recommended
38	South Capitol Street Corridor - Phase 2 Segments III, IV, and V	District of Columbia Department of Transportation	DC: District of Columbia	\$100M to \$500M		\$ 315,000,000	\$ 189,000,000	No	C	Not Recommended
39	Southeast Boulevard and Barney Circle	District of Columbia Department of Transportation	DC: District of Columbia	\$500M+		\$ 650,000,000	\$ 390,000,000	No	C	Not Recommended
40	Edgemoor Container Terminal	Diamond State Port Corporation	DE: Delaware	\$100M to \$500M		\$ 309,631,501	\$ 122,231,924	No	C,DP	Not Recommended
41	Slip 1 Expansion Project	Broward County, Florida	FL: Florida	\$100M to \$500M		\$ 153,100,000	\$ 25,000,000	No	DP	Not Recommended
42	US 27 Promoting Advancements in Logistics, Mobility, and Equity to Tackle Transportation Obstacles	Florida Department of Transportation	FL: Florida	\$100M to \$500M		\$ 194,559,722	\$ 58,367,917	No	B	Not Recommended
43	Port Miami Net Zero Resilient Supply Chain Program: Cargo Mobility Optimization, Electrification, and Inland Ports Project	Miami-Dade County	FL: Florida	\$100M to \$500M		\$ 444,145,468	\$ 266,487,281	No	C	Not Recommended
44	I-380 and Wright Brothers Blvd. Interchange	Iowa Department of Transportation	IA: Iowa	\$100M to \$500M		\$ 120,941,850	\$ 72,565,110	Yes	n/a	Recommended
45	IA 9 Over the Mississippi River in Lansing	Iowa Department of Transportation	IA: Iowa	\$100M to \$500M		\$ 166,761,975	\$ 100,057,185	Yes	n/a	Highly Recommended
46	The Southwest Connector Project	City of Murphysboro	IL: Illinois	\$100M to \$500M		\$ 198,220,000	\$ 198,220,000	No	C,D,E,DP	Not Recommended
47	Pioneer Parkway Corridor	City of Peoria	IL: Illinois	\$100M to \$500M		\$ 144,600,000	\$ 86,760,000	No	C,DP	Not Recommended
48	Metra UP North Rebuild: Fullerton to Addison	Commuter Rail Division of the RTA d/b/a Metra	IL: Illinois	\$100M to \$500M	\$117,000,000.00	\$ 323,100,000	\$ 161,000,000	Yes	n/a	Highly Recommended
49	I-290 Blue Line Modernization Project	Illinois Department of Transportation	IL: Illinois	\$500M+		\$ 665,723,442	\$ 399,434,065	No	C,DP	Not Recommended

	Project Name	Applicant Organization Name	State	Project Size	Proposed Award	Estimated Future Eligible Project Cost*	Grant Request Amount	Met all Statutory Requirements	Statutory Requirement Not Met	Overall Rating
50	Chicago Access/Michigan East Program	National Railroad Passenger Corporation (Amtrak)	IL: Illinois	\$100M to \$500M		\$ 418,500,000	\$ 251,100,000	No	C,E	Not Recommended
51	I-70 Safety and Freight Improvement Project	Indiana Department of Transportation	IN: Indiana	\$100M to \$500M		\$ 458,849,429	\$ 123,715,099	No	C	Not Recommended
52	Brent Spence Bridge	Executive Office of the Commonwealth of Kentucky	KY: Kentucky	\$500M+	\$ 250,000,000	\$ 2,770,661,663	\$ 1,660,000,000	Yes	n/a	Highly Recommended
53	I-10 Calcasieu River Bridge Replacement	Louisiana Department of Transportation and Development	LA: Louisiana	\$500M+	\$ 150,000,000	\$ 1,532,000,000	\$ 600,000,000	Yes	n/a	Highly Recommended
54	Westbank Rail Realignment	Parish of Jefferson	LA: Louisiana	\$100M to \$500M		\$ 368,725,000	\$ 221,235,000	No	C,DP	Not Recommended
55	LA 1 - LA 415 Connector Gap Funding	West Baton Rouge Parish Government	LA: Louisiana	\$100M to \$500M		\$ 210,000,000	\$ 30,000,000	No	C,D	Not Recommended
56	North Station Draw 1 Bridge Replacement Project	Massachusetts Bay Transportation Authority	MA: Massachusetts	\$500M+		\$ 563,965,244	\$ 338,379,146	Yes	n/a	Highly Recommended
57	I-90 Realignment Multimodal Project	Massachusetts Department of Transportation	MA: Massachusetts	\$500M+		\$ 1,985,140,430	\$ 1,191,084,258	No	C,D,E	Not Recommended
58	Replacement of the Bourne and Sagamore Bridges	US Army Corps of Engineers	MA: Massachusetts	\$500M+		\$ 3,976,000,000	\$ 1,113,280,000	No	D,E	Not Recommended
59	Maryland Investment to Support Supply-Chain Infrastructure to Obtain Net-Zero (MISSION)	Maryland Department of Transportation MD Port Administration	MD: Maryland	\$100M to \$500M		\$ 132,637,691	\$ 67,643,953	No	C	Not Recommended
60	I-475 Community Enhancement Project	Michigan Department of Transportation	MI: Michigan	\$500M+		\$ 720,000,000	\$ 300,000,000	No	C	Not Recommended
61	I-94 Reconstruction Project	Michigan Department of Transportation	MI: Michigan	\$500M+		\$ 369,200,000	\$ 183,600,000	No	C	Not Recommended
62	TH 65 Improvements Project	Anoka County	MN: Minnesota	\$100M to \$500M		\$ 166,300,000	\$ 90,600,000	No	C,D,DP	Not Recommended
63	Downtown Moorhead Grade Separation Project	City of Moorhead, Minnesota	MN: Minnesota	\$100M to \$500M		\$ 114,700,000	\$ 33,500,000	No	C,DP	Not Recommended
64	I-94 Monticello to Albertville Expansion	Minnesota Department of Transportation	MN: Minnesota	\$100M to \$500M		\$ 120,790,000	\$ 60,000,000	No	C	Not Recommended
65	I-670 South Loop Link Green Mobility hub	Downtown Kansas City Community Improvement District	MO: Missouri	\$100M to \$500M		\$ 159,053,000	\$ 60,000,000	No	C,D,E,DP	Not Recommended
66	I-44 Reconstruction Highway Project	Missouri Department of Transportation	MO: Missouri	\$100M to \$500M		\$ 109,423,597	\$ 65,654,158	No	C	Not Recommended
67	Airport Parkway Corridor	City of Flowood	MS: Mississippi	\$100M to \$500M		\$ 340,000,000	\$ 204,000,000	No	C,D,E,DP	Not Recommended
68	Improvements to I-55/I-69	Mississippi Department of Transportation	MS: Mississippi	\$100M to \$500M		\$ 118,824,081	\$ 65,000,000	No	C	Not Recommended
69	Improvements to the I-10 Freight Corridor	Mississippi Department of Transportation	MS: Mississippi	\$100M to \$500M	\$ 60,000,000	\$ 118,791,809	\$ 65,000,000	Yes	n/a	Highly Recommended
70	Billings Bypass Project	Montana Department of Transportation	MT: Montana	\$100M to \$500M		\$ 99,484,000	\$ 59,690,000	No	C	Not Recommended
71	Mineral County I-90 Improvements	Montana Department of Transportation	MT: Montana	\$100M to \$500M		\$ 120,293,000	\$ 72,176,000	Yes	n/a	Recommended
72	Strengthening Transportation Evacuation Resilient Lifeline by Improving the Network's Grid (STERLING)	North Carolina Department of Transportation	NC: North Carolina	\$100M to \$500M	\$ 110,000,000	\$ 289,500,000	\$ 173,100,000	Yes	n/a	Highly Recommended
73	Triangle Expressway Southeast Extension	North Carolina Turnpike Authority	NC: North Carolina	\$500M+		\$ 1,063,381,689	\$ 100,000,000	No	C,DP	Not Recommended
74	Mid-Currituck Bridge	North Carolina Turnpike Authority	NC: North Carolina	\$500M+		\$ 581,837,544	\$ 99,000,000	No	DP	Not Recommended
75	I-94 State of Good Repair	North Dakota Department of Transportation	ND: North Dakota	\$100M to \$500M		\$ 166,200,000	\$ 83,100,000	Yes	n/a	Recommended
76	North Dakota Interstate Cross-Median Crash Elimination Project	North Dakota Department of Transportation	ND: North Dakota	\$100M to \$500M		\$ 142,800,000	\$ 71,400,000	Yes	n/a	Recommended
77	Theodore Roosevelt Expressway Freight Safety Project	North Dakota Department of Transportation	ND: North Dakota	\$100M to \$500M		\$ 129,700,000	\$ 64,850,000	No	C	Not Recommended
78	I-80 Reconstruction and Expansion	Nebraska Department of Transportation	NE: Nebraska	\$100M to \$500M		\$ 128,660,000	\$ 77,196,000	Yes	n/a	Recommended
79	Commodore Barry Modernization Project	Delaware River Port Authority	NJ: New Jersey	\$100M to \$500M		\$ 404,750,000	\$ 238,200,000	No	D,E,DP	Not Recommended
80	Port of Camden Modernization	South Jersey Port Corporation	NJ: New Jersey	\$100M to \$500M		\$ 133,130,177	\$ 93,191,124	No	C,DP	Not Recommended
81	I 25 Improved: Comanche to Montgomery	New Mexico Department of Transportation	NM: New Mexico	\$100M to \$500M		\$ 181,100,000	\$ 108,400,000	No	C	Not Recommended
82	I-25 Interchange and East/West Corridor	Village of Los Lunas	NM: New Mexico	\$100M to \$500M		\$ 177,612,964	\$ 88,700,000	No	DP	Not Recommended
83	Victory Infrastructure Project	City of Fernley, NV	NV: Nevada	\$100M to \$500M		\$ 111,052,471	\$ 66,631,483	No	DP	Not Recommended
84	Henderson Interchange	Nevada Department of Transportation	NV: Nevada	\$100M to \$500M		\$ 331,345,805	\$ 111,720,000	No	C	Not Recommended
85	Midway Crossing	County of Suffolk	NY: New York	\$100M to \$500M		\$ 106,099,291	\$ 69,179,575	No	A,B,C,D,E,DP	Not Recommended
86	Hudson Tunnel Project	Gateway Development Commission	NY: New York	\$500M+		\$ 14,082,864,851	\$ 896,841,204	No	C,D,E	Not Recommended
87	Hudson Yards Concrete Casing – Section 3 (HYCC-3)	National Railroad Passenger Corporation (Amtrak)	NY: New York	\$500M+	\$ 292,171,053	\$ 609,969,006	\$ 365,981,404	Yes	n/a	Highly Recommended
88	Four Belt Parkway Bridges	New York City Department of Transportation	NY: New York	\$100M to \$500M		\$ 264,625,275	\$ 82,657,050	No	DP	Not Recommended
89	I-81 Viaduct	New York State Department of Transportation	NY: New York	\$500M+		\$ 2,250,000,000	\$ 225,000,000	No	C	Not Recommended
90	Cross Bronx Expressway	New York State Department of Transportation	NY: New York	\$500M+		\$ 708,100,000	\$ 200,000,000	No	C	Not Recommended
91	Arthur Kill Terminal	NYS Urban Development Corporation d/b/a Empire State Dev.	NY: New York	\$100M to \$500M		\$ 364,428,608	\$ 76,787,128	Yes	n/a	Highly Recommended
92	US-412 Priority Improvements	Oklahoma Department of Transportation	OK: Oklahoma	\$100M to \$500M		\$ 139,790,000	\$ 83,874,000	No	C,DP	Not Recommended
93	I-35 Corridor Improvements	Oklahoma Department of Transportation	OK: Oklahoma	\$100M to \$500M		\$ 122,527,000	\$ 61,263,500	Yes	n/a	Recommended
94	I-44 & US-75 Corridor Improvements	Oklahoma Department of Transportation	OK: Oklahoma	\$100M to \$500M	\$ 85,000,000	\$ 205,839,000	\$ 85,000,000	Yes	n/a	Highly Recommended
95	Burnside Bridge Replacement Project	Multnomah County	OR: Oregon	\$500M+		\$ 895,000,000	\$ 535,000,000	No	C,DP	Not Recommended
96	I-205 Improvements Project, Phase 2	Oregon Department of Transportation	OR: Oregon	\$100M to \$500M		\$ 433,000,000	\$ 120,000,000	Yes	n/a	Not Recommended
97	Pacific Coast Intermodal Port	Oregon International Port of Coos Bay	OR: Oregon	\$500M+		\$ 1,772,567,246	\$ 1,240,797,072	No	C,E	Not Recommended
98	Hood River - White Salmon Bridge Replacement Project	Port of Hood River, Oregon	OR: Oregon	\$500M+		\$ 500,000,000	\$ 195,000,000	No	C,D,E	Not Recommended
99	Roosevelt Boulevard Multimodal Project	City of Philadelphia	PA: Pennsylvania	\$100M to \$500M	\$ 78,000,000	\$ 134,600,000	\$ 78,000,000	Yes	n/a	Highly Recommended
100	I-83 South Bridge Replacement Project	Pennsylvania Department of Transportation	PA: Pennsylvania	\$500M+		\$ 1,068,000,000	\$ 500,000,000	No	B,C,D,E,DP	Not Recommended
101	I-95, Section GR6	Pennsylvania Department of Transportation	PA: Pennsylvania	\$100M to \$500M		\$ 295,200,000	\$ 177,200,000	No	C	Not Recommended
102	The PA Turnpike/I-95 Interchange Project	Pennsylvania Turnpike Commission	PA: Pennsylvania	\$100M to \$500M		\$ 1,523,000,000	\$ 1,252,280,174	No	C,DP	Not Recommended
103	Eastern Pittsburgh Multimodal Corridor Project	Southwestern Pennsylvania Commission	PA: Pennsylvania	\$100M to \$500M		\$ 213,191,000	\$ 127,914,600	Yes	n/a	Highly Recommended
104	South Quay Marine Terminal (SQMT)	Rhode Island Commerce Corporation	RI: Rhode Island	\$100M to \$500M		\$ 200,204,986	\$ 120,000,000	No	C,E	Not Recommended
105	I-95 Missing Move and Ramps to Quonset Business Park	Rhode Island Department of Transportation	RI: Rhode Island	\$100M to \$500M		\$ 135,000,000	\$ 81,000,000	Yes	n/a	Recommended
106	Assembly Street Railroad Separation Project	City of Columbia	SC: South Carolina	\$100M to \$500M		\$ 220,000,000	\$ 132,000,000	No	D,E	Not Recommended

	Project Name	Applicant Organization Name	State	Project Size	Proposed Award	Estimated Future Eligible Project Cost*	Grant Request Amount	Met all Statutory Requirements	Statutory Requirement Not Met	Overall Rating
107	Container Barge Operation Project	South Carolina Ports Authority	SC: South Carolina	\$100M to \$500M		\$ 272,400,000	\$ 149,820,000	No	C,E	Not Recommended
108	South Veterans Parkway Project	South Dakota Department of Transportation	SD: South Dakota	\$100M to \$500M		\$ 192,617,134	\$ 94,194,748	No	B,C,DP	Not Recommended
109	I-240 Airways Boulevard	Tennessee Department of Transportation	TN: Tennessee	\$100M to \$500M		\$ 116,084,000	\$ 42,951,080	Yes	n/a	Recommended
110	East Loop Project	Cameron County Regional Mobility Authority	TX: Texas	\$500M+		\$ 121,395,000	\$ 72,837,000	No	C,DP	Not Recommended
111	GULFSTAR Freight Network Project	Port of Houston Authority	TX: Texas	\$500M+		\$ 1,177,493,086	\$ 706,495,852	No	C,DP	Not Recommended
112	East Lancaster Avenue Complete Streets and Transit Technology Project	North Central Texas Council of Governments	TX: Texas	\$100M to \$500M		\$ 182,000,000	\$ 100,000,000	No	B,DP	Not Recommended
113	Port of Corpus Christi (PCC) Inland Port	Port of Corpus Christi Authority	TX: Texas	\$100M to \$500M		\$ 145,128,150	\$ 116,102,520	No	C,DP	Not Recommended
114	The I-30 Canyon Project	Texas Department of Transportation	TX: Texas	\$500M+		\$ 542,000,000	\$ 90,500,000	Yes	n/a	Recommended
115	International Bridge Trade Corridor	Texas Department of Transportation	TX: Texas	\$100M to \$500M		\$ 200,528,107	\$ 120,316,864	No	C	Not Recommended
116	I-45 to Port of Galveston Flyover Project	The Board of Trustees of the Galveston Wharves	TX: Texas	\$100M to \$500M		\$ 102,600,000	\$ 61,560,000	No	C,E,DP	Not Recommended
117	I-15 South Iron County Project	Utah Department of Transportation	UT: Utah	\$100M to \$500M		\$ 127,556,778	\$ 76,534,067	Yes	n/a	Recommended
118	Richmond Highway Widening Project	County of Fairfax	VA: Virginia	\$100M to \$500M		\$ 453,600,000	\$ 76,569,000	No	C,DP	Not Recommended
119	Hampton Roads Express Lanes Network: Segment 1A and B	Hampton Roads Planning District Commission	VA: Virginia	\$100M to \$500M		\$ 372,551,579	\$ 223,212,527	No	C,DP	Not Recommended
120	Route 123 at I-95 Corridor Innovative Improvements	Prince William County Government	VA: Virginia	\$100M to \$500M		\$ 202,807,750	\$ 100,000,000	Yes	n/a	Recommended
121	Route 15 Bypass/Edwards Ferry Road/Fort Evans Road Interchange	Town of Leesburg	VA: Virginia	\$100M to \$500M		\$ 175,446,810	\$ 105,268,086	No	D,E,DP	Not Recommended
122	Connecting National Landing	Virginia Department of Transportation	VA: Virginia	\$100M to \$500M		\$ 364,500,000	\$ 97,000,000	No	C	Not Recommended
123	I-64 Widening Project	Virginia Department of Transportation	VA: Virginia	\$500M+		\$ 750,000,000	\$ 150,000,000	Yes	n/a	Highly Recommended
124	New Long Bridge Rail Capacity Expansion Project	Virginia Passenger Rail Authority	VA: Virginia	\$500M+		\$ 2,012,200,000	\$ 300,000,000	No	C,DP	Not Recommended
125	The I-79 Chaplin Hill Gateway Project	Monongalia County Commission	WV: West Virginia	\$100M to \$500M		\$ 167,171,835	\$ 95,060,835	No	DP	Not Recommended
126	Coalfields Expressway Project	West Virginia Department of Transportation	WV: West Virginia	\$500M+		\$ 587,000,000	\$ 353,200,000	No	DP	Not Recommended
127	Corridor H (Parsons to Davis) - ADHS	West Virginia Department of Transportation	WV: West Virginia	\$500M+		\$ 552,393,526	\$ 331,436,115	No	C,DP	Not Recommended
128	Corridor H (Wardensville-Virginia State Line) - ADHS	West Virginia Department of Transportation	WV: West Virginia	\$100M to \$500M		\$ 339,488,184	\$ 203,692,910	No	C,DP	Not Recommended
Eligible for Mega but Awarded under INFRA										
1	Otay Mesa East Port of Entry Project	California Department of Transportation	CA: California	\$500M+		\$ 1,127,933,000	\$ 170,000,000	n/a	n/a	n/a
2	I-70 Floyd Hill to Veterans Memorial Tunnels Improvements	Colorado Department of Transportation	CO: Colorado	\$500M+		\$ 712,000,000	\$ 240,000,000	n/a	n/a	n/a
3	Springfield Rail Improvements Project	City of Springfield	IL: Illinois	\$100M to \$500M		\$ 127,898,096	\$ 76,738,858	n/a	n/a	n/a
4	I-375 Community Reconnection Project	Michigan Department of Transportation	MI: Michigan	\$100M to \$500M		\$ 306,400,000	\$ 180,000,000	n/a	n/a	n/a
5	I-85 FUTURES	North Carolina Department of Transportation	NC: North Carolina	\$500M+		\$ 658,930,151	\$ 259,000,000	n/a	n/a	n/a
6	Hunts Point Terminal Produce Market	City of New York	NY: New York	\$500M+		\$ 719,204,155	\$ 378,417,400	n/a	n/a	n/a
7	Western Hills Viaduct Replacement	City of Cincinnati	OH: Ohio	\$100M to \$500M		\$ 400,000,000	\$ 196,000,000	n/a	n/a	n/a
8	PR-2 Improvement Project	Autoridad de Carreteras y Transportación	PR: Puerto Rico	\$100M to \$500M		\$ 188,361,994	\$ 111,027,772	n/a	n/a	n/a
9	The Newport Pell Bridge Rehabilitation Project	Rhode Island Turnpike and Bridge Authority	RI: Rhode Island	\$100M to \$500M		\$ 137,506,000	\$ 82,503,600	n/a	n/a	n/a
10	I-39/90/94 Wisconsin River Bridges Project	Wisconsin Department of Transportation	WI: Wisconsin	\$100M to \$500M		\$ 146,900,000	\$ 80,000,000	n/a	n/a	n/a
Ineligible for Mega										
1	Advancing Connectivity and Equity in the Remote Bering Straits Region	Kawerak, Inc.	AK: Alaska			\$ 17,320,136	\$ 13,856,109	n/a	n/a	n/a
2	Nenana Safety and Equity of Access Project	City of Nenana	AK: Alaska			\$ 14,141,398	\$ 14,141,398	n/a	n/a	n/a
3	Cordova Paving Our Future	City of Cordova	AL: Alabama			\$ 13,387,325	\$ 10,709,860	n/a	n/a	n/a
4	Graysville Road Improvements	City of Graysville	AL: Alabama			\$ 1,503,213	\$ 1,202,570	n/a	n/a	n/a
5	Scott Ranch Road Bridge Project	City of Show Low	AZ: Arizona			\$ 15,500,000	\$ 14,000,000	n/a	n/a	n/a
6	Yavapai-Apache Nation Roads	Yavapai-Apache Nation	AZ: Arizona			\$ 2,094,750	\$ 1,675,800	n/a	n/a	n/a
7	Madera 41 Expressway	Madera, County of	CA: California			\$ 94,000,000	\$ 39,000,000	n/a	n/a	n/a
8	State Route 58 Truck Climbing Lane	State of California, Department of Transportation	CA: California			\$ 55,000,000	\$ 44,000,000	n/a	n/a	n/a
9	Turnbull Canyon Road Grade Separation	County of Los Angeles Public Works	CA: California			\$ 54,000,000	\$ 20,555,850	n/a	n/a	n/a
10	Pit River Bridge	California Department of Transportation	CA: California			\$ 50,000,000	\$ 30,000,000	n/a	n/a	n/a
11	Scott Road/Bundy Canyon Road Widening Project	City of Menifee	CA: California			\$ 34,800,000	\$ 25,000,000	n/a	n/a	n/a
12	Wilshire Boulevard over Bonsall Avenue Bridge Replacement Project	County of Los Angeles Public Works	CA: California			\$ 26,400,000	\$ 15,840,000	n/a	n/a	n/a
13	Palomar Street Grade Separation Project	San Diego Association of Governments	CA: California			\$ 25,000,000	\$ 20,000,000	n/a	n/a	n/a
14	Imperial Highway over North Fork Coyote Creek Bridge Replacement Project	County of Los Angeles Public Works	CA: California			\$ 20,460,000	\$ 12,276,000	n/a	n/a	n/a
15	Yurok Multimodal Project	Yurok Tribe of Indians	CA: California			\$ 2,532,129	\$ 2,025,703	n/a	n/a	n/a
16	South Downtown Railroad Underpass Reconstruction Project	City of Colorado Springs	CO: Colorado			\$ 102,700,000	\$ 77,100,000	n/a	n/a	n/a
17	Jefferson County Infrastructure Improvements	Jefferson, County of	CO: Colorado			\$ 350,935,096	\$ 280,748,077	n/a	n/a	n/a
18	Crystal Valley Parkway Interchange Construction Project	Town of Castle Rock	CO: Colorado			\$ 78,000,000	\$ 30,000,000	n/a	n/a	n/a
19	Pueblo Westside Connector	City of Pueblo	CO: Colorado			\$ 16,834,725	\$ 13,467,780	n/a	n/a	n/a
20	East Capitol Street Safety and Mobility Improvements	District Department of Transportation	DC: District of Columbia			\$ 80,000,000	\$ 48,000,000	n/a	n/a	n/a
21	South Capitol Street Corridor - Phase 2 Segment III	District Department of Transportation	DC: District of Columbia			\$ 70,000,000	\$ 42,000,000	n/a	n/a	n/a
22	County Road 880 from Martin Luther King Jr. Blvd. to SR 80	Palm Beach County	FL: Florida			\$ 160,000,000	\$ 128,000,000	n/a	n/a	n/a
23	Price Boulevard Mobility Project	City of North Port	FL: Florida			\$ 59,268,318	\$ 25,000,000	n/a	n/a	n/a

	Project Name	Applicant Organization Name	State	Project Size	Proposed Award	Estimated Future Eligible Project Cost*	Grant Request Amount	Met all Statutory Requirements	Statutory Requirement Not Met	Overall Rating
24	SeaPort Manatee - South Port Container Yard and Electrification Project Phase 3 MPDG 2022	Manatee County Port Authority	FL: Florida			\$ 19,922,487	\$ 11,953,492	n/a	n/a	n/a
25	William Burgess Boulevard Extension Phase 1	Nassau County Board of County Commissioners	FL: Florida			\$ 12,261,383	\$ 9,809,106	n/a	n/a	n/a
26	City of South Miami Downtown Pedestrian Bridge	City of South Miami	FL: Florida			\$ 9,272,320	\$ 5,563,392	n/a	n/a	n/a
27	Trails to Transit: Atlanta Beltline Connects People to MARTA	City of Atlanta	GA: Georgia			\$ 123,172,859	\$ 70,483,800	n/a	n/a	n/a
28	GA 400 Transit Initiative	Metropolitan Atlanta Rapid Transit Authority (MARTA)	GA: Georgia			\$ 358,352,560	\$ 210,081,600	n/a	n/a	n/a
29	Campbellton Road Corridor Transit: Upward Mobility for Southwest Atlanta	City of Atlanta	GA: Georgia			\$ 315,000,000	\$ 180,000,000	n/a	n/a	n/a
30	Toombs County 55.94 Miles Project	Toombs County Board of Commissioners	GA: Georgia			\$ 114,176,912	\$ 91,341,529	n/a	n/a	n/a
31	Cascade Road Interchange Improvement	City of South Fulton	GA: Georgia			\$ 35,750,000	\$ 28,600,000	n/a	n/a	n/a
32	Roadway and Street Improvements	Montgomery County	GA: Georgia			\$ 11,585,928	\$ 9,268,742	n/a	n/a	n/a
33	Port Authority of Guam Rehabilitation of "Area A" Fuel Storage Facility	Port Authority of Guam	GU: Guam			\$ 53,112,167	\$ 31,867,300	n/a	n/a	n/a
34	Acquisition of Three Rail-Mounted Ship-to-Shore Gantry Cranes	Jose D. Leon Guerrero Commercial Port Authority of Guam	GU: Guam			\$ 48,225,787	\$ 29,091,447	n/a	n/a	n/a
35	Interstate Route H-1 Addition and Modification of Freeway Access Kapolei Interchange Complex, Phase 3	Hawaii Dept of Transportation	HI: Hawaii			\$ 47,970,000	\$ 28,770,000	n/a	n/a	n/a
36	Oahu Shared Use Path - Leeward Coast to University of Hawaii Manoa	Hawaii Dept of Transportation	HI: Hawaii			\$ 34,975,025	\$ 20,985,015	n/a	n/a	n/a
37	2026 Mason City Highway 122 Corridor Improvement	Mason City, City of	IA: Iowa			\$ 53,590,000	\$ 42,872,000	n/a	n/a	n/a
38	2024 Mason City Highway 122 Mercy Corridor Improvement	Mason City, City of	IA: Iowa			\$ 12,620,000	\$ 10,096,000	n/a	n/a	n/a
39	S 16th Street Multimodal Corridor Project	City of Ames	IA: Iowa			\$ 9,000,000	\$ 4,224,000	n/a	n/a	n/a
40	Grant Proposal for HIRTA	Heart of Iowa Regional Transit Agency	IA: Iowa			\$ 3,174,270	\$ 2,539,416	n/a	n/a	n/a
41	Chillicothe Viaduct/RT 29 Viaduct Improvements Project	Tri-County Regional Planning Commission	IL: Illinois			\$ 50,000,000	\$ 35,000,000	n/a	n/a	n/a
42	Perryville Road Corridor	Winnebago, County of	IL: Illinois			\$ 19,600,000	\$ 14,480,000	n/a	n/a	n/a
43	Woodford County Highway 13 Widening and Resurfacing	Woodford County Highway Department	IL: Illinois			\$ 7,241,250	\$ 4,510,000	n/a	n/a	n/a
44	Columbia Avenue Infrastructure Replacement	City of Hammond	IN: Indiana			\$ 27,796,358	\$ 17,869,087	n/a	n/a	n/a
45	Pedestrian Sidewalk Improvements	City of Pittsburg	KS: Kansas			\$ 1,683,564	\$ 1,346,851	n/a	n/a	n/a
46	Street improvement project	City of Bazine	KS: Kansas			\$ 1,570,557	\$ 1,020,862	n/a	n/a	n/a
47	Rockport Bridge Rehabilitation Freight Rail Project	Green River Area Development District	KY: Kentucky			\$ 38,515,000	\$ 17,331,850	n/a	n/a	n/a
48	Louis Armstrong International Airport InterCity Rail Connector	City of New Orleans	LA: Louisiana			\$ 202,000,320	\$ 121,200,192	n/a	n/a	n/a
49	East-West Corridor Winfield Road Extension	Bossier Parish Police Jury	LA: Louisiana			\$ 72,150,000	\$ 57,720,000	n/a	n/a	n/a
50	I-69 Corridor Connector Project	Caddo-Bossier Parishes Port Commission	LA: Louisiana			\$ 63,525,091	\$ 17,274,254	n/a	n/a	n/a
51	Louisiana DOT&D Ferry Design and Construction	Louisiana Department of Transportation and Development	LA: Louisiana			\$ 52,000,000	\$ 41,600,000	n/a	n/a	n/a
52	Bossier Parish Connection to Highway 71	Bossier Parish Police Jury	LA: Louisiana			\$ 44,550,000	\$ 35,640,000	n/a	n/a	n/a
53	St. Landry Parish Roadways improvements	St. Landry Parish Government	LA: Louisiana			\$ 39,352,176	\$ 31,481,740	n/a	n/a	n/a
54	Bossier Road Extension Construction Project	Bossier Parish Police Jury	LA: Louisiana			\$ 22,950,000	\$ 18,360,000	n/a	n/a	n/a
55	Willis Avenue Safety Improvements	Washington Parish Government	LA: Louisiana			\$ 12,750,000	\$ 12,450,000	n/a	n/a	n/a
56	West Baton Rouge Choctaw Rd Connector	West Baton Rouge Parish Government	LA: Louisiana			\$ 9,000,000	\$ 6,000,000	n/a	n/a	n/a
57	Sabine Parish Roads Rehabilitation and Repair	Sabine Parish Police Jury	LA: Louisiana			\$ 6,777,428	\$ 5,421,942	n/a	n/a	n/a
58	MBTA Southwest Corridor Infrastructure Improvements	Massachusetts Bay Transportation Authority	MA: Massachusetts			\$ 407,005,566	\$ 239,703,340	n/a	n/a	n/a
59	MBTA South Side Maintenance Facility	Massachusetts Bay Transportation Authority	MA: Massachusetts			\$ 418,458,429	\$ 245,435,057	n/a	n/a	n/a
60	I-81 Corridor Expansion	State Highway Administration of Maryland Dept Transportation	MD: Maryland			\$ 76,759,921	\$ 25,000,000	n/a	n/a	n/a
61	New Carrollton Multimodal Transit Center	Prince George's County	MD: Maryland			\$ 47,000,000	\$ 28,200,000	n/a	n/a	n/a
62	Presque Isle Corridor Project	Maine Department of Transportation	ME: Maine			\$ 81,650,000	\$ 44,100,000	n/a	n/a	n/a
63	Downeast Coastal US 1 Rehabilitation Project	Maine Department of Transportation	ME: Maine			\$ 55,000,000	\$ 41,600,000	n/a	n/a	n/a
64	Western Oakland County local paratransit expansion	Western Oakland Transportation Authority	MI: Michigan			\$ 19,277,170	\$ 13,985,362	n/a	n/a	n/a
65	Camp Ten Road Bridge Replacement	Oscoda County Road Commission	MI: Michigan			\$ 5,258,000	\$ 4,206,400	n/a	n/a	n/a
66	Sault Ste. Marie Easterday Road Improvement	City of Sault Ste. Marie	MI: Michigan			\$ 4,300,000	\$ 3,300,000	n/a	n/a	n/a
67	Hubert Road Bridge Replacement	Alcona County Road Commission	MI: Michigan			\$ 4,089,000	\$ 3,271,200	n/a	n/a	n/a
68	County Road 612 Rehabilitation	Kalkaska County Road Commission	MI: Michigan			\$ 2,500,000	\$ 2,000,000	n/a	n/a	n/a
69	Aspen Alley-AuSable Road Overlay Project	Alcona County Road Commission	MI: Michigan			\$ 2,425,000	\$ 1,940,000	n/a	n/a	n/a
70	Monument Road Overlay Project	Iosco County Road Commission	MI: Michigan			\$ 2,165,000	\$ 1,732,000	n/a	n/a	n/a
71	Cherry Creek Road Reconstruction	Oscoda County Road Commission	MI: Michigan			\$ 1,990,000	\$ 1,592,000	n/a	n/a	n/a
72	South Straits Highway Rehabilitation	Cheboygan CRC	MI: Michigan			\$ 1,800,000	\$ 1,440,000	n/a	n/a	n/a
73	McCollum Lake Road Rehabilitation Project	Oscoda County Road Commission	MI: Michigan			\$ 1,770,000	\$ 1,416,000	n/a	n/a	n/a
74	Levering Road Rehabilitation Project	Cheboygan County Road Commission	MI: Michigan			\$ 1,650,000	\$ 1,320,000	n/a	n/a	n/a
75	Riggsville Road Rehabilitation	Cheboygan CRC	MI: Michigan			\$ 1,140,000	\$ 912,000	n/a	n/a	n/a
76	Minnesota Highway 13 and Nicollet Avenue Grade Separation and Intersection Project	City of Burnsville	MN: Minnesota			\$ 42,768,000	\$ 25,000,000	n/a	n/a	n/a
77	Eastgate Commerce Center Industrial Corridor	City of Independence	MO: Missouri			\$ 72,337,414	\$ 47,348,125	n/a	n/a	n/a
78	South Main Street Corridor Improvements Project-Phase II	City of Maryville	MO: Missouri			\$ 6,425,780	\$ 5,140,624	n/a	n/a	n/a
79	US-11 Interchange and Corridor Improvements	The City of Hattiesburg	MS: Mississippi			\$ 56,352,000	\$ 33,788,480	n/a	n/a	n/a
80	Lincoln Street and 33rd Street Improvement Project	City of Beatrice	NE: Nebraska			\$ 25,012,000	\$ 25,012,000	n/a	n/a	n/a

	Project Name	Applicant Organization Name	State	Project Size	Proposed Award	Estimated Future Eligible Project Cost*	Grant Request Amount	Met all Statutory Requirements	Statutory Requirement Not Met	Overall Rating
81	State of Good Repair Project for Customer Facing Facilities	NJ Transit Corporation	NJ: New Jersey			\$ 149,069,131	\$ 89,441,479	n/a	n/a	n/a
82	Camden Transportation Access Modernization Program	Delaware River Port Authority	NJ: New Jersey			\$ 129,849,000	\$ 77,760,000	n/a	n/a	n/a
83	US-60/84 Clovis Reconstruction	New Mexico Department of Transportation	NM: New Mexico			\$ 78,735,521	\$ 34,013,368	n/a	n/a	n/a
84	Park Avenue Viaduct Replacement	NY Metropolitan Transportation Authority	NY: New York			\$ 874,000,000	\$ 486,330,000	n/a	n/a	n/a
85	Penn Station Access New Rochelle Railyard Expansion Project	NY Metropolitan Transportation Authority	NY: New York			\$ 146,938,000	\$ 88,162,800	n/a	n/a	n/a
86	Midtown Bus Terminal Replacement	The Port Authority of New York and New Jersey	NY: New York			\$ 10,000,000,000	\$ 1,000,000,000	n/a	n/a	n/a
87	Interborough Express	NY Metropolitan Transportation Authority	NY: New York			\$ 104,400,000	\$ 61,200,000	n/a	n/a	n/a
88	Route 2 Multimodal Project	City of Troy	NY: New York			\$ 25,994,701	\$ 15,596,821	n/a	n/a	n/a
89	Ohio's Opportunity Highway	Regional Transportation Improvement Project (RTIP)	OH: Ohio			\$ 55,419,721	\$ 44,335,777	n/a	n/a	n/a
90	Apex Landfill Rail Project	Harrison, County of	OH: Ohio			\$ 31,108,046	\$ 24,886,437	n/a	n/a	n/a
91	McKean County Landfill Rail Project	Sergeant Township	PA: Pennsylvania			\$ 26,622,222	\$ 20,000,000	n/a	n/a	n/a
92	Bridge Replacement and Rehabilitation Bundling Project	North Central PA Regional Planning & Development Commission	PA: Pennsylvania			\$ 14,551,000	\$ 11,640,000	n/a	n/a	n/a
93	Big Plum Run Road Rehabilitation Project	Dunnstable Township	PA: Pennsylvania			\$ 705,205	\$ 705,205	n/a	n/a	n/a
94	Horseshoe Drive Culverts Replacement Project	Huston Township	PA: Pennsylvania			\$ 582,000	\$ 582,000	n/a	n/a	n/a
95	Plumbstead Road Bridge Replacement	Harrison Township	PA: Pennsylvania			\$ 274,000	\$ 274,000	n/a	n/a	n/a
96	DESUDIO NORTE	Yauco Municipality	PR: Puerto Rico			\$ 3,500,000	\$ 3,500,000	n/a	n/a	n/a
97	I-20 Bridges Project	South Carolina Department of Transportation	SC: South Carolina			\$ 93,000,000	\$ 55,800,000	n/a	n/a	n/a
98	GSP Intermodal Air Cargo Infrastructure Project	Greenville-Spartanburg Airport District	SC: South Carolina			\$ 24,411,421	\$ 14,646,852	n/a	n/a	n/a
99	I-40 Truck Parking and Bridges Replacement	Tennessee Department of Transportation	TN: Tennessee			\$ 56,500,000	\$ 22,600,000	n/a	n/a	n/a
100	Nolana Loop Corridor Project	County of Hidalgo	TX: Texas			\$ 81,800,000	\$ 29,700,000	n/a	n/a	n/a
101	Anzalduas Bridge Expansion Project	City of McAllen	TX: Texas			\$ 66,156,554	\$ 25,000,000	n/a	n/a	n/a
102	Port of Galveston Pier 35, Pier 38, and Cargo Corridor Project	The Board of Trustees of the Galveston Wharves	TX: Texas			\$ 31,800,000	\$ 19,080,000	n/a	n/a	n/a
103	Chambers Parkway Expansion	Chambers County	TX: Texas			\$ 25,141,360	\$ 25,141,360	n/a	n/a	n/a
104	World Trade Bridge Expansion Project	City of Laredo	TX: Texas			\$ 25,000,000	\$ 15,000,000	n/a	n/a	n/a
105	FM 1405 Expansion	Chambers County	TX: Texas			n/a	\$ 29,776,000	n/a	n/a	n/a
106	Route 58 Gateway Corridor Improvements	City of Suffolk	VA: Virginia			\$ 2,000,000	\$ 2,000,000	n/a	n/a	n/a
107	Vermont Regional Freight Rail Corridor Upgrade Project	State of Vermont Agency of Transportation	VT: Vermont			\$ 20,000,000	\$ 12,000,000	n/a	n/a	n/a
108	Environmental and BCA Project for Pine Creek Realigning	Lincoln County	WY: Wyoming			\$ 200,000	\$ 160,000	n/a	n/a	n/a

*Number is estimated and subject to revision based on final negotiated project budgets.