



**PORT OF HOOD RIVER COMMISSION**

**AGENDA**

**Tuesday, August 2, 2022**

**Port Conference Room**

1000 E. Port Marina Drive, Hood River

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1. Call to Order - 5:00 p.m.
  - a. Modifications, Additions to Agenda
  - b. Public Comment (5 minutes per person per subject; 30-minute limit)
2. Consent Agenda
  - a. Approve Minutes from the July 12 Regular Session and July 26 Special Session (*Patty Rosas, Page 3*)
3. Informational Reports
  - a. Bridge Replacement Project Update (*Kevin Greenwood, Page 9*)
4. Presentations & Discussion Items (None)
5. Interim Executive Director Report (*Genevieve Scholl, Page 29*)
6. Commissioner, Committee Reports
  - a. Airport Advisory Committee (Gehring)
  - b. Bi-State Working Group (Fox, Chapman)
  - c. Marina Committee (Sheppard)
  - d. Urban Renewal Agency (Chapman, Gehring)
7. Action Items
  - a. Approve Amendment No. 1 Contract with Elaine Howard Consulting for Waterfront Urban Renewal District Financial Analysis Phase II Not to Exceed \$15,680 (*Genevieve Scholl, Page 39*)
  - b. Authorize Grant Application to U.S. Department of Transportation Bridge Improvement Program in the Amount of \$100 million for the Bridge Replacement Project (*Kevin Greenwood, Page 67*)
8. Commission Call
9. Confirmation of Commission Directives to Staff

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10. Executive Session under ORS 192.335(9)(a) to consider the employment of an officer, employee, or staff member and ORS 192.335(2)(e) real estate negotiations.
11. Possible Action
12. Adjourn

If you have a disability that requires any special materials, services, or assistance, please contact us at 541,386,1645 so we may arrange for appropriate accommodations.

*The chair reserves the opportunity to change the order of the items if unforeseen circumstances arise. The Commission welcomes public comment on issues not on the agenda during the public comment period. With the exception of factual questions, the Commission does not immediately discuss issues raised during public comment. The Commission will either refer concerns raised during public comment to the Executive Director for a response or will request that the issue be placed on a future meeting agenda. People distributing copies of materials as part of their testimony should bring **10 copies**. Written comment on issues of concern may be submitted to the Port Office at any time.*

**Port of Hood River Commission**  
**Meeting Minutes of July 12, 2022 Regular Session**  
**Via Remote Video Conference & Marina Center Boardroom**  
**5:00 p.m.**

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**THESE MINUTES ARE NOT OFFICIAL until approved by the Port Commission at the next regular meeting.**

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**5:00 p.m.**  
**Regular Session**

**PRESENT:** Commissioners: Ben Sheppard, Kristi Chapman, Mike Fox, and Heather Gehring. Legal Counsel: Anna Cavaleri. From Staff: Genevieve Scholl, Kevin Greenwood, Greg Hagbery, Daryl Stafford, John Mann, and Patty Rosas. Guests: None

**ABSENT:** Hoby Streich, Jerry Jaques

**MEDIA:** None

**1. CALL TO ORDER:** President Ben Sheppard called the meeting to order at 5:00 p.m.

**a. Modifications or additions to the agenda:** None

**b. Public Comment:** There was one written public comment that was attached to the directors' report in the packet.

**2. CONSENT AGENDA:**

- a. Affirm Commission Officers and Committee Assignments for FY 2022-23
- b. Approve Minutes from the June 21, 2022 Regular Session and Budget Hearing
- c. Approve Facilities Supervisor Position Description and Authorize Internal Recruitment
- d. Approve Reappointment of Columbia River Insurance as Insurance Agent-of-Record for FY 2022-23
- e. Approve Reappointment of Pauly Rogers and Company, P.C. as Auditor for FY 2022-23
- f. Approve Amendment No. 1 to Letter of Agreement with Jensen Strategies for Chief Financial Officer Recruitment Process
- g. Approve Third Extension to Utility Easement Agreement with Northwest Pipeline, LLC
- h. Approve Third Extension to Utility Easement Agreement with Spectrum Pacific West, LLC
- i. Approve Third Extension to Utility Easement Agreement with United Telephone Company of the Northwest, DBA Century Link Corporation
- j. Approve Accounts Payable to Jaques Sharp in the Amount of \$17,739

**Motion:** Approve consent agenda.

**Move:** Kristi Chapman

**Second:** Mike Fox

**Discussion:** The Commission affirmed the Committee Assignments with the following changes:

- Hood River County Energy Council: Kristi Chapman (primary), Mike Fox (alternate)
- Pacific Northwest Waterways Association: Mike Fox (primary)

The Commission also affirmed to remain in the same chair for this upcoming year.

**Vote:** Unanimous

**MOTION CARRIED**

**3. INFORMATIONAL REPORTS:** None

**4. PRESENTATION & DISCUSSION ITEMS:** None

5. **INTERIM EXECUTIVE DIRECTOR REPORT:** Genevieve Scholl provided a written report and asked if there were any questions. Scholl commented that the response from Oregon Department of Environmental Quality (DEQ) was positive in that the Port is not required to submit any further report on the boathouse issue, and we can consider it resolved thanks to the work of Daryl Stafford and Anna Cavaleri. Boathouse inspections are underway, and the next step is to review the boathouse template lease. Scholl noted that Michael McElwee retired on July 8 and noted staff and community celebration events. Kiteboard for Cancer and 4<sup>th</sup> of July were both very successful. An attempt will be made to remove the fish wheel apparatus out on the Sandbar on July 13. The Marina restroom has been closed due to vandalism and will remain closed for about another week. The fuel pump went out of service this week. Staff is working to get that repaired as soon as possible.

Kevin Greenwood reported that the Yakima Nation would like to be listed as a supporter of the Federal Grant application. Commissioner Fox suggested that they reach out to the other three tribes to inform that they have the support of Yakima Nation. Greenwood added that there would likely be an extension for WSP USA, Inc. to focus on the Final EIS/Record of Decision. WSP is currently working on the Bridge Improvement Grant and HNTB is working on the Safe Streets Grant.

Scholl thanked the facilities crew who escorted the Story Gorge film crew for the advocacy video.

6. **COMMISSIONER, COMMITTEE REPORTS:**

- a. **Airport Advisory Committee (AAC)** – Commissioner Gehring reported that there are two new Committee members. Next AAC meeting is scheduled for July 21.
- b. **Bi-State Working Group (BSWG)** – Commissioner Fox highlighted the RBMC contract award and next steps.
- c. **Marina Committee** – Commissioner Sheppard will provide a report at the next meeting.
- d. **Urban Renewal Agency** – Commissioner Chapman reported that they are meeting tomorrow with Elaine Howard to learn how to proceed with the City and will have more information at the next meeting.

7. **ACTION ITEMS:**

- a. **Approve Replacement Bridge Management Contract with HNTB Not to Exceed \$1,739,908.**

**Motion:** Approve the Engineering and Related Services Contract with H-N-T-B Corporation for project management services related to the replacement of the Hood River Bridge in an amount not to exceed ONE-MILLION-SEVEN-HUNDRED-AND-THIRTY-NINE-THOUSAND-NINE-HUNDRED-AND-EIGHT-DOLLARS (\$1,739,908) for Fiscal Year 2022-23.

**Move:** Kristi Chapman

**Second:** Mike Fox

**Discussion:** None

**Vote:** Unanimous

**MOTION CARRIED**

- b. **Authorize Personnel Committee to Evaluate and Begin Negotiations with Executive Director Candidate Kevin Greenwood.**

**Motion:** Authorize Personnel Committee to Evaluate and Begin Negotiations with Executive Director Candidate Kevin Greenwood.

**Move:** Mike Fox  
**Second:** Heather Gehring  
**Discussion:** Commissioner Shepperd reminded everyone that he cannot have the same conversation with other Commissioners regarding the negotiations, as it would be a violation of public meetings law (serial meeting). A final recommendation will be provided to the Commission as soon as possible.  
**Vote:** Unanimous  
**MOTION CARRIED**

**8. COMMISSION CALL:**

- a. Commissioner Fox noted that now that they have Commission approval to award the RBMC contract with HNTB, they will need office space for their staff. Commissioner Fox is requesting to provide a no-cost Lease of the top floor of the Marina Park #1 Building as an In-Kind donation from the Port. There was consensus from the Commission for Greg Hagbery and other staff to vet their options and present a recommendation to the Commission as soon as possible in a Special Meeting.

**9. CONFIRMATION OF COMMISSION DIRECTIVES TO STAFF:**

- a. Staff will provide a recommendation regarding office space for HNTB.

**10. EXECUTIVE SESSION:** President Ben Sheppard recessed Regular Session at 5:34 p.m. to call the Commission into Executive Session under ORS 192.660(2)(e) real estate negotiations, ORS 192.335(9)(a) to consider the employment of an officer, employee, or staff member.

**11. POSSIBLE ACTION:** None

**12. ADJOURN:**

**Motion:** Adjourn the meeting  
**Vote:** Unanimous  
**MOTION CARRIED**

The meeting adjourned at 5:39 p.m.

Respectfully submitted,

\_\_\_\_\_  
Patty Rosas

**ATTEST:**

\_\_\_\_\_  
Mike Fox, Secretary

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Ben Sheppard, President (In absence of Secretary)

**Port of Hood River Commission  
Meeting Minutes of July 26, 2022 Special Session  
Via Remote Video Conference & Marina Center Boardroom  
10:30 a.m.**

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**THESE MINUTES ARE NOT OFFICIAL until approved by the Port Commission at the next regular meeting.**

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**10:30 a.m.  
Special Session**

**PRESENT:** Commissioners: Ben Sheppard, Kristi Chapman (via Zoom), and Mike Fox. Legal Counsel: Anna Cavaleri. From Staff: Genevieve Scholl, Kevin Greenwood (via Zoom), Greg Hagbery, and Patty Rosas. Guests: None

**ABSENT:** Hoby Streich, Jerry Jaques, Heather Gehring, Daryl Stafford, John Mann

**MEDIA:** Noah Noteboom, Columbia Gorge News (via Zoom)

1. **CALL TO ORDER:** President Ben Sheppard called the meeting to order at 10:31 a.m.
  - a. **Modifications or additions to the agenda:** None

2. **ACTION ITEMS:**

- a. **Approve Lease with HNTB in the Marina Park #1 Building.**

**Motion:** Approve Lease with HNTB for Suit 201 in the Marina Park #1 Building and approve funds transfer from Port Bridge Replacement Fund to Port General Fund for rent payments and associated costs.

**Move:** Mike Fox

**Second:** Kristi Chapman

**Discussion:** None

**Vote:** Unanimous

**MOTION CARRIED**

- b. **Approve Contract with Debbie Smith-Wagar for Financial Consulting Services.**

**Motion:** Approve Contract with Debbie Smith-Wager for financial consulting services not to exceed \$39,750 plus reimbursable expenses.

**Move:** Mike Fox

**Second:** Kristi Chapman

**Discussion:** None

**Vote:** Unanimous

**MOTION CARRIED**

3. **ADJOURN:**

**Motion:** Adjourn the meeting

**Vote:** Unanimous

**MOTION CARRIED**

The meeting adjourned at 10:34 a.m.

Respectfully submitted,

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Patty Rosas

**ATTEST:**

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Mike Fox, Secretary

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Ben Sheppard, President (In absence of Secretary)





Project Director Report  
August 2, 2022

The following summarizes Bridge Replacement Project activities from June 23-July 27, 2022:

**PROJECT MANAGEMENT CONTRACT PROCESS**

- *The Port’s current contract with WSP expires September 30, 2022. The term extension will be dependent on information discussed with FHWA and ODOT, particularly on the decision to possibly unlink the fishing agreements from the Final EIS/ROD. If FHWA allows for the agreements to be unlinked, Angela Findley, Project Manager, would estimate 4-6 months to wrap up the FEIS/ROD. WSP will have a better handle on the cost to complete in August as there is still \$20k in contingency and most tasks are on budget. Regardless, there would still be a need to extend budget for project management. HNTB can be of assistance in monitoring WSP’s work as NEPA concludes.*

**GRANT FUNDING UPDATES**

- *Bridge Infrastructure Program (BIP)*
  - *Deadline August 9*
  - *50% match required (other state grants/appropriations and bonds count)*
  - *Obligation date: September 30, 2025 (within 18-month period)*
  - *Recommended application: \$100M*
  - *Meetings have been occurring to update criteria; finish Benefit Cost Analysis.*
  - *Klickitat County has approved a resolution stating its co-applicant status.*
  - *WSP is completing with HNTB and Port reviewing/editing.*
- *Safe Street and Roads for All (SS4A). For bike/ped facility.*
  - *Deadline September 15*
  - *20% match (must be non-federal grant)*
  - *Obligation date: 12 months after award*
  - *Maximum application: \$30M*
  - *12’ bike/ped facility cost estimate is \$55M of \$498M total cost estimate. Each additional foot of facility would cost approximately \$4M until 16’. At 16’ further analysis on foundations would be required.*
  - *\$30M grant would equate to 55% of the bike/ped facility.*
  - *Appears that the Port may need to produce an “Action Plan” before submitting a grant for construction. Port may submit application for planning dollars this year followed by a construction grant in 2023. Will need to coordinate with City of Hood River as they may be applying as well for the Heights.*
  - *HNTB will draft planning application with Port reviewing/editing.*
- *HNTB will be helping this week to finalize the BUILD grant agreement.*
- *Port received first reimbursement from WSDOT as part of Q1 request.*

## **GOVERNANCE/BRIDGE AUTHORITY PROGRESS**

- *All six local jurisdictions have received the first draft of the Commissioner Formation Agreement (CFA).*
- *FHWA will want the new Mid-Columbia Bridge Authority (MCBA) to ensure that all environmental commitments will be met.*
- *First round of comments from jurisdictions due Aug. 5<sup>th</sup>. Two more rounds of review will follow.*
- *Oregon Rep. McLain has asked for an update on the CFAs as part of the legislation.*

## **FINAL EIS/RECORD OF DECISION/TREATY MOUS**

- *FHWA has agreed to bring their biologist (Cindy Callahan) into the fold to assist with the National Marine Fisheries request for a re-write on the Biological Opinion.*
- *WSP has made the request to FHWA to consider de-coupling the Treaty Agreements from the FEIS/ROD as it may take several months if not years to complete the Treaty MOAs. The topic was discussed at the July NEPA meeting and Emily Cline, FHWA Environmental Manager, noted that she appreciated our diligence with tribal outreach but that FHWA always assesses risk in such a determination. In this case the risk would be that a tribe would sue FHWA over the FEIS/ROD if those treaty commitment are not secured. A follow up meeting with the Port, ODOT and FHWA is scheduled for August 4<sup>th</sup> to discuss how the new Bridge Authority will be committed to the treaty requirements. Below is the request...*

*"In coordination with the Port and ODOT, the team would like to add the topic of delinking the Final EIS and tribal fishing agreements to our Thursday meeting agenda this week. Here's the context for this request:*

*In early October 2021, FHWA directed the Hood River Bridge Replacement team to change assumptions on the steps to finalize the combined Final EIS/ROD with respect to addressing impacts on treaty tribes' access to fishing, fishing activities, and fisheries. Up to that time, the Final EIS/ROD was going to include commitments to continue to coordinate with each treaty tribe to identify specific impacts to each tribe's members ability to fish in the vicinity of the Hood River Bridge during construction of the new bridge and demolition of the existing bridge. The commitment would state that the Port, or ultimate new bridge owner, would be required to execute agreements with each tribe prior to construction; details such as, but not limited to, compensation for temporary changes to access, loss or damage to fishing equipment, and loss of fish harvest would be detailed in each agreement negotiated with each tribe.*

*However, in further discussions internally within FHWA in September/October of 2021, FHWA stated that the Final EIS/ROD should include the actual executed agreements. In response, the Port of Hood River in coordination with ODOT and FHWA, quickly began conversations with each tribe to initiate agreements. Over the past 10 months, the Port has met with three of the four tribes multiple times and with fishing and legal staff along with presentations to various tribal committees, commissions and councils.*

*Discussions with the Yakama Nation are the most advanced, with a list of commitments identified and a request to draft an MOA. Discussions with the Nez Perce and Umatilla are advancing with substantial engagement from technical and legal staff. Initial discussions with the Warm Springs have taken more time, and this tribe has asked to coordinate directly with ODOT. All tribes continue to be engaged in discussions and are interested in resolving these impacts through a formal agreement. Even with the progress made to date, the Port and tribes acknowledge that reaching consensus and ultimately obtaining fully executed agreements is many months if not years away from being completed, as was recently communicated by the Yakama.*

***REQUEST:** Based on the due diligence conducted to date, the Port respectfully requests that FHWA reconsider the need to have fully executed agreements with the four treaty tribes before the Final EIS/ROD is published. The Port proposes including commitments in the Final EIS/ROD to continue negotiations with the tribes, in coordination with FHWA and ODOT, and obtain executed agreements prior to construction activities that would affect tribal fishing, access to fishing, and fisheries in the project area."*

- *Presentation Aug. 2<sup>nd</sup> with Umatilla Cultural Resources Committee. Project will be including more details about the new bridge authority agreeing to the environmental commitments currently being negotiated with tribes, FHWA, ODOT and the Port.*

- *FHWA agreed to let WSP draft Treaty MOU using Muckleshoot agreement. Concurrently, Roy and Kevin are working on specific impact commitments to be reviewed by FHWA. Right now we a list of commitments from Yakama.*
- *FHWA/ODOT have requested formal government-to-government consultation with Warm Springs regarding Treaty MOU.*

#### **USE/RENT OF MARINA ONE OFFICE SPACE BY/TO HNTB**

- *HNTB is getting office space set-up. Michael Shannon report included in packet.*

#### **OTHER ITEMS**

- *The Port is preparing for government affairs strategy session on August 24<sup>th</sup> with a sub-committee of the BSWG. Hal Hiemstra, Brad Boswell and Dan Bates will be in Hood River to develop an updated plan on grants and appropriations. The morning session will be followed by a meet and greet with the federal field reps who will receive a tour of area businesses. The later event will culminate with rail bike rides back to the depot.*
- *Staff will be giving Oregon Rep. McLain an update on the Commission Formation Agreements in August. McLain was the leading proponent for the bridge authority legislation in Oregon.*
- *Project Director gained access to P-square traffic data base. This data will be helpful to HNTB and the Washington State Transportation Committee which will be conducting a Level 2 Traffic and Revenue Study early in 2023.*
- *Working with finance to split Replacement expenses into grant funded and non-grant funded departments. Will allow for more transparent use of tolls for bridge replacement activities.*
- *Reviewed franchise agreements for utility companies with Port management teams. May make sense to include proceeds into either replacement bridge reserves and/or future Port business development reserve.*
- *Though TIFIA allows for 75-year repayment schedule, Oregon prohibits public loans extended out past 40-years.*

#### **MEETINGS**

- *WSP Weekly Check In, Aug. 1*
- *HNTB/BUILD Coordination, Aug. 1*
- *Umatilla Presentation, Aug. 2*
- *Thorn Run Partners, Aug. 3*
- *Klickitat County Transportation, Aug. 3*
- *FHWA Treaty Commitments, Aug. 4*
- *Rep. McLain, Aug. 5*
- *WSP Weekly Check In, Aug. 8*
- *Thorn Run Partners, Aug. 10*
- *NEPA/Cultural Resource, Aug. 11*
- *WSP Weekly Check In, Aug. 15*
- *BSWG, Aug. 15*

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



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

Date: August 02, 2022

Dear Mr. Greenwood:

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

Major services for this period:

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

Upcoming services for next period:

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

Best regards,

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

Michael Shannon, PE  
Project Manager

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

Participants:

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

**Tuesday, July 19, 2020**

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

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

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

**Follow up Actions:**

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

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

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

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

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

**Follow up Actions:**

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

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

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

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

Kevin Greenwood shared with Rep. Blumenauer “preliminary Coast Guard approval” of the new bridge.

**Follow up Actions:**



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

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

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

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

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

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

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

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

**Follow up Actions:**

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

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

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

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

**Follow Up Actions:**

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

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

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

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

Follow up Actions:

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

## **Wednesday, July 20**

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

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

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

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

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

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

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

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

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

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

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

Mr. Frajian emphasized that he would ask both state’s to pay for maintenance of the new bridge to avoid having to use toll revenue to do the same, thus maximizing the amount of revenue that could be used to pay back the TIFIA loan.

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

- New PROTECT Program (NOFO not yet out – focused on resiliency)
- Rec. Trails funding (if the project touches on federal lands with trails (i.e. Historic Hwy bike trail)
- Safe Streets for All (NOFO out now, deadline September 15)
- Discretionary Bridge Program (NOFO out now, deadline August 9)

- Raise
- INFRA/MEGA/Rural

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

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

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

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

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

Rep. Herrera Beutler was not available due to a vote, but we met with Mr. Riley Lamp. Following a brief overview of the bridge project emphasizing the weight restrictions, 16.8 sufficiency rating, history of the effort to replace the bridge, Mayor Keethler emphasized that this bridge is a life line to the communities on the Washington side of the river and described how important it is her constituents. Mayor McBride highlighted the bi-state governance of a new bridge and described the economic impacts associated with the current weight restrictions. Mr. Greenwood outlined EIS factors. Comm. Anderson expanded on the bi-state governance issue and also highlighted the \$100 million already raised the Sen. Curtis King's role in securing the \$75 million from Olympia. Comm. Fox outlined the roughly \$500 million cost of the new bridge and the fact the HNTB had been hired to manage the project. Mayor Keethler emphasized the safety and equity components of the project.

Mr. Lamp indicated that despite the shifting congressional district boundaries, they would remain supportive of the project and he expressed a willingness to phone USDOT on behalf of the pending INFRA grant and to also sign on to a letter of support for the new Bridge Discretionary Grant application. He also said he would help mentor Abigail Michos (Rep. Bentz) and circle back with her about phoning and signing on to a Bridge Discretionary Grant LOS.

Follow up Actions:

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

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

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

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

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

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

**Thursday, JULY 21**

**Department of Agriculture: Office of Rural Housing and Community Services**

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

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

Mr. Joseph Ben-Israel (whom the Port had met with 3 years ago) said that they have LOTS of money to loan - \$2.8 billion – “funding a loan isn't an issue for USDA at the moment.” USDA caps loans

at \$100M (per OMB) so apply for 99.99 million if you want a USDA loan. Can make loans for up to 40 years, current rate is 3 ¼ %. Tolls on bridge would provide adequate source to pay back loan. Take about 6 months (only) to secure a USDA loan.

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

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

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

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

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

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

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

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

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

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Bi-State Working Group/Port of Hood River  
**BSWG TRIP TO WASHINGTON RECAP, JULY 18-21, 2022**

BSWG Chair/Port Commissioner Mike Fox, BSWG Vice Chair Klickitat County Commissioner Jake Anderson, Hood River Mayor Kate McBride, White Salmon Mayor Marla Keethler, Project Director Kevin Greenwood, and Government Affairs Consultant Hal Hiemstra

After a two-year delay due primarily to the pandemic, representatives from the Port of Hood River returned to Washington DC with members of the Bi-State Working Group (BSWG) to advocate on behalf of the Port's \$195-million INFRA grant application. Hal Hiemstra, the Port's long-time government affairs consultant at Summit Strategies, facilitated the many appointments and provided a home base for the mid-Columbia delegation. For many, the meetings were the first in-person meetings conducted since early 2020. The weather was extremely hot in the high 90s and equally high humidity.

We met at Summit offices on Tuesday and Hiemstra discussed the agenda for the day. The daily meetings at Summit were a helpful way to review the schedule, modify our talking points and discuss strategies for each of the meetings. For most of the meetings Comm. Fox lead the discussion focusing on the need for the new bridge, history of the effort with Greenwood providing current status on NEPA. Comm. Anderson focused on the funding generated to date (\$95M) and the passage of the bi-state bridge authority legislation. Mayors McBride and Keethler discussed impacts to the community including the personal connections reliant upon the bridge as well as the commercial dependency. Comm. Fox discussed the cost estimate of \$520M and the project schedule along with concerns about inflation, the approval of a project manager contract. Hal concluded by asking each legislator to reach out to Secretary Buttigieg's office to put in a request for support of the grant application; all said they would.

Our message was pretty clear-cut:

1. Request Support for the \$195M INFRA Grant Application
2. Demonstrate need and readiness for construction dollars
3. Show Bi-State Support for Bridge Replacement

Our first meeting Tuesday was with Rep. Dan Newhouse, who represents Washington state's 4<sup>th</sup> District. As part of the census re-districting process, the Fourth District will include Klickitat County starting in 2023. Newhouse is quite familiar with the bridge as he represented the region as a state legislator before moving to congress. He indicated that he would reach out to the Secretary's office to support the application.

We then walked to the Russell Senate Office Building to meet with Sen. Patty Murray's staff. Amanda Wyma-Bradley (Transportation Leg. Assistant) and Austyn Smith (Transportation Leg. Aide). Again, there was agreement to call



The visit to the Build America Bureau at the USDOT Headquarters was in many ways the highlight of the trip due the staff's support of the INFRA grant application appearing to meet most if not all of the grant criteria.

the Secretary's office in support of the INFRA grant application. Murray is on the Senate Appropriations Committee.

Rep. Earl Blumenauer's 3<sup>rd</sup> District will represent Hood River County as part of the census redistricting process starting in 2023. The delegation met with him and his Transportation Leg. Assistant, Tucker Johnson. Blumenauer expressed interest in appealing to the rural part of his district but was also clear about his interest in the I-5 bridge. He also expressed interest in tribal involvement and we updated him on the Treaty MOAs being developed with the four tribes.

Though Rep. Peter DeFazio is retiring after this term, he currently wields power as chair of the house transportation and infrastructure committee. We met with Katherine Ambrose who is the Director of PNW interests to discuss our project. Like with so many of these federal programs there is much more demand than funds available and she noted that the Port of Coos Bay made a \$900M request this year to develop a deep-water rail port in Coos County.

We then met with Sen. Jeff Merkley's Chief of Staff, Mike Zaymore, and three other staffers including Dan Mahr, his Hood River County field rep who called in. They were happy to reach out to the Secretary's Office regarding the application. Mahr was instrumental in getting the joint congressional letter signed for the INFRA application.

Sen. Wyden was available to meet with us at our next stop and couldn't have been more excited to help the project. He appreciated the bi-state support and said he needs a win in this part of the state. His Leg. Asst., Bobby Ahren, and a Leg. Fellow, Sydney Beasley, also joined. Wyden closed his participating by saying he would contact the Secretary's Office immediately.

Rep. Cliff Bentz's 2<sup>nd</sup> District was re-drawn and no longer includes Hood River starting next year. We just missed meeting him but gave an update to his Transportation Leg. Assistant, Abigail Michos.

The highlight of the trip may have been our meeting the following day, Wednesday, with the Dept. of Transportation. We met with about ten representatives from the Build America Bureau (TIFIA) including their Exec. Director, Morteza Farajian, who was very impressive. He noted that it is better to start the TIFIA process early and that they are familiar with alternate contracting approaches including Design Build. He also had an impressive resume working on P3s in Virginia but cautioned its use on the HR-WS Bridge to its relative simplicity. He also noted that there are a number of technical assistance programs available to us at the state level. Heather Dean, Transportation Specialist with FHWA Office of Legislative Affairs, listed a number of grant opportunities for our bridge. Finally, Farajian closed by noting that the term of TIFIA loans is now 75 years and that it could cover a third of the bridge's costs. First payments are not due until five years after project completion. It was recommended that we review this administration's



Kevin Greenwood, PoHR Project Director; Mike Fox, BSWG Chair/PoHR Commissioner; Jacob Anderson, Klickitat County Chair; Marla Keether, White Salmon Mayor; Hal Hiemstra, Summit Strategies; and Kate McBride, Hood River Mayor at US Dept of Agriculture.

transportation Strategic Business Plan ([https://www.transportation.gov/sites/dot.gov/files/2022-04/US\\_DOT\\_FY2022-26\\_Strategic\\_Plan.pdf](https://www.transportation.gov/sites/dot.gov/files/2022-04/US_DOT_FY2022-26_Strategic_Plan.pdf)) and reference themes in grant applications. Farajian is on the executive committee for selecting INFRA grants and thought this project hit literally key criteria in the program. This was a highly positive meeting with many opportunities for additional grant applications and technical assistance.

After USDOT, we met with Rep. Jamie Herrera-Beutler's staff, Reilly Lamp, Transportation Leg. Assistant. As noted earlier Washington's 3<sup>rd</sup> district will be re-drawn removing Klickitat County from the Rep's district. Lamp did indicate support for a call to the Secretary's Office.

Our group made its way to the Executive Office Building for a meeting with the White House's Transportation staff. Stephanie Sykes, Dir. of Intergovernmental Affairs, and Luisa Paiewonsky, Sr. Transportation Policy Advisor to the White House, provided support on our application. Their role is to ensure that the USDOT money is getting on the street and Sykes shared her information for additional technical assistance.

On our last day, we visited the Dept. of Agriculture-Rural Development team to discuss loan/grant opportunities. USDA-RD has some favorable loan terms but no real grants to speak of. This would be a back-up opportunity if for some reason TIFIA did not materialize.

The flight home went well as Rep. Herrera-Beutler, Rep. Blumenauer and Sen. Merkley were all on the flight. Comm. Anderson had the chance to talk to Merkley as we worked our way from the terminal to the flight. It was an exhausting three days, but a great opportunity to get the bridge in front of federal decision makers. There is some interest in returning this fall after the grant announcements have been made, especially to develop relationships with Dr. Farajian's team at USDOT.

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## Interim Executive Director's Report for August 2, 2022

*The following report is compiled from information provided by department managers as listed.*

### Administration – Genevieve Scholl, Interim Executive Director

- The internal recruitment process to fill the Facilities Maintenance Supervisor position has concluded and John and I are happy to report that Ryan Klapprich has accepted an offer to fill the position. Ryan has extensive experience in multiple aspects of construction, is fully qualified as a Lift Operator on the bridge, has reliably demonstrated exceptional crew leadership and quality control skills and he is respected and trusted by the entire Facilities Department crew. Please join us in congratulating Ryan on his new position.
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- The image shows a man with short brown hair and a beard, wearing a bright blue t-shirt and grey cargo pants. He is standing outdoors next to a black pickup truck. He has his left hand on the truck's door and his right hand on his hip. The background shows a light-colored building with a door and a window.
- We are excited to have hired one new part-time toll collector, Jolyndee Hughes, who joins our team at a critical time with a cheerful demeanor and an eager to work attitude. We are still seeking part-time toll collectors and looking at adding one new full-time, year-round position to increase staff capacity and our ability to improve the work-life balance of the toll staff, who have been working as a team to cover shifts whenever needed due to medical reasons or personal vacation time. We are also very excited to have hired Jordan Gonzalez to fill the vacant full-time Facilities Worker II position, who will begin training next week.
  - Commissioner Chapman and I attended the Hood River Urban Renewal Agency meeting on July 25 and received approval for the Port proposal to conduct the Phase II analysis of the Hood River Waterfront Urban Renewal District. A contract for this work with consultant Elaine Howard is an action item on tonight's agenda.
  - The OneGorge Advocacy Group met via Zoom on Wednesday, July 28 and heard an update on Rep. Blumenauer's draft "Mt. Hood and Columbia River Gorge Recreation Enhancement and Conservation Act of 2022" from his staff member Liv Brumfield.
  - Kevin Greenwood and Commissioner Fox, accompanied by White Salmon Mayor Marla Keethler, Hood River Mayor Kate McBride, and Klickitat County Commissioner Jacob Anderson have returned from their successful advocacy trip to Washington D.C. July 18-21 and all have been very busy with follow-up tasks. A debrief for the Commission is included with Kevin's report in the packet.
  - Staff-level interviews with Executive Director candidate Kevin Greenwood concluded this week, with individual staff members submitting their recommendations to President Sheppard directly for consideration.



- The Hood River County Economic Development Group met in the Port conference room on Thursday, July 28 and heard a presentation from Scott Webster and the architecture team working on renovations at The Fruit Company facility in Pine Grove and the addition of new rail bikes tours as part of the Mt. Hood Railroad offerings.

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**Recreation/Marina – Daryl Stafford, Waterfront Manager**

- The Waterfront has experienced record numbers over the past month. Port staff has been challenged with parking and have been taking measures to resolve issues. We have been working with the HRPD and the HR Fire Department for recommendations for public safety regarding parking to make sure emergency rescue vehicles have access.
- Several large events have taken place in July:

- Kiteboard for Cancer- July 8-10 at the Event Site (see letter attached). This event is a 6-hour team kite derby race that raises money for a cancer survivors free outdoor adventure sports camp.

- Downwind Champs - July 16th at the Waterfront Park with a permit from the City of Hood River - This event hosted 800 paddlers of various categories. The race is predominately OC1/surf skis and downwind SUPs and brings people to the area from across the country. It is a downwind run from Home Valley to the Waterfront Park. There was confusion and congestion at the finish line at the Waterfront Park, and hundreds of paddlers ended up coming into the Event Site unexpectedly in the midst of all the other user groups. It was not the desired outcome, and the event coordinator did not have permission from the Port. There were major traffic backups and parking issues due to so many people utilizing the area at the same time. Staff is working with the City of HR on how to not let this happen again.



- Gorge Challenge - July 22-24 at the Waterfront Park - This event has a free kids paddle fun day hosted by Fiona Wylde of Wylde Wind & Water (see letter attached), a downwind race from Viento to the Waterfront Park, as well as a course race at the Waterfront Park. The conditions were epic!



There were downwind SUPs, SUP foils and wing Foils. There were elite level competitors from all corners of the globe.



- Hood to Coast Windy River Relay- July 23 at the Marina Green- This is a 61-mile team (4-6 people) relay race throughout Hood River. There were 300 participants this year and the event was a great success.
- Most of the boathouse tenants have scheduled inspections for the plumbing issue and are compliant. One more inspection is planned for next week. Two tenants are non-responsive for scheduling inspections. The water remains off on the dock until all tenants are in compliance.

### **Development/Property – Greg Hagbery, Development & Property Manager**

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- ASET crews installed the public accessible Marina camera on the Marina Park #1 Building in preparation for the system to be synced up with the additional security systems at the Marina. Staff is working with ASET and RADCOMP to navigate some minor server and radio frequency conflicts prior to going live. See photo to right.
- Initial estimates to perform the Wetland Mitigation project at Lower Mill came back more than double what was presumed and budgeted for in the 22/23 cycle. After an overall assessment of the scope of the project, Facilities staff has offered to perform the first critical phase of wetland mitigation work. These efforts by Facilities staff will significantly save money while ensuring the DSL permit can be adequately closed out.
- HNTB furniture has been delivered and installed in Suite 201 of the Marina Park #1 Building. Michael Shannon indicated that he and any additional staff will be moving into the space on August 8th.
- Staff has received the Pre-Application Conference Summary from the City of Hood River Planning Department for the Field Station Hotel project on Lot 900. Staff will review and provide comment and assistance to facilitate the process as needed.



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### **Airport – Greg Hagbery, Development & Property Manager**

- AVGAS fuel tank was successfully physically installed by Facilities staff (see photo on next page). Staff is now working with IT on the connections to our server. The FBO had to refill their tank recently to ensure adequate fuel was available while the tank delivery had been

continually delayed. The Port will want to provide adequate time for the FBO to sell the remaining gas in the old tank prior to transferring full operations to the new tank.



- Staff has worked with PAE, the Port contracted Airport Engineering firm to submit the appropriate AIP grant request for \$84,650 to the FAA in support of the AWOS phase I relocation/design study as depicted in the AIP CIP program.
- Staff continues to work with General Counsel to develop a purchase agreement and ground lease termination agreement for the purchase of the WAAAM Hangar. Staff expects to have the agreement ready for Commission Approval at the 8/16 meeting.
- The live streaming camera system will require a more robust internet bandwidth. Staff is researching options. Cameras have been installed but are not yet operational.





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## Bridge/Transportation – John Mann, Facilities Director

- ODOT Fracture Critical Inspections underway July 25-29. Port crews supplied flagging/traffic control support to ensure minimal delays and safety in the work zone. See photo below.



- Lateral Bracing project is in progress right now. Fabrication is complete. We are waiting on some back ordered bolts that will be here by weeks end. On bridge work begins August 8, 2022. The fracture critical inspectors have been informed of the work and have plan sets from HDR. No bridge closures anticipated with this work.
- Wire Rope Replacement Contract will go out to ad by August 22nd.
- Storm line recovery project at the airport completed. This was the cause of water back up into the white hanger rented by Cloudcap.
- Port Staff will be performing the wetlands mitigation at Hanel Mill in house before the permit runs out at the end of the year. Work begins on this August 22, 2022. This will be a large cost savings to the Port.
- Staffing capacity remains a problem for Facilities. We have lost a couple summer help that went back to school and one member has been out with a family emergency for a couple weeks.

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Dear Port Commissioners,

2022 Kiteboard for Cancer (KB4C) was a smashing success! We raised nearly \$250,000 for Project Koru. This money will allow us to put on 8 additional young adult cancer survivor camps, and help 120 survivors thrive post cancer diagnosis. 150 athletes participated in the event, and there was roughly 500 people in attendance. We had wind all weekend, a great opening demo day on Friday, and Sunday we hosted a big air competition that was a huge hit with the crowd!

Thank you so much for allowing KB4C to happen. It's such a staple in Hood River, and it means a lot that we are able to hold our event at the event site each year. It's truly been a pleasure working with you, and we hope to continue this partnership. Thanks again!

Steve Fisher  
Board Chair/ KB4C Event Coordinator  
[Project Koru](#)



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Dear Daryl and Port Commissioners,

I am thrilled to share some of our news and happenings with you and the Port Commission. Please give them my biggest thanks! Our programs would not have been possible without their support!

After this weekend, we will have had 200 people (80% kids) going through the program, and the summer is only halfway done. There are 33 kids in total in the JET & DEVO Program and the majority of the JET/DEVO kids will be racing at the Gorge Paddle Challenge. Every single one of our Wing Foil Youth Camps have been fully booked and people are signing up for wait lists.

Every Saturday we run a Community Pop-Up Session where we highlight a new water safety topic each week. We are averaging 30 people per week, most of them kids with their parent in tow. It's been spectacular!

In August we are running a program with the Hood River Migrant Education Program. The Hood River Migrant Education Program is a school for students whose parents are migrant workers. They have a summer school, but that ends in July, so for three weeks in August, we are running three camp sessions. Each camp session will teach the kids about water safety, water quality awareness and give the students the opportunities to try stand up paddling, kayaking and out rigger canoe paddling.

In addition to that, we have a collaboration with the non-profit She-Jumps! to provide a girls SUP day and we have three school programs, one with Cascade Locks Elementary and two with Hood River Options Academy in September.

We are collaborating with Hood River Outrigger Canoe Club and Gorge Paddle Center to make all of this happen and give the kids the chance to try multiple watersports.

So, in all honestly, Wylde Wind & Water has taken off in the best way possible! It is so spectacular to see the genuine excitement of the kids involved in our programs, winging, paddling and community events. It's so pure. One of the incredible things is how many other organizations and non-profits are reaching out to us to work together.

Thank you so much for your support, this is only the beginning!

- Fiona Wylde

Professional Waterwoman  
Wylde Wind & Water Founder  
[www.fionawylde.com](http://www.fionawylde.com)





# Commission Memo



Prepared by: Genevieve Scholl  
Date: August 2, 2022  
Re: Waterfront URA Analysis Phase II

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In April of this year, the Port contracted with Elaine Howard Consulting, LLC (“Howard”) to perform research and analysis on the Hood River Waterfront Urban Renewal District (“WURA”) and describe in a written report the completed projects to date, original objectives, and limitations and an evaluation of the eligibility of projects identified in recent planning efforts for tax increment financing in the WURA, specifically on Lot #1. In addition, Howard was tasked with identifying potential options and required processes and timelines for the future of the WURA. That report is attached for reference.

Through presentations by former Port Executive Director Michael McElwee to both the Urban Renewal Agency (“URA”) and the Urban Renewal Advisory Committee (“URAC”), the Port sought URA concurrence that a Phase II analysis is warranted and would provide both that Port and the URA with valuable information for decision-making processes related to the WURA anticipated to occur later this year. During their July 25 meeting, the URA approved the Port’s request for concurrence. As with the Phase I portion of this work, the Phase II will be funded entirely by the Port, and the study findings will be shared with the URA. The attached Amendment No. 1 to the contract with Howard provides funding for Phase II, for a total contract amount of \$23,180 and extends the contract term through December 31, 2022.

**RECOMMENDATION:** Approve Amendment No. 1 to Contract with Elaine Howard Consulting, LLC for consulting services not to exceed \$15,680 plus reasonable reimbursable expenses.

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**AMENDMENT NO. 1  
TO PERSONAL SERVICES CONTRACT**

This Amendment No. 1 to a Personal Services Contract (“Contract”) is entered into by and between **Elaine Howard Consulting, LLC** (“Contractor”) and the Port of Hood River (“Port”).

**RECITALS:**

WHEREAS, Contractor and Port entered into Contract dated April 4, 2022 for consulting services for research and analysis of the Hood River Waterfront Urban Renewal District (“WURA”) objectives, limitations, current status, evaluation of current planning efforts ; and identification of potential options for the future of the WURA; and

WHEREAS, the Port seeks additional services from the Contractor to complete a Phase II analysis described in the attached Scope of Work (“Exhibit A”);

NOW THEREFORE:

- Contractor and Port agree that the maximum consideration under this Contract shall be increased by \$15,680 for a total Contract amount of \$23,180.
- Contractor and Port agree that the Contract will be in effect until December 31, 2022.

Except as changed by this Amendment No. 1, all terms of the Contract shall remain unchanged and in effect.

**Elaine Howard Consulting, LLC**

**PORT OF HOOD RIVER**

Elaine Howard (Contractor)

\_\_\_\_\_  
Genevieve Scholl, Interim Executive Director

Date: \_\_\_\_\_

Date: \_\_\_\_\_

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## EXHIBIT A

### HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

#### SCOPE OF WORK PHASE II

Identify potential options and summarize the required processes and approximate timelines to modify and continue the Hood River Waterfront Urban Renewal Area for consideration by the Hood River Urban Renewal Agency. All tasks will be completed by Elaine Howard Consulting, LLC unless specified otherwise.

1. Five boundary options will be analyzed. Specific boundaries and maps will be provided by the Port, but are expected to be:
  - 20+/-acre boundary
  - 20-25-acre that includes all or a portion of the wastewater treatment plant via a cherry stem)
  - 15+/-acre boundary (could also include the wastewater treatment plant via a cherry stem)
  - 12+/-acre boundary
  - “Bootstraps” boundary (only including Lot 1 and Barman, basically the 12+/-acre boundary only a new TIF district)
2. Conduct financial analysis for each boundary option. Specific subtasks are listed below. This task will be completed by Tiberius Solutions LLC, a subcontractor.
  - Acquire complete FY 2021-22 Hood River County disaggregated tax roll data and other relevant assessor reports
  - Conduct one financial scenario for each boundary option (5 scenarios total):
    - \$1,800,000 in total TIF (roughly two years of present TIF collections),
    - Increasing the maximum indebtedness of the existing URA boundary by \$1,800,000 (the maximum amount allowed by ORS 457 without taxing district concurrence)
    - Conduct a financial scenario of the largest acreage option that would involve increasing the MI above the amount that could be done by the City Council itself. (5<sup>th</sup> scenario)
  - For all scenarios:
    - Identify all tax lots within each boundary option (the option of inclusion of the wastewater treatment plant will add acreage but will not add assessed value)
    - Identify the total assessed value in each boundary option
    - Work with the Port to determine assumptions for future growth in assessed value. Any specific development assumptions will be provided by the Port.
    - Determine if any tax accounts in the boundary options are currently receiving any Enterprise Zone abatements and work with the Port to determine if any properties would be expected to receive future abatements.
    - Include estimate of years required to reach TIF revenue goal, annual projection of TIF revenue, and annual impacts to overlapping taxing districts.
    - Estimate the amount of the tax base returned to each taxing jurisdiction under each scenario due to removing property from the existing URA, and the increased

capacity available to include assessed value in the frozen base of the proposed new Westside URA

3. Projects analysis (Port to prepare, EHC to format and put into summary memorandum) The Port will know more in the near future about the status of grant applications they have submitted. At that time, we will be able to prepare, with the Port and input from the city, a menu of project options to consider. The projects will correlate to the funding scenario of \$1,800,000 in total TIF, with once scenario showing projects which total more than \$1,800,000 in total TIF.
4. Present draft findings to Port staff in a summary memorandum for review. Summary memorandum to include:
  - Executive summary
  - Summary of the four boundary options listed, identifying and comparing the pros and cons of each option. Include information on:
    - Acreage of each option plus summary chart on overall URA acreage issues for Hood River
    - Financial capacity
    - Project capacity
  - Process for approval of each option – plus summary chart for easy comparison
  - Timeline for each option - plus summary chart for easy comparison
5. Finalize the memorandum and present a PowerPoint presentation to the Port Commission if requested and Hood River Urban Renewal Agency Board.

(2 in person meetings and 1 virtual meeting for EHC allocated in budget)

Consultant	Estimated Budget	Total
Elaine Howard Consulting LLC documents and virtual meetings (30 hours)	\$6,300	\$6,300
EHC in person meetings (2 meetings)	\$1,050 per meeting	\$2,100
Tiberius Solutions LLC (total of 5 scenarios)	\$7,280	\$7,280
<b>Total</b>		<b>\$15,680</b>

## MEMO

TO: Michael McElwee, Port of Hood River Executive Director

FROM: Elaine Howard, Elaine Howard Consulting, LLC

RE: Hood River Waterfront Facts

DATE: April 27, 2022

### Issue:

The Port of Hood River has asked for analysis of the Hood River Waterfront Urban Renewal District (District) and preparations of potential options for consideration of how to add and fund additional projects in the District as part of the development of Lot 1. In conducting this analysis, we reviewed the existing District's goals and objectives, projects, remaining maximum indebtedness (MI) and ways an urban renewal plan could be changed if there was a desire by the Agency or City Council to make changes. We also reviewed the *Lot 1 - Public Infrastructure Framework Plan* (Infrastructure Plan) completed for the Port of Hood River by Walker Macy in 2019.

According to the Infrastructure Plan, if the development trends of the successful build out of the Hood River waterfront are applied to Lot 1, it could generate over 170,000 square feet of buildings in less than an eight year period providing over 300 jobs and \$40– \$50M in improvements. The costs of the infrastructure to allow for the development of Lot 1 is estimated at \$8.3 million. This includes roads, power, storm water lines, sanitary sewer lines, communications, gas and water.

In addition, Lot 1 could provide increased access to the waterfront by adding Enhancement Projects identified as a Boat Storage Area, North Plaza, Anchor Way Plaza, Riverside Plaza, Overpass Connection, Accessible Overlook, Riparian Edge Restoration, Transit Stop, Boat Dock Extension, Small Craft Launch Dock and South End Connection to Nichols Park. The costs of the Enhancement Projects to complement the development of Lot 1 are estimated at \$3.3 million.

The Port of Hood River is aggressively pursuing all financing options for completion of these infrastructure and enhancement projects, including grant funding, developer contributions. They would like the Hood River City Council to consider whether there might

be an option to use tax increment financing to fund a portion of these public improvement costs.

The following are key facts about the District.

#### A. Key Facts

- The Hood River Waterfront Urban Renewal Plan (Plan) was approved by the Hood River City Council in 2008 by Ordinance No. 1959.
- The MI of the District is \$5,750,000.
- At the start of FY22/23 there is expected to be \$1.2M remaining in MI authority. The Urban Renewal Agency passed Resolution 2020-URA-04 that dedicates all remaining Waterfront MI to replace a collapsed storm water line in the District. This project is expected to cost \$6.5M, of which the District has paid \$1.3M to-date. The project will occur over several years and several phases. However, it is anticipated it will need to use all remaining district MI.<sup>1</sup>
- There is no specific duration period to the urban renewal plan although the original financial calculations anticipated the MI would be reached in 2028-29 a twenty-year time frame for taking tax increment revenues.
- The initial frozen base assessed value was \$11,872,754. The value of the District in 2021-22 was \$86,171,600, an increase of \$74,298,846.
- The expected tax increment revenues to be levied in FY2021/22 are \$830,761.<sup>2</sup>
- This District's anticipated retirement is in FY2022-23, returning an additional \$74.3 million dollars in FY2021/22 dollars in assessed value to the property tax rolls.<sup>3</sup>
- To make any changes in adding projects would mean increasing the MI and increasing the time frame to collect TIF revenue to reach that MI. There are statutory methods of increasing the MI and the time frame which would not require keeping the full boundary intact. These changes would allow for that acreage to be released to use on the potential West Side District.

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<sup>1</sup> E mail from Will Norris on April 25, 2022

<sup>2</sup> SAL Table 4e, Hood River County Assessor

<sup>3</sup> SAL Table 4e, Hood River County Assessor

- The District has approximately 109 acres.
- The City of Hood River is considering establishing a new West Side urban renewal area and needs additional acreage from both the Downtown and Waterfront urban renewal areas to allow for sufficient acreage in the proposed West Side urban renewal area.

### **B. Goals in the Plan**

The goals of the Hood River Waterfront Plan are to help diversify the economic base in Hood River while taking care to maintain the waterfront as a premier recreational site for all types of recreational activities and providing habitat enhancement. The full Goals and Objectives are shown in Appendix 1.

### **C. Projects in the Plan**

The projects in the plan were identified to implement the goals of the Plan. The complete list of projects is shown in Appendix 2. The majority of funding has been allocated to the Wastewater Treatment Plant odor control and transportation improvements. Funding was also allocated for the purchase of property in Nichols Basin which has provided a passive park/natural area for the community.

No tax increment funding was spent on park and recreation improvements including trail connections, Hood River Waterfront Park Phase II, and habitat enhancements. Funding was anticipated in the original Plan.

Exhibit A shows the original projects identified in the Plan and the added project of the stormwater line replacement. Exhibit A indicates whether tax increment funds were used on the specific projects.

Projects may be added to an urban renewal plan and it is readily acknowledged that due to the length of urban renewal plans, projects will change over time both due to other funding sources being identified for some projects and previously unidentified needs for other projects.

### Exhibit A – Projects in Plan

Project	Done	Not done	Added
Wastewater Treatment Plant	X		
Improvements to Portway Avenue sidewalk and parking	X		
Anchor Way (Future Industrial Street)	X		
Riverside to 8 <sup>th</sup>		X	
8 <sup>th</sup> Street		X	
Trail Connections		X	
Waterfront Park Phase II		X	
Recreational Site Access and Enhancements	X		Nichols Basin Passive Park/Natural Area
Habitat Enhancements		X	
Business Recruitment		X	
Utility Upgrades and Renewable Energy		X	
Stormwater Line Replacement	partially		X

#### D. Changes to the Plan

There are various ways to modify or extend the Hood River Waterfront District, some of which are plan amendments, some not. Any change to increase the MI is a substantial amendment which must be adopted in the same manner as the original Plan. The summary of amendment types in the District Plan is shown in Appendix 3.

#### E. Potential Options for Consideration

A summary of the potential options for the future of the Hood River Waterfront District, and consideration of the funding additional projects specifically in relationship with the Lot 1 development, are shown below. The full explanation of each option is shown in Appendix 4.



### *Terminate Existing District*

- Terminating the District will result in about \$855,683 of funds to the taxing districts in FY2023/24 and return approximately 109 acres to be used in other urban renewal districts in Hood River.<sup>4</sup>
- No new projects would be contemplated in the Hood River Waterfront District.

### *Increase MI*

- A one year increase in duration will add about \$855,683 of tax increment funds to be spent on projects and administration and will need a MI increase. This amount of MI increase can be approved by adoption of a substantial amendment by the City Council and can be done without taxing district concurrence.
- A two year increase in duration will add about \$1,737,036<sup>5</sup> of tax increment funds to be spent on projects and administration and will need a MI increase. This amount of increase can be approved by adoption of a substantial amendment by the City Council which can be done without taxing district concurrence.

### *Underlevy*

- An underlevy is authorized in ORS 457.455 and is a decision by the Agency to take less than the full amount of division of tax revenues either in any one year or permanently. An underlevy can be any size, as determined by the Agency. For example, an underlevy for two years of 50% could add \$868,518<sup>6</sup> of funding to be spent on projects and administration. This action would need a MI increase and would return approximately \$868,518 over two years to the taxing districts.

### *Boundary reduction*

- A reduction of boundary can also be any size, as determined by the Agency. For example, a boundary reduction of 50% of the assessed value could add, over a two year period, \$868,518 of funding to be spent on projects, will allow usage of boundary in other urban renewal areas in Hood River. This would need a MI

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<sup>4</sup> Estimated by taking FY2021/22 tax increment revenues and multiplying by a conservative 3%.

<sup>5</sup> Increasing FY2022/23 by 3% for 2023/24

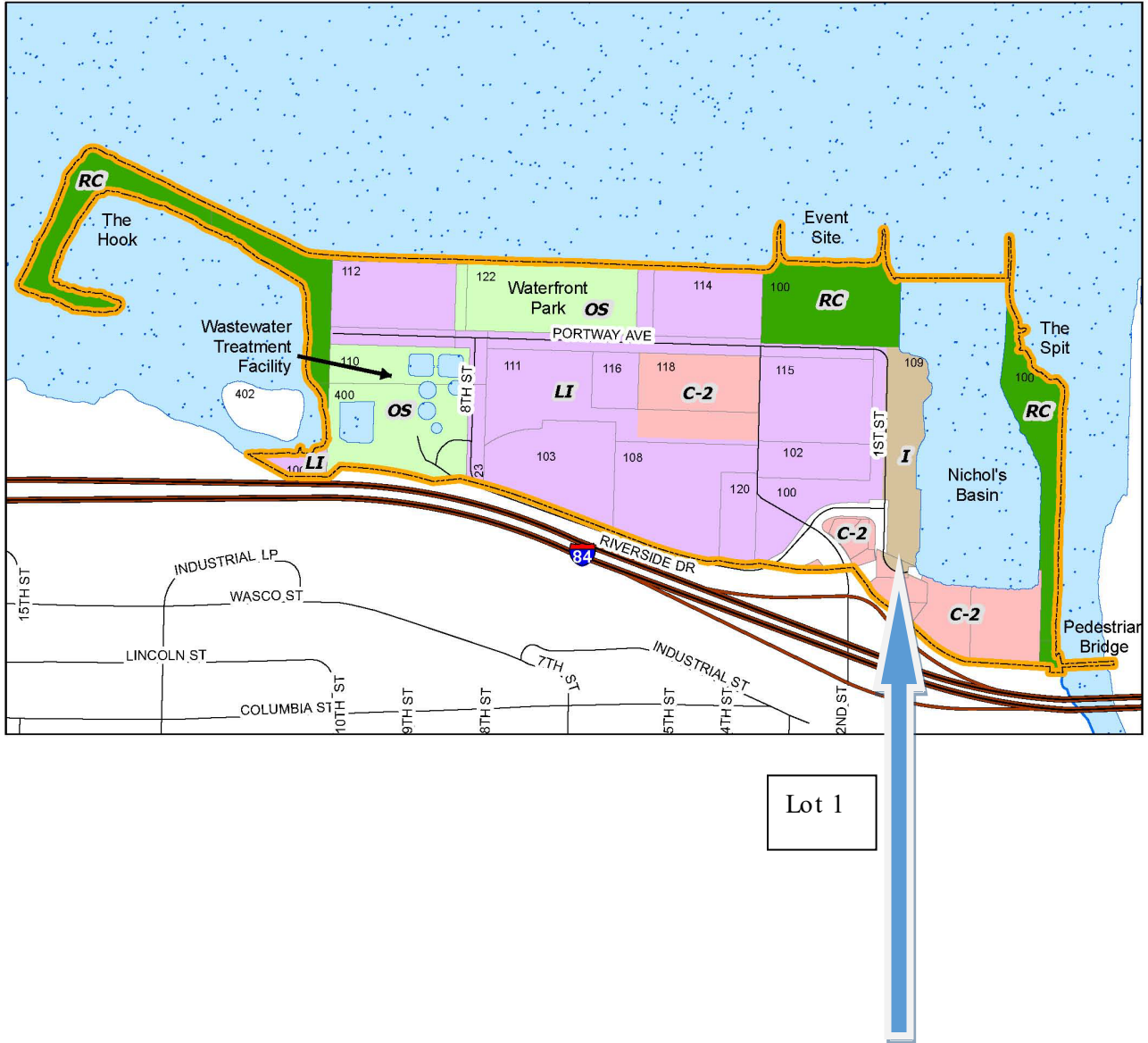
<sup>6</sup> One half of the \$1,737,036 tax increment revenues anticipated over two years

increase and would return approximately \$868,518 to the taxing districts over the two year period.

*Terminating Existing District and Forming new Single Property TIF District*

- Forming a single property TIF district for the development and adjacent recreation amenities for Lot 1 will use approximately nine acres of the total Hood River acreage capacity and, in its present undeveloped state, none of the assessed value capacity. Forming a single property allows the remainder of the acreage and assessed value of the Hood River Waterfront District to be out of urban renewal, providing capacity for the City of Hood River to use it in other urban renewal areas. Future assessed value at build out can be estimated but is unknown at this time.

Figure 1 – Hood River Waterfront District



### *Appendix 1 Goals and Objectives*

Plan Goals and Objectives are:

**Goal 1:        *ECONOMY***

**Diversify the economic base in the Hood River area and strengthen the area's role as a regional economic center.**

Objectives:

1A: Support business development by offering sites for local businesses, preserving current industrial uses, promoting private investment, and providing for a mix of employment types and uses.

1B: Promote job retention and creation by targeting quality jobs, enhancing job opportunities for local residents and maintaining minimum job density.

1C: Ensure quality development by promoting sustainable development and place-based planning principles, encouraging quality design and construction, and making strategic infrastructure investments.

1D: Assist in the financing and provision of transportation and infrastructure improvements to support the development of industrial and commercial uses.

1E: Work with property owners to promote beneficial development of properties within the Area.

**Goal 2:        *RECREATION***

**Provide facilities and parks to support the world-class waterfront recreational opportunities that exist in Hood River.**

Objectives:

2A: Plan a cohesive system of trails within the waterfront and connecting to the downtown core.

2B: Sustain existing and promote new recreational activities on the water.

2C: Enhance waterfront recreation sites.

2D: Develop additional waterfront recreation sites.

2E: Improve pedestrian access to and along the river.

**Goal 3:        *HABITAT ENHANCEMENT***

**Protect the riverine habitat because of its value both to the environment and to waterfront visitors.**

Objectives:

3A: Provide for appropriate and adequate landscape plantings along the water's edge.

3B: Protect areas of existing bio-habitat and recreate habitat where it has been destroyed.

3C: Ensure that upland development does not degrade habitat conditions in the Columbia River.

**Goal 4:        *LAND USE***

**Ensure an adequate supply of appropriately zoned land to provide for the development of industrial and commercial uses.**

Objectives:

4A: Provide opportunities for industrial development.

4B: Encourage business and industry to locate within the Hood River city limits.

4C: Disperse employment centers to parts of the City with access to adequate transportation routes and public utilities.

**Goal 5:        *TRAFFIC AND TRANSPORTATION***

**Implement transportation improvements that will increase access to the area and mitigate traffic impacts.**

Objectives:

5A: Improve existing streets to meet future development demands.

5B: Develop a network of streets to serve all parcels.

5C: Construct street improvements as consistent with City standards.

5D: Provide sidewalks and streetscape improvements that promote multimodal usage, access and safety.

5E: Provide signalization improvements for efficient traffic flow and safety of transportation systems.

**Goal 6:        *PUBLIC UTILITIES***

**Ensure that new development is located in areas that can be adequately served by public infrastructure.**

Objectives:

6A: Develop public infrastructure improvements on parcels of underutilized land to encourage private development.

6B: Develop water, sanitary sewer and storm drainage improvements to support industrial uses.

6C: Mitigate negative impacts of the existing wastewater treatment facility.

6D: Where possible, develop environmentally friendly utility systems to support existing and future development.

**Goal 7:        *PUBLIC INVOLVEMENT***

**Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning and implementation process.**

Objectives:

7A: Use available media to inform citizens of projects and programs to be undertaken.

7B: Provide for public input as to implementation of the Plan and work to achieve consensus as a basis for proceeding.

## *Appendix 2 Projects in the Plan*

Projects in the original Plan that are relevant to the discussion of the development of Lot 1 include:

### ***Infrastructure***

#### Wastewater Treatment Facility

This project includes preliminary engineering and implementing the plan for odor control. The odor control facilities consist of a new biological soil type biofilter for serving the existing primary clarifier and improvements at the existing septage receiving station. (COMPLETED)

#### Portway Avenue

Portway Avenue will be improved as a pedestrian oriented street with new paving, ornamental street lights, pedestrian improvements, street trees and sidewalks. Portway Avenue will be evaluated and constructed to the City Engineer's standards based on the results of the evaluation. (COMPLETED)

#### Riverside Drive to 8<sup>th</sup> Improvements

Riverside Drive will be the primary truck access street for the Waterfront area. Riverside is significantly substandard and improvements and it will need to be reconstructed and widened to meet an expanded level of truck and vehicular traffic. A signal may be required at 2<sup>nd</sup> Street and Riverside Drive. Riverside Drive will be constructed to the City Engineer's standards based on the results of the City Engineer's evaluation.

#### 8<sup>th</sup> Street Improvements

8<sup>th</sup> Street will be improved, including new sidewalks and pedestrian improvements to meet an expanded level of vehicular traffic. 8<sup>th</sup> Street will be constructed to the City Engineer's standards based on the results of the City Engineer's evaluation.

#### Future Industrial Street

The future Industrial Street will serve the industrial parcels in the central waterfront area. This new street would be on a dedicated right-of-way that goes north from Riverside Drive and connects to 2<sup>nd</sup> Street. The street would provide truck access to parcels that front on Riverside Drive, reducing their need to access loading areas

from Portway Ave. and other pedestrian-oriented streets within the waterfront. The future Industrial Street will be constructed to City Engineer's standards based on the results of the City Engineer's evaluation. (COMPLETED)

## ***Park and Recreational Improvements***

### Trail Connectivity

Comprehensive trail connections along the Columbia River waterfront including connecting the Hook, Spit, Park and Event Site to each other and to downtown Hood River will be developed. The existing pedestrian bridge over Hood River may become part of the future improvements for pedestrian access. The trail connections may include but are not limited to trail surfacing, lighting, street furniture, signage and landscaping. Trail connections will be built to existing City standards.

### Phase II Hood River Waterfront Park

Phase II of the Hood River Waterfront Park will include but not be limited to landscaping with native vegetation, an open grassy field area, on-site parking, an outdoor amphitheater, irrigation, picnic shelters and a picnic area, public art, youth play areas and structures, an architectural feature reminiscent of a Native American fishing platform, and a swimming platform. Phase II also includes paving (ADA) walking paths that were not completed as part of Phase I. The scope and nature of specific improvements will be refined during Plan implementation.

### Recreational Site Enhancements

Improvements to the various recreational sites will be undertaken. These improvements may include but are not limited to improved access roads, signage, utilities, drainage structures (e.g. bio swales) and support structures (e.g. changing rooms) to accommodate increased recreational use and larger programmed events. (COMPLETED – Nichols Basin property acquisition)

### ***Habitat Enhancements***

Habitat enhancements can improve the biological diversity and natural habitat characteristics of the waterfront. A Habitat Enhancement Program will be developed by the Agency. Habitat enhancement project components may include but are not limited to bio-engineering and other types of landscape improvements to Nichols



Basin, areas of the Hook and rip rap portions of the Columbia River waterfront. Some habitat enhancement work may be necessary to mitigate other waterfront projects. The Agency will decide the scope and nature of specific habitat enhancement improvements after the Plan is approved.

### ***Economic Development***

#### Utility Upgrades and Renewable Energy

Utility upgrades could consist of assistance as necessary to property owners for a utility tie in to their parcel. This project may also include investment in “green” energy alternatives to support development in the waterfront area.

#### Economic Development, Business Recruitment and Marketing Program

An Economic Development, Business Recruitment and Marketing Program for the Area will be established by the Port of Hood River to enhance the community’s efforts to identify, recruit and potentially provide incentives for investment in construction or rehabilitation by businesses that meet the community’s criteria for job creation and development density for the waterfront industrial area. The Agency will establish the guidelines for this program as part of Plan implementation.

Anticipated funding amounts were specified in the Report that accompanied the adopted Plan, Section V, page 15 of the Report.

Exhibit 1. Projects and Cost Allocations

Projects	Estimated Cost	TI Funding	Other Funding	Other Funding Sources
<b>INFRASTRUCTURE IMPROVEMENTS</b>				
Wastewater Treatment Plant Odor Control/Engineering	\$750,000	\$750,000	\$0	
Transportation Improvements				
Portway Avenue	\$350,000	\$350,000	\$0	
Riverside to 8 <sup>th</sup> (including signal at 2 <sup>nd</sup> Street)	\$1,300,000	\$1,000,000	\$300,000	Property Owners Contributions
8 <sup>th</sup> Street	\$400,000	\$400,000	\$0	
Future Industrial Street	\$1,100,000	\$100,000	\$1,000,000	EDA Grant 500,000, IOF 250,000, other: 250,000
<i>Sub total Infrastructure</i>	<i>\$3,900,000</i>	<i>\$2,600,000</i>	<i>\$1,300,000</i>	
<b>PARK/RECREATIONAL IMPROVEMENTS</b>				
Trail Connections	\$500,000	\$250,000	\$250,000	State Grant 200,000 other 50,000
Hood River Waterfront Park Phase II	\$1,700,000	\$850,000	\$850,000	Grants and Fundraising
Recreational Site Access and Enhancements	\$600,000	\$400,000	\$200,000	Grants and Fundraising, Port Investment
<i>Sub total Park/Recreational</i>	<i>\$2,800,000</i>	<i>\$1,500,000</i>	<i>\$1,300,000</i>	
<b>HABITAT ENHANCEMENTS</b>				
	\$500,000	\$200,000	\$300,000	Grants and Fundraising
<b>ECONOMIC DEVELOPMENT</b>				
Business Recruitment and Marketing	\$250,000	\$100,000	\$150,000	Port of Hood River
Utility Upgrades and Renewable Energy	\$350,000	\$100,000	\$250,000	Property Owners Contributions
<i>Sub total Economic Development</i>	<i>\$600,000</i>	<i>\$200,000</i>	<i>\$400,000</i>	
<i>Materials and Services</i>	<i>\$249,418</i>	<i>\$249,418</i>	<i>\$0</i>	
<i>CONTINGENCY approx. 5%</i>	<i>\$225,000</i>	<i>\$225,000</i>	<i>\$0</i>	
<i>Sub total TI funding</i>		<i>\$4,974,418</i>		
<b>TOTAL</b>	<b>\$8,274,418</b>	<b>\$4,974,418</b>	<b>\$3,300,000</b>	

### *Appendix 3 Amendments identified in the Plan*

#### 1. Substantial Amendments

Substantial Amendments are solely amendments:

Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or

Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

#### 2. Council Approved Amendments

Council Approved amendments consist solely of amendments that result in:

Material changes to the goals and objectives of the Plan; or

Addition or expansion of a project that is materially different from projects previously authorized in the Plan.

#### 3. Minor Amendments

Minor Amendments are amendments that are not Substantial or Council Approved Amendments in scope. They require approval by the Agency by resolution.

#### *Appendix 4 Potential Options for Changes*

If the City and Agency are interested in further assisting in the full development of the waterfront area, some of the options the City of Hood River could consider for the future of the District are outlined below. They include boundary changes, an underlevy, an increase in MI and a single property urban renewal area.

1. Boundary changes – A boundary change in an urban renewal district would result in a permanent change to the frozen base<sup>7</sup> and to the increment on which the Agency receives annual revenues. A reduction in boundary is typically completed as a result of a decision to permanently put some properties on the regular tax roll so all taxing districts, including the city itself, can benefit from the tax revenues from those properties.

There are no statutory restrictions on the reduction of the boundary. The issues to consider in a boundary reduction are:

- a. Do you have debt for the District? If so, will you have capacity to make any debt payments if you reduce boundary?
- b. Do you have sufficient capacity in a reduced boundary to pay for any projects you want to complete?
- c. If you have additional projects to complete, what are the locations of the projects you may want to undertake in the future? Any location where a project is being undertaken must remain in the boundary.
- d. Will the benefit to the city budget and other taxing district's budgets outweigh the benefit of having the property in the District?
- e. A boundary reduction requires a minor amendment to the District Plan by adoption of an Agency resolution, producing a new legal description and submitting the resolution and new legal description to the County Assessor.
- f. A boundary reduction usually increases the timeframe for a District as it will be receiving less revenues.

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<sup>7</sup> The Frozen Base in an urban renewal area is the value on which other taxing districts gain taxes.

## 2. Underlevy

An underlevy is authorized in ORS 457.455 and is a decision by the Agency to take less than the full amount of division of tax revenues either in any one year or permanently. This is implemented through completing the UR 50 form the Agency submits annually to the Hood River County Assessor's office. An underlevy may be used if the Agency decides it wants to share a portion of the TIF revenues that the Agency receives each year. The underlevy requires consulting and conferring with the impacted taxing districts. This is important as a decision to underlevy may have unintended consequences to other taxing districts, especially schools if they are experiencing compression. The considerations of a decision to underlevy are:

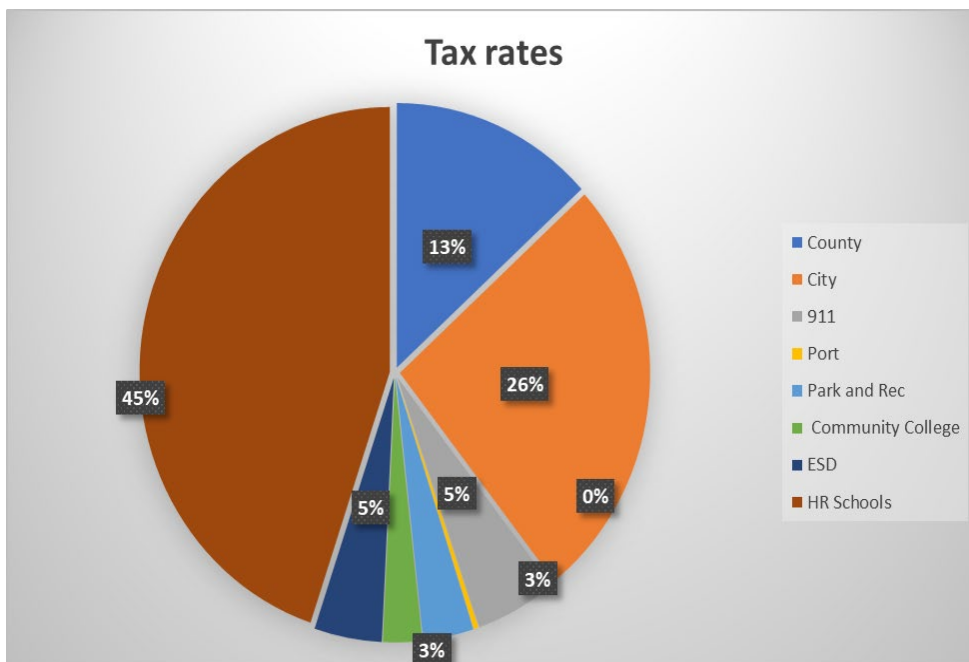
- a. Are there bond or loan covenants that will prohibit taking less than the full amount of annual revenues? If so, can you request changes in those covenants showing you have the capacity to pay the bond payments even with reduced acreage?
- b. Will you have sufficient capacity to make debt payments if you underlevy?
- c. It takes longer to reach MI as the Agency is not taking the full amount of TIF revenue. The result is all taxing districts will be impacted by the District for a longer time period, even though the impact is less.
- d. The Agency is losing the leverage of the city's tax rate to the full permanent rate tax amount. For the amount the Agency decides to underlevy, the City of Hood River itself will receive only about 25% of the amount of funds that the Agency presently receives. The remainder will be returned to the other impacted taxing districts, including the schools although those funds would not be received directly by the Hood River School District, the Education Service District or the Community College as those funds will go through the State education funding distribution process.
- e. The upside of a decision to underlevy is an immediate return of revenues to other taxing districts including the city itself. If an underlevy decision is made annually, the other districts do not have an annual guarantee of the use of those funds while a permanent underlevy allows the taxing districts to count those funds in their budgeting process.
- f. An underlevy should be decided by adoption of a resolution of the Agency after consulting and conferring with other taxing districts. Since the Agency has a different composition than the City Council, the City Council should also adopt a

resolution for an underlevy. This needs to be completed prior to the deadline of the UR 50 form, July 1 of each year. No amendment to the Plan is required.

**Figure 2 – Property Tax Rates**

<b>Taxing District</b>	<b>Rate</b>	<b>% of Total</b>
Property Value		
County	1.4171	12.67%
City	2.8112	25.13%
911	0.5644	5.04%
Port	0.0332	0.30%
Park and Rec	0.3498	3.13%
Community College	0.2703	2.42%
ESD	0.4678	4.18%
HR Schools	4.8119	43.01%
Library	0.3900	3.49%
HRC Transit	0.0723	0.65%
<b>Total</b>	<b>11.1880</b>	<b>100%</b>

**Figure 3 – Property Tax Rates Pie Chart**



### .3. Maximum Indebtedness Increase

The MI of an urban renewal district can be increased. A change in the MI changes many factors in operating an urban renewal program. An increase in MI adds to the projects which may be undertaken, lengthens the timeframe of urban renewal, adds to impacts to the taxing districts and lengthens the life span of the URD. You may increase the MI while concurrently taking some properties out of the District or deciding to underlevy the District

The increase in MI is a substantial amendment to any urban renewal plan. A substantial amendment process requires the Agency to go through the same process of approval as the adoption of an original urban renewal plan: public involvement, Agency review, Planning Commission review for conformance with the comprehensive plan, a City Council hearing with notice to all citizens of Hood River and vote by the City Council on a non-emergency ordinance. The process also requires the Agency consult and confer with the impacted taxing districts and the Agency provide a presentation to the Hood River County Commissioners.

The City Council may increase the MI of the District Plan by itself by adoption of the non-emergency ordinance if the MI increase is limited to 20% of the original MI as adjusted annually by the inflation rate used in the Report Accompanying the Plan. The Report uses a 4 % inflation rate.<sup>8</sup> Given this analysis, we believe Hood River could increase its MI by \$1,869,561 if it does this adjustment after August of 2022, or by \$1,925,648 if it does this adjustment after August of 2023. The remaining MI for the District Plan as of June 30, 2021 is approximately \$1,200,000, but this amount is encumbered for the stormwater line replacement.<sup>9</sup>

If the MI increase is above this amount, 75% of the taxing districts impacted by the Plan must vote to concur with the MI increase. These taxing districts would be the city, county and school district or, if the county did not concur, the city and all other taxing districts except the county.

The considerations for an increase in the MI are:

- a. What is the impact on the city budget?

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<sup>8</sup> Report on the Hood River Waterfront Urban Renewal Plan, Table 6, p16.

<sup>9</sup>E mail from Will Norris 04 25 2022.

- b. Are there remaining projects to be undertaken in the district?
- c. Are there other sources of funds for those projects?
- d. What is the political climate for a MI increase?
- e. Should the boundary be reduced?
- f. Should an underlevy also be considered?

Figure 4 – MI Increase Limitations

<b>Year</b>	<b>Original MI</b>	<b>Adoption Date</b>
Interest calculation in Report	4%	\$5,750,000
		<b>MONTH 2008</b>
2008	1	\$6,180,000
2009	2	\$6,365,400
2010	3	\$6,556,362
2011	4	\$6,753,053
2012	5	\$6,955,644
2013	6	\$7,164,314
2014	7	\$7,379,243
2015	8	\$7,600,620
2016	9	\$7,828,639
2017	10	\$8,063,498
2018	11	\$8,305,403
2019	12	\$8,554,565
2020	13	\$8,811,202
2021	14	\$9,075,538
2022	15	\$9,347,804
2023	16	\$9,628,239
		\$1,869,561
		\$1,925,648

Source: Elaine Howard Consulting



#### 4. Single District Urban Renewal/TIF District Area

Another potential option for assisting with full development of the waterfront is the formation of a single property TIF District. The process would be to first close the existing District, allowing all taxing districts to receive the full benefit of the increased assessed value in the District. The second step would be to form a new single property TIF District that consists of the Lot 1 property and associated rights of way. Although this would not provide an immediate revenue stream, it could provide opportunities for establishing incentives to allow for the development of Lot 1 and/or additional public park spaces and facilities and shoreline restoration based on the additional tax increment revenues after development is complete.

A single property TIF District can operate in three main ways:

- A tax rebate to the developer of the property for activities on the property. This would entail a redevelopment agreement with the developer to specifically designate their responsibilities and the amount of funds that would be allocated in a rebate. That rebate would only occur once the property has gone on the tax roll and the Agency has received tax increment revenue.
- Repayment of a loan from the city or port for activities in the TIF District. These could include public infrastructure including streets and utilities or parks improvements. There are many categories of parks and habitat improvements already identified in the plan.
- Repayment of a more formal loan with an entity like the State Infrastructure Fund.
- Completion of parks improvements once the development is complete and on the tax roll, providing an income source.

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# Commission Memo



Prepared by: Kevin Greenwood  
Date: August 2, 2022  
Re: Authorize Grant Application for Bridge  
Investment Program for Bridge Replacement

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With significant funding available through federal infrastructure programming, the Port should take advantage of the recent Notice of Funding Opportunity (NOFO) under the administration’s Bipartisan Infrastructure Law (BIL). The Bridge Investment Program is a competitive, discretionary program that focuses on reducing the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs. (<https://www.fhwa.dot.gov/bridge/bip/>)

The Port of Hood River and Klickitat County jointly applied for the INFRA grant in May, but won’t hear back until September. During the Bi State Working Group (BSWG) trip to DC two weeks ago, the Build America Bureau felt that the bridge replacement effort met many if not all of the “Bridge Projects” criteria. This program would pay for up to 80% of the \$125M portion of the bridge replacement. The balance would be matched by tolls and the Washington \$75M appropriation. A factsheet on the program is included.

Port staff and government affairs consultants will be generating letters of support for the application this week.

**RECOMMENDED ACTION:** Authorize Application to the U.S. DOT Bridge Investment Program Grant in the amount of \$100 million for the replacement of the Hood River-White Salmon Interstate Bridge.

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**Federal Highway Administration**

1200 New Jersey Avenue, SE  
 Washington, DC 20590  
 202-366-4000

**BIPARTISAN INFRASTRUCTURE LAW**



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# FACT SHEETS

## Bridge Investment Program (BIP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	--	\$600M	\$640M	\$650M	\$675M	\$700M
Advance appropriation (General Fund)	--	\$1.847B	\$1.847B	\$1.847B	\$1.847B	\$1.847B
<b>Total BIL funding (FY22-26)</b>	--	<b>\$2.447B</b>	<b>\$2.487B</b>	<b>\$2.497B</b>	<b>\$2.522B</b>	<b>\$2.547B</b>
Subject to future appropriation		\$600M	\$640M	\$650M	\$675M	\$700M

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

### Program Purpose

The BIL establishes the Bridge Investment Program (BIP) to provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges.

### Statutory Citations

- § 11118; 23 U.S.C. 124

### Funding Features

#### Type of Budget Authority or Authorization of Appropriations

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation. [§ 11101(b)(1)(A)]
- Advance appropriations from the General Fund, not subject to any limitation on obligations. [division J, title VIII, Highway Infrastructure Program (HIP) heading, paragraph (4)]
- Authorization, subject to appropriation, from the General Fund. [§ 11101(b)(2)(A)(i)]

### Types of Awards

- Authorizes DOT to award grants under BIP for three types of projects:
  - “Large Projects” (now referred to as “Large Bridge Projects”, total eligible project costs >\$100 million) [23 U.S.C. 124(a)(2)];
  - “Other Than Large Projects” (now referred to as “Bridge Projects”, total eligible project costs ≤ \$100 million); and

- Planning Grants (for planning, feasibility analysis, and revenue forecasting of a project that would subsequently be eligible to apply for BIP funding) [division J, title VIII, Highway Infrastructure Program heading, paragraph 4, second proviso]

## Minimum Grant Size

- Requires a grant awarded under BIP to be at least–
  - enough to fully fund the project (combined with other resources listed in the application); and
  - \$50 million (for “Large Bridge Projects”) or \$2.5 million (for other “Bridge Projects”). [§11118(a); 23 U.S.C. 124(c)]
- There is no minimum size for planning grants.

## Minimum Amount for “Large Bridge Projects”

- Requires at least 50% of BIP funding from the Highway trust Fund to be used for “Large Bridge Projects”. [§11118(a); 23 U.S.C. 124(p)]

## Set-Asides for Tribal Bridges and Planning Grants

- Sets aside an average of \$40 million in BIP funding each fiscal year for Tribal transportation facility bridges, which shall be administered as if made available under the Tribal Transportation Program. [§11118(a); 23 U.S.C. 124(q) and 23 U.S.C. 202(d); division J, title VIII, HIP heading, paragraph 4, first proviso]
- Sets aside \$20 million in BIP funding each fiscal year for Grants for Planning, Feasibility Analysis, and Revenue Forecasting. [division J, title VIII, HIP heading, paragraph 4, second proviso]

## Allowable Amount for Culverts

- Allows up to 5% of BIP funding per year to be used for eligible projects that consist solely of culvert replacement or rehabilitation of bridge-sized culverts (as defined by 23 CFR 650.305). [§11118(a); 23 U.S.C. 124(c)(6)]

## Federal Share

### Maximum Amount of the Grant

- Up to 50% for “Large Bridge Projects”; up to 80% for other BIP projects. [§11118(a); 23 U.S.C. 124(c)(3)]
- Up to 90% for off-system bridges [§11118(a); 23 U.S.C. 124(c)(4)(B)]

### Other Considerations

- Federal assistance other than a grant under BIP may be used to satisfy the non-Federal share of the cost of a project for which a BIP grant is made, as long as total Federal assistance for the project does not exceed the Federal share under 23 U.S.C. 120 and the Federal share for off-system bridges under 23 U.S.C. 124. [§11118(a); 23 U.S.C. 124(c)(4)]
- For a Federal land management agency (FLMA), a Tribal government, or a consortium of Tribal governments only, Federal funds made available under a program other than BIP may be used to pay the remaining share of the cost of a BIP project. [§11118(a); 23 U.S.C. 124(c)(4)(C)]
  - This includes Tribal Transportation Program funds and Federal Lands Transportation Program funds. [23 U.S.C.]

## Eligible Activities

- Projects eligible for funding under BIP include–
  - a project (or bundle of projects) to replace, rehabilitate, preserve, or protect a bridge on the National Bridge Inventory (NBI); and
  - a project to replace or rehabilitate culverts on the NBI for the purpose of improving flood control and improved habitat connectivity for aquatic species. [§11118(a); 23 U.S.C. 124(a)(1)]
- On an applicant’s request, BIP funding may be used to pay subsidy and administrative costs for TIFIA credit assistance for the awarded project. [§11118(a); 23 U.S.C. 124(i)]

## Program Features

This is a new program established under BIL.

## Eligible Applicants

- A State or a group of States.
- A metropolitan planning organization that serves an urbanized area (as designated by the Bureau of the Census) with a population of over 200,000.

- A unit of local government or a group of local governments.
- A political subdivision of a State or local government.
- A special purpose district or public authority with a transportation function.
- An FLMA.
- A Tribal government or a consortium of Tribal governments.
- A multistate or multijurisdictional group of entities described above. [§11118(a); 23 U.S.C. 124(d)]

## Eligible Costs

- A grant received for an eligible project under BIP may be used for–
  - a wide range of development phase activities (specified in statute);
  - construction, reconstruction, rehabilitation, acquisition of real property, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements directly related to improving system performance; and
  - expenses related to the protection of a bridge, including seismic or scour protection. [§11118(a); 23 U.S.C. 124(h)]

## Project Selection

### General Considerations and Priority

- Requires DOT to consider, when selecting grants, numerous factors, including–
  - the Department’s rating of the project during the selection process (see more below);
  - specified factors relating to bridge person and freight throughput, bridge condition in the State, and any associated cost savings related to bundling multiple bridge projects;
  - for an FLMA, the extent to which the grant would reduce a Federal liability or Federal infrastructure maintenance backlog;
  - geographic diversity and balance between the needs of rural and urban communities; and
  - the extent to which a bridge seeking BIP funding is in, or within 3 years risks entering, poor condition, or does not meet current geometric design standards. [§11118(a); 23 U.S.C. 124(c)(5)(A)]
- Requires DOT to prioritize applications for projects in States that have in prior years applied multiple times for BIP funding and been awarded few BIP grants. [§11118(a); 23 U.S.C. 124(c)(5)(B)(i)]
- Requires DOT to award not fewer than 1 “Large Bridge Project” or 2 other “Bridge Projects” in each State between FY 2022 and FY 2026 in which justified projects were submitted [§11118(a); 23 U.S.C. 124(c)(5)(B)(ii)]

### Additional Requirements for “Large Bridge Projects”

- Allows DOT to recommend a “Large Bridge Project” for funding only if the DOT determines that the project–
  - addresses a need to improve the condition of the bridge;
  - will generate specified types of benefits (or avoid specified types of costs), and is cost-effective based on an analysis of these benefits and costs;
  - is supported by other Federal or non-Federal financial commitments or revenues adequate to fund ongoing maintenance and preservation; and
  - is consistent with any applicable asset management plan of the project sponsor. [§11118(a); 23 USC 124(g)(4)]
- Requires DOT to rate various aspects of a “Large Bridge Project” as Low, Medium-Low, Medium, Medium-High, and High; prohibits DOT from recommending for funding a project rated lower than “medium” in any aspect. Ratings are to be based on a methodology developed by DOT (with an interim methodology for the first year). [§11118(a); 23 U.S.C. 124(g)(5)]
- Requires that DOT, in selecting “Large Bridge Projects”, to ensure diversity among projects based on–
  - the amount of the grant requested; and
  - grants for single bridges vs. bridge-bundling projects. [§11118(a); 23 U.S.C. 124(g)(6)(D)]

### Additional Requirements for other “Bridge Projects”

- Requires DOT to evaluate the project, assign a quality rating, and consider that rating during the selection process. [§11118(a); 23 U.S.C. 124(c)(5)(A)(ii) and 23 U.S.C. 124(f)(3)(A)]
- Requires DOT to, when evaluating and rating a project, consider whether the project–
  - will generate specified types of benefits (or avoid specified types of costs); and is cost-effective based on an analysis of these benefits and costs.
  - [§11118(a); 23 U.S.C. 124(f)(3)(B)]

### Multi-year Grant Agreements

- Allows a “Large Bridge Project” receiving a BIP grant of at least \$100 million to be carried out through a multiyear grant agreement (establishing terms of participation by the Federal government and maximum Federal assistance for the project). [§11118(a); 23 U.S.C. 124(j)]

## Letters of No Prejudice

- Subject to certain requirements, allows DOT to pay to an applicant all eligible project costs under the BIP, including costs for an activity for an eligible project incurred prior to the date on which the project receives BIP funding. [§11118(a); 23 U.S.C. 124(k)]

## Potential Divestiture of Federally Owned Bridges

- Requires an FLMA applicant for BIP funding to consider options to divest the bridge to a state or local entity after completion of the project. [§11118(a); 23 U.S.C. 124(l)]

## Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements that apply to other projects on Federal-aid highways. [§11118(a); 23 USC 124(m)]

## Additional Information and Assistance

- “Other than Large Projects” referenced in BIL [§ 11118; 23 U.S.C. 124] will be referred to in this fact sheet, the Notice of Funding Opportunity (NOFO) and otherwise as “Bridge Projects”. Likewise, “Large Projects” referenced in BIL will be referred to as “Large Bridge Projects”.
- For more information about FHWA’s BIP: <https://www.fhwa.dot.gov/bridge/bip/index.cfm>
- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical\\_support.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm)