



DRAFT AGENDA

Bi-State Bridge Replacement Working Group Regular Meeting
March 14, 2022 / 2:00-4:00p (2 hour)
Via Zoom

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

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

Staff/Consultants: Kevin Greenwood (Project Director), Port of Hood River; Michael McElwee (Executive Director), Port of Hood River; Brad Boswell, Boswell Consulting; Steve Siegel, Siegel Consulting.

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| 1. | Welcome | 2:00 |
| 2. | February 14 Regular Meeting Minutes | 2:01 |
| 3. | Legislative Update | 2:03 |
| | A. Wash. Funding Package | |
| | B. Wash. Bridge Authority | |
| | C. Ore. Transportation Committee | |
| | D. Ore. Bridge Authority | |
| 4. | Replacement Bridge Management Contract | 2:18 |
| | A. Review of RFP | |
| | B. Review of Pre-Proposal Meeting/Industry Forum | |
| | C. Review of Schedule | |
| 5. | Bridge Authority Formation Agreements | 2:48 |
| 6. | Project Updates/Other Items | 3:05 |
| 7. | Next Meeting, April 11, 2022 | 3:10 |
| 8. | Adjourn | 3:15 |

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BRIDGE REPLACEMENT PROJECT

Bi-State Working Group Meeting Summary

Monday, February 14, 2022 | 2pm – 4pm
Port of Hood River – via Zoom
1000 E Port Marina Drive, Hood River OR 97031

In Attendance:

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

Alternates: Kristi Chapman (Commissioner), Port of Hood River; Arthur Babitz (Commissioner), Hood River County.

Staff/Consultants: Kevin Greenwood (Project Director), Port of Hood River; Michael McElwee (Executive Director), Port of Hood River; Miles Pengilly, Thorn Run Partners; Steve Siegel, Siegel Consulting; Brad Boswell and Jessica Hostetler, Boswell Consulting; Jen Meyer, Concept Jeneration LLC; Gordie Kelsey, Klickitat County; Sam Hunaidi and Rob Wattman, ODOT; Michael Williams, WSDOT.

Guests: Chuck Green and Scott Nettleton, Otak; Catherine Hovell, Michael Shannon, Heidi Johnson, Kary Witt, Brad Shinn and Phoebe Hyun, HNTB; Matt Ransom, SWRTC; Nate Stice, Oregon Governor's Office.

Bi State Working Group Chairman, Mike Fox, opened the meeting and welcomed attendees.

January 17 Regular Meeting Minutes

The minutes from the January 17 regular meeting were approved by consensus.

Legislative Update – Brad Boswell and Miles Pengilly

Boswell noted the Washington democrat-led effort for a Transportation Plan this short session included a \$75-million placeholder for the Hood River Bridge. This shows how much Sen. Curtis King is respected that a placeholder would be included. Will be difficult to get bi-partisan support for the bill. Cautioned to not publicize the funding until a bill is signed into law.

Washington SSB 5558 is moving through legislature. Bill passed Senate and is awaiting a hearing in House.

Pengilly gave update on Oregon Transportation Commission (OTC) hearing process. Letters of advocacy can be submitted to Greenwood for distribution to OTC administrator. Notice was given for participating in hearing on Thursday.

Oregon HB 4089-1 passed House last week and will be receiving full Senate vote this week. Upon passage, the bill will go to Governor's desk for signature.

Bridge Sufficiency Rating

Commissioner Fox discussed a recent ODOT report that had reduced the Hood River Bridge's sufficiency rating to below 20. This was a 30-point drop since 2018 and should be an important discussion point to demonstrate the urgency of bridge replacement. Commissioner Babitz indicated that he would research FHWA bridge ratings; Greenwood noted that he would send an email inquiring on state bridges.

Jen Mayer, Concept Jeneration LLC

Commissioner Fox turned to Jen Mayer from Concept Jeneration LLC for a presentation on P3s. Mayer discussed why and when you should undertake a P3. Mayer recommends that before proceeding with a P3 its best to identify key questions and get early indications before committing to a full-on study or seeking legal authority that would be required to do a P3.

Commissioner Benton asked Mayer what her takeaway was from the last meeting she attend with the BSWG. Mayer replied that in this environment she believes there are several P3 ventures that would be interested in this project and added that there could potentially be a better bidding environment than there has been in other cases.

Commissioner Fox noted that they need to try to minimize any toll increases regardless of which route they choose. Commissioner Fox asked how can they be assured that they would be setting aside enough money with a P3 to eventually replace the new bridge in the future. Mayer replied that most P3s during the availability payment period must put money into a reserve fund for maintenance. Before they hand over the bridge there is a requirement that they keep it in good condition. If the bridge is not in good condition, then they owe the public partner that money.

Commissioner Fox commented that they are in the final stages of finalizing the RFP for the Replacement Bridge Management Contract (RBMC). One of the first task for the RBMC is to draft an RFP for full design and there could be an off ramp at 30% where they can terminate the contract and switch over to a P3. Commissioner Fox asked if that was a good time to switch over to a P3 if needed. Mayer commented that she has seen it done the other way where you go down the path towards a P3 and you take the exit ramp towards public sector. Mayer believes either direction is reasonable, and added that an exit ramp at 30% is not too late to switch to a P3.

Commission Formation Agreement Process – S. Siegel

Greenwood commented that with the bi-state bridge authority legislation on a strong trajectory for passage, it was best to review the steps after the bill becomes law. A 2022 Governance Schedule was presented to provide an introduction of what is to come. Greenwood turned to Steve Siegel for a brief overview of the schedule. Siegel noted that the BSWG will need to develop Commission Formation Agreements (CFA) for local government adoption. There should be a fully functioning Commission by July 2024. Commissioner Fox requested a list of everything they need to have in place to go fully operational. Siegel replied that he would provide a list at the next meeting.

Memo on BSWG Authority

Greenwood noted that late last year, the BSWG asked about the nature of its authority. Jerry Jaques prepared a memo and presented it to the Port Commission and is now available to the BSWG for review. Commissioner Fox tabled this item for the next BSWG meeting for questions or comments.

RBMC RFP Update/Pre-Proposal Conference

Greenwood reported that he received comments from Bill Ohle and has an appointment with Melanie McMerrick from ODOT on Thursday for an RFP review. An example of an agenda for the Pre-Proposal Conference (PPC) was provided. Greenwood added that this is an opportunity for staff to give background on the project and ultimately get questions or clarifications from the industry that can then be released in an addendum to the RFP. This is also an opportunity for the BSWG members to engage with the industry and set out some expectations. Commissioner Fox suggested that the members pick what they want to be a part of and let Kevin Greenwood know by Friday 18.

Project Updates

Greenwood noted that Sec. 106 Consulting Parties meeting No.5 is coming up and an agenda was provided in the packet. House Bill 2017 funding is complete. Greenwood commented that he included a draft letter in the packet and asked if it was acceptable to send out time sensitive letters in support of funding or related to the bridge authority on short notice. There was group consensus to allow time sensitive letters to go out on short notice.

Adjourn

Next meeting is scheduled for March 14.

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A big investment in Oregon's transportation system

The act includes a five-year reauthorization of existing federal highway, transit, safety and rail programs as well as new programs and increased funding. This is coupled with one-time dollars to substantially increase funding for projects and programs.

In total, Oregon will receive at least \$4.5 billion over the next five years. This includes \$1 billion in additional funding for roads from 2022-26 — a 38% increase, and an additional \$200 million in transit funding over that same period — a 35% increase.

Below are a few highlights of the additional funding. ODOT will work with advisory committees, the Oregon Transportation Commission and the public over the next months to allocate this funding to priority projects.



BRIDGES

\$268 Million

to invest in repairing and replacing aging bridges.



EV CHARGING INFRASTRUCTURE

\$52 Million

to construct new electric vehicle charging stations across Oregon.



CARBON REDUCTION

\$82 Million

to invest in projects that reduce greenhouse gas emissions.



RESILIENCE

\$94 Million

to increase the transportation system's resilience to earthquakes, natural disasters and adapt to climate change.



SAFETY

\$45 Million

in additional funds to invest in improving transportation safety for all users.



ACTIVE TRANSPORTATION

\$30 Million

in additional funds for bicycle and pedestrian projects.



LOCAL PRIORITIES

Over \$200 Million

for local governments to invest in community priorities.



TRANSIT

\$200 Million

in additional formula funding, plus grants to upgrade fleets and invest in zero and low emission vehicles.



PASSENGER RAIL

Historic investment

ODOT will pursue competitive grant funding to make improvements to Amtrak Cascades.



DISCRETIONARY GRANTS

\$100 Billion

in new funding distributed through grant programs administered by the federal government.

BSWG Memo



Prepared by: Kevin Greenwood
Date: March 14, 2022
Re: Management Contract Pre-Proposal/Industry Forum

As part of the Replacement Bridge Management Contract procurement process, a Pre-proposal Industry Forum was included. Typically, a pre-proposal meeting allows staff to give an update on the project and provide a forum for interested bidders to ask questions about the procurement document and process. Minutes are taken and if clarifying questions are answered in such a way that may be helpful to bidders, an addendum to the Request for Proposals (RFP) will be issued.

The Forum is scheduled for March 31st at 1pm. Currently the identified project manager for each bidder is required to participate. Members of the BSWG are encouraged to attend. The Forum will be archived on the Port's YouTube Channel. The agenda for the Fom could look like the following:

1. Welcome and Introductions – Mike Fox, BSWG Chair
2. Purpose of the Forum - Mayor McBride, Comm. Anderson, others
 - a. Importance of bridge connecting communities – Mayors McBride, Keethler
 - b. Opportunity for members of the BSWG to meet potential bidders
 - c. Opportunity for bidders to received update on the project
 - d. Opportunity for bidders to ask questions of the project team
3. Presentation on the Project – Kevin Greenwood, Project Director
 - a. Past Efforts: late 90s, SWRTC, TS&L
 - b. Current Effort: funding from HB2017, completion of NEPA
 - c. Summary of NEPA Status
 - d. Preliminary Cost Estimate
 - e. Preliminary Schedule
 - f. Review First Year Tasks
 - g. Review RBMC Schedule/Process
4. Questions and Answers from Bidders
5. Adjournment

Feedback would be appreciated on the PPC.

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**HOOD RIVER-WHITE SALMON BRIDGE REPLACEMENT PROJECT
REPLACEMENT BRIDGE MANAGEMENT CONTRACT PROCUREMENT SCHEDULE**

DRAFT: March 11, 2022

date included in RFP

public meetings

TASKS / SUB-TASKS	START	END	DAYS
RFP/RFQ RELEASED	3/11/22	4/22/22	42
Issue Date of RFQ/RFP	3/10/22	3/16/22	6
Pre-proposal meeting	3/16/22	3/31/22	15
Close question period (1 wk before due date)	3/31/22	4/15/22	15
Submittals due	4/15/22	4/22/22	7
SUBMITTAL EVALUATIONS	4/21/22	5/24/22	33
Eval Committee Training	4/21/22	4/21/22	0
Bids Distributed	4/22/22	4/25/22	3
Evaluation Comm. Review; Meeting	4/25/22	5/2/22	7
Interviews	5/2/22	5/10/22	8
Evaluation Comm. completes assessment	5/10/22	5/13/22	3
Port Comm. authorizes negotiations (NOI)	5/13/22	5/17/22	4
Selection protest period	5/17/22	5/24/22	7
RBM CONTRACT COMPLETION	5/24/22	7/19/22	56
Contract negotiations	5/17/22	6/2/22	16
FHWA/ODOT Review of contract	6/2/22	7/1/22	29
Finalize contract docs	7/1/22	7/6/22	5
BSWG Reviews RBMC Contract	7/6/22	7/12/22	6
Contract execution/NTP	7/12/22	7/19/22	7

MEMORANDUM

DATE: MARCH 9, 2022
TO: BI-STATE WORKING GROUP
FROM: STEVE SIEGEL
SUBJ: COMMISSION FORMATION AGREEMENT AND IMPLEMENTATION

This memorandum provides an overview of the steps and issues involved in the formation of the Bi-State Bridge Commission (the “Commission”) under the recent legislation (the “Acts”). It also outlines other implementation actions required over the next 3 years. This memorandum is intended as an introductory overview; more focused discussions are planned over the next few months.

I. Background on Commission Formation Agreement

Following the effective date of the Acts, the local governing bodies represented on the BSWG must create the Commission by approving and executing a Commission Formation Agreement (the “Agreement”). By law, the Agreement must address:

- The name of the Commission
- The date on which the powers of the Commission become effective
- The “Primary Place of Business” of the Commission
- The composition and appointment process for Board Members
- The term of office, responsibilities, requirements for the chair and co-chair of the Board
- The requirements for formal actions of the board

In addition, the Agreement may include other provisions as the participating local governments elect, as long as they don’t impair the authorities granted to the Commission by the Acts.

The Acts allow the Agreement to be enacted in phases; however, all required elements of the Agreement must be enacted prior to the Commission authorizing any toll bonds. The phasing allows the Commission to be formed quickly, and to have additional time to address issues that take longer to resolve.

II. Key Issues

While a number of issues must be resolved to prepare the Agreement, three critical issues are highlighted below:

- Primary Place of Business: is the state within which the principal headquarters office of the Commission is established in the Agreement. The state laws applicable to the Commission are generally (some exceptions) those of the Primary Place of Business. So, for example, if the Primary Place of Business is Washington, Washington laws will be applicable to contracting, public meetings, employee rights, issuing bonds, etc. Once established in the Agreement, the Primary Place of Business is permanently set for determining applicable law.
- Composition of Board: The Acts do not specify the Board membership; this is a choice of the BSWG, as memorialized in the Agreement. The initial (June 2021) version of the bill, discussed by BSWG, specified the membership of the Board as: 3 Directors appointed by Klickitat County (one each nominated by Klickitat County, Bingen, and White Salmon), 3 Directors appointed by Hood River

County (one each nominated by POHR, City of Hood River, Hood River County), 2 Directors appointed by yet-named WA state officials, and 2 Directors appointed by yet-named OR state officials. The composition of the Board was later deleted from the bill due to legal technicalities. The states have shown little interest in being directly involved in the governance structure; creating the likelihood that the Board will be appointed solely by local governing bodies. The independence of the Board from local political influence is an important consideration for credit-rating agencies. The Board may look vulnerable to local political influence if it primarily consists of local government officials appointed by their respective local governing bodies. BSWG must discuss how it wishes to proceed on this matter.

- Requirements for Formal Actions of the Board: The Agreement must set basic rules for Board actions, such as the definition of a quorum and the votes required for Board approval of an ordinance. Before deciding on quorum, the number of members of the Board must be known. Questions about requirements for ordinance approval will focus on whether approval only requires a majority of the quorum or, if in addition, whether one or more of the Directors from each state must assent. The Agreement will only establish the initial requirements, under the Acts the Board can enact a rule modifying the vote requirements.

III. Timing of Formation Agreement

The Acts will be effective in both states as of June 9, 2022. However, under the Washington Act, the Washington attorney general must determine that the Oregon and Washington Acts have the same material effect before the Commission can be formed. This should not be an issue.

There is no legal deadline for forming the Commission. The schedule is driven by the need to have the Commission “fully operational” (as described in Section IV) by the time major financing steps, such as applying for federal loans and seeking credit ratings, must be taken. Without the benefit of a comprehensive project development schedule, particularly for engineering, the deadline dates are currently not known. The Commission formation schedule targets a Commission effective date of July 1, 2023. This should give the Commission about two years or operations to get “fully operational.”

IV. Fully Operational

Because it will be a new, the readiness of the organization to take on all of the financial, management, and administrative tasks required for successful project development and operations will be heavily scrutinized by credit rating agencies and lenders. This review will consider the human, technological, administrative, and financial resources available to the Commission, including:

- The regulatory framework for the Commission (see Section V)
- The administrative capacity required by the Commission (see Section VI)
- The financial capacity of the Commission (see Section VII)
- Hired and/or retained staffing for the Commission (see Section VIII)
- Intergovernmental Agreements between the Commission and local governments, DOTs, on various issues (see Section IX)
- Bridge Operations and Tolling (see Section X)

As used herein, “fully operational” means implementing these systems/capabilities and obtaining these resources to a sufficient level to pass credit and financing reviews. Some of these tasks will take longer to complete than the time available. This means having interim arrangements in place with public agencies

or private firms to perform the required services and provided the needed capabilities until the Commission fully implements its desired long-term plan.

V. Regulatory Framework

Policies and procedures that must be put in place include such issues as:

General Administration	Meetings, Committees, Property, Records, Duties of CEO, Ethics, Public Engagement
Procurement and Contracting	Goods and Services, Professional Services, A/E Contracts, Public Improvements, Exemptions from Public Bidding, Alternative Contracting, Public-Private Partnerships
Personnel	Job Classifications, Compensation, Benefits, Work Performance, Non-Discrimination, Conflicts of Interest, Reimbursable Expenses
Finance	Budget, Audit, Debt, Grants, Financial Reporting, Toll Rate Policies, Toll Setting Procedure
Bridge Operations	Bridge Use, Toll Collection, Maintenance, Inspection, Environmental Compliance, Personal Information, Customer Service, Toll Enforcement

VI. Administrative Capacity

The administrative capabilities needed for the Commission must be installed and functional, including such systems as:

- Accounting System
- Grant Management and Reporting System
- Records Management System
- Debt Management and Reporting System
- Contract Management System
- Asset Management System
- Insurance Programs
- Federal Procurement/Grant Management Certification
- Federal Indirect Cost Allocation Methodology
- Project Management, Accounting, Reporting, and Control Systems (in part within the scope of the Project Management Contract)

VII. Financial Capacity

Once the new bridge opens, Commission expenses will be paid with toll revenue from the new bridge. The current issue is how to fund Commission expenses incurred prior to the opening of the new bridge. Many of these expenses will be eligible project expenses under federal and state grants. But other funding may be required. In addition, the Commission must establish a sizable working reserve to meet liquidity needs, and be able to demonstrate that other reserves (i.e.; maintenance, ramp-up, rate stabilization) will be available when required to satisfy borrowing requirements. Some of these reserves may be created with bond proceeds, but that subtracts from the bond proceeds available for construction costs. Any additional sources obtained for reserves will yield more project funding without higher toll rates. Over the course of the next two years, a plan to obtain these resources must be prepared and implemented.

VIII. Human Resources

The breadth and experience of the administrative and management personnel available to the Commission will be heavily scrutinized by lenders and credit rating agencies. Some of these staff will be hired as employees of the Commission, while others are likely to be retained through contracts or intergovernmental agreements. The chief executive officer, chief financial officer, and legal counsel of the Commission will be of critical importance. There will be a need to fill these positions within the next year or year-and-a-half so that they can take the lead in installing the administrative capabilities described in Section VI. The timing for staffing-up will depend on the implementation of the Commission funding plan described in Section VII.

IX. Intergovernmental Agreements

A complex array of intergovernmental agreements between the Commission and multiple parties will be required over the next few years. For example, an IGA will be required with POHR if the Commission receives funding from POHR. Another IGA will be required with POHR if the Commission engages POHR for certain administrative or technical tasks. There may be similar requirements for IGAs with ODOT, WSDOT, or other local governments. These will need to be in place, and will be reviewed by credit rating agencies as part of obtaining project financing, including for any TIFIA loan awards or federal grants.

X. Bridge Operations and Tolling

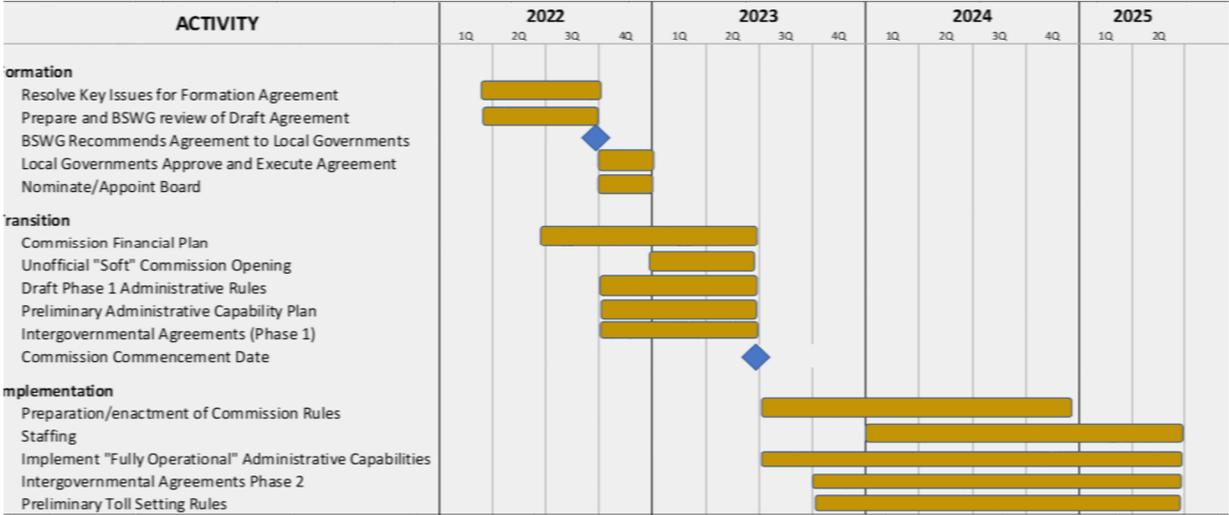
Even though the Commission will not start operating and tolling the new bridge until 2030, decisions on how that will be done and (at least some of) the agreements under which they will be done must be in place much earlier for credit rating and other purposes. In particular there will have to be a plan for roadside tolling operations, bridge operations and maintenance, back-office operations, customer service, toll enforcement, bridge inspections, etc. The Commission will soon need to establish planning assumptions about how these activities will be undertaken – i.e.; what is in-house, obtained through and IGA with POHR, ODOT, or WSDOT, or what is obtain through contracts with private firms. These issues may arise as part of the tolling study to be undertaken by the Washington Transportation Committee pursuant to the recent Washington funding bill.

XI. Schedule

A summary timeline for this work is shown in Exhibit A.

Exhibit A: Commission Formation and Implementation: Preliminary Draft Timeline

3/11/2022





BRIDGE REPLACEMENT PROJECT UPDATE

The Hood River-White Salmon Interstate Bridge is a vital transportation link connecting Hood River, Oregon with the communities of White Salmon and Bingen in Washington. Since 2003, the Port of Hood River (Port) has been working to advance the replacement of this bridge that was originally constructed in 1924. Currently, the Port is advancing the design of the replacement bridge, completing environmental review and positioning the project for future funding and construction. A Bi-State Working Group (BSWG) consisting of Mayors and County Commissioners from both Hood River and Klickitat Counties monitors the project and advises the Port on bridge replacement activities.

Current Project Activities:

- **Work continues on tasks necessary to finalize the National Environmental Policy Act review. Current activities include:**
 - Reaching agreement on tribal compensatory agreements for to impacts to treaty fishing activities during construction.
 - Completion of the Endangered Species Act consultation with NOAA Fisheries.
 - Finalizing Section 106 process including meeting with consulting parties and completion of the mitigation agreement for impacts to the historic bridge.
- **Funding from Oregon House Bill (HB) 2017 has been exhausted. Washington Senate Bill 5165 funding from the 2021 legislative session will now be used to fund project activities.**
- **Oregon HB 4089-1 passed both chambers in March. The legislation is Oregon’s half of the bi-state bridge authority legislation.**
- **Washington Substitute SB 5558 passed through both chambers unanimously and completes the necessary legislation to allow the mid-Columbia region the opportunity to form a new bridge authority across state borders.**
- **Washington SB 5974 currently includes \$75-million for the bridge project. This amount would complete engineering and serve as a down payment for construction.**
- **Washington SB 5689 amends the transportation budget and includes \$1.5-million for traffic and tolling studies.**
- **Bridge will be experiencing single lane closures for toll plaza repairs in April.**

APRIL 2022 UPDATE



How would bridge replacement benefit the Columbia River Gorge communities?

The Hood River Bridge provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area. One of only three bridges spanning the Columbia in this region, the bridge is a critical rural freight network facility for agriculture, forestry, heavy industry and high-tech companies with freight originating throughout the northwest. The existing bridge is nearing the end of its serviceable life and is obsolete for modern vehicles with height, width, and weight restrictions and is also a navigational hazard for marine freight vessels. The bridge has no sidewalks or bicycle lanes for non-motorized travel and would likely not withstand a large earthquake.

If project funding is secured, the new bridge would provide a safe and reliable way for everyone to cross or navigate the Columbia River—by car, truck, bus, bicycle, on foot, or on the water. A new bridge would support a thriving economy and livable communities.

WE ARE HERE ▼

Agency/ Stakeholder Outreach		Environmental Compliance																			
Technical Study Updates			Supplemental Draft EIS				Final EIS/ROD														
Community Meeting			Community Meeting																		
Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3					
2018		2019				2020				2021				2022							

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

PROJECT CONTACT

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



BI-STATE BRIDGE REPLACEMENT WORKING GROUP (BSWG)

Internal Use Contact Roster

Current as of February 15, 2022

Group Staff Support: Kevin Greenwood, Port of Hood River

* Chair

** Vice Chair

Group Member

Title
Primary Phone
Primary Email
Secondary Phone

Alternate Member

Title
Primary Phone
Primary Email
Secondary Phone
Copy on correspondence?

Administrative Support

Title
Physical Address
Mailing Address
City, ST Zip
Primary Phone
Primary Email
Secondary Phone
Copy on correspondence?

WASHINGTON STATE MEMBERS		
Klickitat County	White Salmon City	Bingen City
Jacob Anderson**	Marla Keethler	Catherine Kiewit
Commissioner	Mayor	Mayor
509-637-4437: cell	509-774-7491: cell	509-637-5593: cell
jacoba@klickitatcounty.org	MarlaK@ci.white-salmon.wa.us	mayor@bingenwashington.org
509-250-1828: personal	509-493-1133 x 5: city hall	509-493-2122: city hall
David Sauter	Jason Hartmann	Joe Sullivan
Commissioner	Mayor Pro Temp	Mayor Pro Temp
509-250-1248: cell	541-490-0009	503-780-7227: cell
daves@klickitatcounty.org	jasonh@ci.white-salmon.wa.us	josullivan@bingenwashington.org
509-773-4612: office		509-493-2122: city hall
Yes	Yes	Yes
Lee Snell	Pat Munyan	Krista Loney
Board Clerk	City Administrator	City Administrator
	100 N. Main St.	112 N. Ash St.
205 S. Columbus Ave.	P.O. Box 2139	P.O. Box 607
Goldendale, WA 98620	White Salmon, WA 98672	Bingen, WA 98605
509-773-4621: office	509-774-8779	509-493-2122: city hall
LeeS@klickitatcounty.org	patm@ci.white-salmon.wa.us	administrator@bingenwashington.org
	509-493-1133: city hall	
Yes	Yes	Yes

OREGON STATE MEMBERS		
Hood River County	Hood River City	Hood River Port
Bob Benton	Kate McBride	Mike Fox*
Commissioner	Mayor	Commissioner
541-490-8275	541-490-4813	509-929-9634
bob.benton@hoodrivercounty.gov	K.McBride@cityofhoodriver.gov	mfox@portofhoodriver.com
Arthur Babitz	Jessica Metta	Kristi Chapman
Commissioner	City Councilor	Commissioner
541-490-3496	541-399-1033	541-399-6892
arthur.babitz@hoodrivercounty.gov	J.metta@cityofhoodriver.gov	kchapman@portofhoodriver.com
Yes	Yes	Yes
Jeff Hecksel	Abigail Elder	Kevin Greenwood
County Administrator	City Manager	Project Director
601 State St.	211 Second St.	1000 E. Port Marina Dr.
Hood River, OR 97031	Hood River, OR 97031	Hood River, OR 97031
541-386-3970: office	(541) 387-5214: office	541-961-9517: cell
jeff.hecksel@hoodrivercounty.gov	a.elder@cityofhoodriver.gov	kgreenwood@portofhoodriver.com
	(541) 387-5252	
Yes	Yes	Yes