

**Program #90019 - Earthquake Ready Burnside Bridge** 3/7/2022

**Department:** Community Services      **Program Contact:** Jon Henrichsen  
**Program Offer Type:** Existing Operating Program      **Program Offer Stage:** As Requested  
**Related Programs:** 90015  
**Program Characteristics:** In Target

**Executive Summary**

The purpose of the Earthquake Ready Burnside Bridge (EQRB) Project is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that would remain fully operational and accessible immediately following the next Cascadia Subduction Zone earthquake. None of the old bridges downtown were designed to withstand this type of seismic event. A seismically resilient Burnside Bridge would support the region’s ability to provide rapid and reliable emergency response. The County is currently in the process of completing an Environmental Impact Statement (EIS) for the Project. A Final EIS and Record of Decision is anticipated to be complete by summer of 2022. This program offer represents the effort required in FY 2023.

**Program Summary**

The EQRB program encompasses the work to replace the existing Burnside Bridge in downtown Portland with a seismically resilient bridge. The EQRB program includes the National Environmental Policy Act (NEPA), Design, Right-of-Way (ROW), Utility, and Construction phases. The Design phase is estimated to begin in October 2022, and construction is expected to be substantially complete by 2030. In FY23, this program offer will support the completion of the NEPA phase of the project and the launch of the Design phase. By the end of FY 23 the NEPA phase will be finished and 30% of the design will be completed. The work in FY 23 will be supported by financing bonds to be paid for with County vehicle registration fee (VRF).

The project team is developing a planning level not-to-exceed budget for the entire project which will be shared with the public in spring of 2022. At the end of each key milestone of the design phase (30%, 60%, 90%, 100%), cost estimating and risk assessment efforts will improve cost certainty, but the cost will always be kept under the set cap via value engineering and scope reduction, if required. Progressing to the construction phase of the project in FY 2024 to FY 2030 will require additional bonding with County VRF funds and securing funding from local, state, and federal sources.

From the beginning, the County has incorporated equity into the EQRB project. During the initial Feasibility Study (2016-2018), the County did outreach to local impacted marginalized communities and recruited diverse stakeholders to be an advisory body. It included representatives from social service agencies as well as groups representing pedestrians, bicyclists and people with disabilities.

Upon completion of the Feasibility Study, interviews were conducted with stakeholder groups representing environmental justice communities (low income and people of color). The themes gathered from the interviews were used to inform the Environmental Review phase (2018 - 2021), and a diversity, equity and inclusion plan was developed for the project. It included increased efforts to bring diversity to the project’s Community Task Force, adding representatives from different cultural communities and the disabled community.

**Performance Measures**

Measure Type	Primary Measure	FY21 Actual	FY22 Budgeted	FY22 Estimate	FY23 Offer
Output	Percent of the new bridge design complete	N/A	5%	5%	30%
Outcome	Percent of project NEPA Phase milestones met	N/A	100%	75%	100%

**Performance Measures Descriptions**

The NEPA phase was originally anticipated to be completed in FY22, however, in Feb 2021, additional time was added to explore ways to reduce the overall project cost. This resulted in an extension of the NEPA phase schedule by approximately 12 months, the publication of a Supplemental Draft EIS in May 2022, and the publication of a combined Final EIS and Record of Decision in Dec 2022. The design phase of the new bridge is expected to extend from Oct 2022 through Dec 2024. The construction of the new bridge is expected to be substantially completed between Jan 2025 - June 2030.

## Legal / Contractual Obligation

Multnomah County is required to maintain the Burnside Bridge in accordance with; State Law; ORS 382.305 through 382.425, MB 2041 subsection 3a and HB2001 and the 1984 IGA with the City of Portland as amended in 1989.

## Revenue/Expense Detail

	Adopted General Fund	Adopted Other Funds	Requested General Fund	Requested Other Funds
Program Expenses	2022	2022	2023	2023
Personnel	\$0	\$99,833	\$0	\$849,696
Contractual Services	\$0	\$20,455,000	\$0	\$41,584,004
Materials & Supplies	\$0	\$450,000	\$0	\$486,533
Internal Services	\$0	\$2,553,209	\$0	\$4,165,121
Capital Outlay	\$0	\$0	\$0	\$4,000,000
<b>Total GF/non-GF</b>	<b>\$0</b>	<b>\$23,558,042</b>	<b>\$0</b>	<b>\$51,085,354</b>
<b>Program Total:</b>	<b>\$23,558,042</b>		<b>\$51,085,354</b>	
<b>Program FTE</b>	0.00	0.00	0.00	4.25

Program Revenues				
Fees, Permits & Charges	\$0	\$20,921,018	\$0	\$25,577,854
Financing Sources	\$0	\$0	\$0	\$25,000,000
Interest	\$0	\$7,500	\$0	\$7,500
Beginning Working Capital	\$0	\$2,629,524	\$0	\$500,000
<b>Total Revenue</b>	<b>\$0</b>	<b>\$23,558,042</b>	<b>\$0</b>	<b>\$51,085,354</b>

## Explanation of Revenues

Project is supported by County Vehicle Registration Fees which allow for financing to move the project through design and right of way phases. Fees, Permits, and Charges is reduced as the project pursues financing to cover design and right of way costs occurring in FY 2023. . Moving into the Design Phase will require \$25M in financing with the County's vehicle registration revenue .

## Significant Program Changes

**Last Year this program was:** FY 2022: 90019 Earthquake Ready Burnside Bridge

In FY 2022, this program offer was intended to support the completion of the NEPA phase. However, the NEPA phase will now be completed in FY 2023 due to additional time needed to bring the overall project costs down. The Design Phase, will be kicked-off in FY 2023 and will advance the project to the 30% completion milestone and preliminary Right-of-Way activities will be initiated. A solicitation for the Design team and Construction Manager/General Contractor (CM/GC) team will be advertised and contracts for both teams will be executed in FY 2023. The proposer's experience and ability to meet the County's workforce equity, apprenticeship, and disadvantaged business contracting goals will be evaluated and scored as part of the selection process for the Design and CM/GC teams. Finally, two internal FTE Engineer 1 positions will be created within the Transportation Division program in order to support the project moving forward.