



**Program #90019 - Earthquake Ready Burnside Bridge** FY 2025 Department Requested

**Department:** Community Services **Program Contact:** Jon Henrichsen  
**Program Offer Type:** Capital **Program Offer Stage:** Department 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 will remain fully operational and accessible immediately following the next Cascadia Subduction Zone earthquake. None of the existing downtown bridges were designed to withstand this type of seismic event. A seismically resilient Burnside Bridge will support regional, rapid and reliable emergency response. The EQRB Project includes the National Environmental Policy Act (NEPA), Design, Right-of-Way (ROW), Utility, and Construction phases. The NEPA phase was concluded in January 2024 with the publication of the Final Environmental Impact Statement and the Record of Decision by FHWA. The design phase kicked off in earnest in February 2024.

**Program Description**

EQRB will provide a critical lifeline route for first responders after a major earthquake. It will provide safety, create jobs and contribute to the economy. It will also provide safer, more accessible multimodal transportation facilities in the heart of Portland, serving our community for the next 100 years.

The project team has developed a planning level not-to-exceed budget of \$895M associated with a 2026-2031 construction schedule that includes all phases of work. In FY 2025, this program offer will support the advancement of the project to the 30% design milestone and the initiation of the ROW phase. The work will be funded by existing County Vehicle Registration Fees (VRF) in addition to a FY 2022 \$5M RAISE Planning Grant and \$20M in-state funds received through the passing of HB 5030 in spring 2023. The team will continue to proactively seek revenue from local, state, and federal sources to fully fund the construction phase.

Throughout the six-year planning phase, community outreach and stakeholder engagement has been a hallmark of success for the EQRB project, including 350 stakeholder briefings, 34 Community Task Force meetings, five rounds of public outreach and engagement to coincide with each phase of the Environmental Review and decision-making process, robust Diversity, Equity and Inclusion (DEI) outreach to community organizations and historically underserved populations, stakeholder interest groups, local businesses, government agencies and thousands of members of the public.

The construction phase includes Project Labor Agreement (PLA) focused on local hiring preferences with equity and diversity requirements for hiring, on-the-job training and apprenticeships and other aspirational goals to help facilitate hiring and retention of historically disadvantaged people in construction industry careers.

Part of this program offer is to add a Construction Phase Project Manager to oversee the CM/GC contract and support pre-construction activities. This position will be funded by state funds secured through HB 5030.

**Performance Measures**

Measure Type	Performance Measure	FY23 Actual	FY24 Budgeted	FY24 Estimate	FY25 Target
Output	Percent of the new bridge design complete	0%	30%	15%	30%
Outcome	Percent of project NEPA Phase milestones met	95%	100%	100%	0%
Output	Number of online open houses	0	0	0	2

**Performance Measures Descriptions**

In FY 2025, the project anticipates achieving the 30% design milestone.

## Legal / Contractual Obligation

The 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	Department Requested General Fund	Department Requested Other Funds
<b>Program Expenses</b>	<b>2024</b>	<b>2024</b>	<b>2025</b>	<b>2025</b>
Personnel	\$0	\$713,817	\$0	\$1,142,628
Contractual Services	\$0	\$44,501,277	\$0	\$44,492,016
Materials & Supplies	\$0	\$64,558	\$0	\$36,000
Internal Services	\$0	\$5,709,060	\$0	\$5,598,754
<b>Total GF/non-GF</b>	<b>\$0</b>	<b>\$50,988,712</b>	<b>\$0</b>	<b>\$51,269,398</b>
<b>Program Total:</b>	<b>\$50,988,712</b>		<b>\$51,269,398</b>	
<b>Program FTE</b>	0.00	3.50	0.00	5.30

<b>Program Revenues</b>				
Fees, Permits & Charges	\$0	\$23,115,687	\$0	\$7,753,722
Intergovernmental	\$0	\$7,000,000	\$0	\$22,500,000
Interest	\$0	\$150,000	\$0	\$500,000
Beginning Working Capital	\$0	\$20,723,025	\$0	\$20,515,676
<b>Total Revenue</b>	<b>\$0</b>	<b>\$50,988,712</b>	<b>\$0</b>	<b>\$51,269,398</b>

## Explanation of Revenues

In FY 2025, the Earthquake Ready Burnside Bridge project remains primarily supported by remaining funds from Vehicle Registration Fee (VRF) revenue. The VRF is a revenue source dedicated to the Willamette River Bridges, collected from Multnomah County residents. The fee, previously \$38 biannually, was raised to \$112 biannually on 1/1/21. The project has been awarded an FY22 \$5M USDOT RAISE planning grant. The Project was awarded \$20M in state lottery bonds from HB 5030 (2023) and we anticipate receiving authorization to incur expenses against these funds in FY25.

## Significant Program Changes

**Last Year this program was:** FY 2024: 90019 Earthquake Ready Burnside Bridge

Significant program changes include receiving \$20M in state funds through the passage of HB5030 and the request to add a Construction Phase Project Manager to support the project.