

Division: Transportation

Program Characteristics:

Program Description

The Earthquake Ready Burnside Bridge (EQRB) is a project in downtown Portland, Oregon, aimed at replacing the existing Burnside Bridge with a seismically resilient structure. This new bridge will be designed to withstand a major earthquake, ensuring that it remains operational for emergency response, evacuation, and recovery efforts following such an event. There is a one in three chance that Portland, Oregon will experience a magnitude 8+ earthquake in the next 50 years, a result of its location along the Cascadia Subduction Zone (CSZ), a source of some of the world's most powerful recurring earthquakes. Right now, none of downtown Portland's Willamette River vehicular bridges will be immediately usable after a major earthquake.

The goal of the EQRB Project is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that will remain fully operational and accessible immediately after the next CSZ earthquake. The EQRB Project was selected as the top priority project in the County's 2015 20-year Capital Improvement Plan due to its status as the only County-owned downtown bridge that is part of a regionally designated lifeline route. First responders will use the new bridge to reach those in need after the CSZ earthquake. Its tall cable stay tower will be a beacon for safety, emergency response and recovery operations. The new bridge will also provide safer and more accessible multimodal transportation facilities in the heart of Portland, serving the community for the next hundred or more years.

The planning and environmental review phase of the project is complete. The project initiated the Design Phase in fall 2023 and anticipates reaching the 60% milestone in summer 2026. At this time, there is no construction date. Our goal is to be construction-ready as possible when funding becomes available.

Equity Statement

The project team will continue to work with our partners on workforce development, developing the framework for future pre-apprentice programs that create workforce pipelines for individuals and communities that have had limited opportunities to participate in craft training in the past. This also includes packaging construction work to maximize opportunities for the widest portion of the local construction community to benefit from engaging with the project.

Revenue/Expense Detail

	2026 General Fund	2026 Other Funds	2027 General Fund	2027 Other Funds
Personnel	\$0	\$1,216,903	\$0	\$233,364
Contractual Services	\$0	\$25,976,942	\$0	\$12,470,792
Materials & Supplies	\$0	\$12,123	\$0	\$50,900
Internal Services	\$0	\$5,619,048	\$0	\$5,021,702
Capital Outlay	\$0	\$200,000	\$0	\$0
Unappropriated & Contingency	\$0	\$0	\$0	\$15,000,000
Total GF/non-GF	\$0	\$33,025,016	\$0	\$32,776,758
Total Expenses:	\$33,025,016		\$32,776,758	
Program FTE	0.00	4.95	0.00	0.85
Program Revenues				
Fees, Permits & Charges	\$0	\$0	\$0	\$9,229,198
Financing Sources	\$0	\$20,100,542	\$0	\$0
Interest	\$0	\$350,000	\$0	\$165,000
Beginning Working Capital	\$0	\$12,574,474	\$0	\$23,382,560
Total Revenue	\$0	\$33,025,016	\$0	\$32,776,758

Performance Measures

Performance Measure	FY25 Actual	FY26 Estimate	FY27 Target
Percent complete of 60% cost estimate	N/A	N/A	100%