

Program #90019 - Earthquake Ready Burnside Bridge 3/2/2021

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 fall of 2021. This program offer represents the effort required in FY22.

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 NEPA, Design, Right-of-Way (ROW), Utility, and Construction phases. The Design phase is estimated to begin in January 2022, and construction is expected to be substantially complete by 2028. In FY22, this program offer will support the completion of the NEPA phase of the project and then begin the design phase. By the end of FY22 approximately 5% of the design will be completed. The work in FY22 will be supported by the proceeds from the new County vehicle registration fee (VRF) collections.

The project team is developing a not to exceed cost cap for the entire project. Future phases of the project will include advancing the design to 30%, 60%, and 100% complete. ROW acquisition is targeted to begin around 30% design and needs to be completed prior to the beginning of construction. At the end of each level of design, 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 phases of the project in FY23 to FY28 will require financing bonds 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 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	FY20 Actual	FY21 Budgeted	FY21 Estimate	FY22 Offer
Output	Percent of the new bridge design complete	N/A	N/A	N/A	5%
Outcome	Percent of project NEPA Phase milestones met	N/A	N/A	N/A	100%

Performance Measures Descriptions

The design phase of the new bridge is expected to be completed between Jan 2022 - Jun 2025. The construction of the new bridge is expected to be substantially completed between July 2023 - Jun 2028. The Final EIS and Record of Decision as part of the NEPA phase is anticipated to be published in fall 2021.

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	2021	2021	2022	2022
Personnel	\$0	\$372,966	\$0	\$99,833
Contractual Services	\$0	\$15,507,078	\$0	\$20,455,000
Materials & Supplies	\$0	\$606,000	\$0	\$450,000
Internal Services	\$0	\$1,906,552	\$0	\$2,553,209
Unappropriated & Contingency	\$0	\$11,640,887	\$0	\$0
Total GF/non-GF	\$0	\$30,033,483	\$0	\$23,558,042
Program Total:	\$30,033,483		\$23,558,042	
Program FTE	0.00	0.00	0.00	0.00

Program Revenues				
Fees, Permits & Charges	\$0	\$19,065,785	\$0	\$20,921,018
Interest	\$0	\$150,000	\$0	\$7,500
Beginning Working Capital	\$0	\$10,817,698	\$0	\$2,629,524
Total Revenue	\$0	\$30,033,483	\$0	\$23,558,042

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 2022.

Significant Program Changes

Last Year this program was: FY 2021: 90018A Transportation Capital

In FY22, this program offer will support the completion of the Environmental Review phase of the project as well as the start of Design.

Additional information about the advisory bodies that were convened during the feasibility study can be found here:
<https://multco.us/earthquake-ready-burnside-bridge/feasibility-study-committees>

Additional information about the advisory bodies that were convened during the Environmental Review phase can be found here:
<https://multco.us/earthquake-ready-burnside-bridge/committees>