



Welcome



Community Design Advisory Group Meeting #14

Multnomah County Department of Community
Services Transportation Division

October 23, 2025

*All CDAG meetings are live-streamed,
recorded and available to the public.*



Agenda

1. Agenda Review & Housekeeping
2. Project Update
3. Design Progression
4. Public Comment Period
5. Next Steps



The background is a blue-tinted photograph of a city skyline. In the foreground, there is a large bridge structure with a truss design, spanning a body of water. In the background, a city skyline is visible with various buildings, including a prominent tower with a dome. The word "Housekeeping" is overlaid in the center in a large, white, sans-serif font.

Housekeeping

Virtual Participation Tips

Closed captions in English are available in Webex and YouTube

1. In the bottom menu select "CC" or "closed captioning"
2. Select "view captioning and highlights"

Submit questions for response to burnsidebridge@multco.us



Closed caption options  View captions and highlights.



Public Input Instructions



Public comments are welcomed as part of each CDAG meeting and can be shared in several ways:

- **In-Person Verbal Comments:** Attend and comment in-person at Multnomah Building (Board Room, 1st Floor) - 501 SE Hawthorne Blvd, Portland, OR, 97214. Sign-up for comment at the sign-in table.
- **Virtual Verbal Comments:** Request link to provide virtual comments 24 hours before the meeting by sending an email with subject line “CDAG Comments” to: burnsidebridge@multco.us. A project team member will contact you with instructions.
- **Written Comments:** Send an email to be included in the groups meeting packet 48 hours before the meeting by sending an email with subject line “CDAG Comments” to: burnsidebridge@multco.us.



SAFETY BRIEFING & MEETING PROTOCOLS

Safety

- Evacuation location: Parking lot on the SE corner of 6th and Hawthorne (cross at light at SE 7th Ave)
- Emergency exits
- Restrooms outside the door

Meeting Protocols

- Question or comment: raise your hand or turn your table tent on the short end
- Speak clearly and toward the microphones
- Limit multitasking, side conversations and noise that could be picked up by the microphones
- All meetings are live to the public and recorded



MEETING PROTOCOLS

- **Be curious** and willing to learn.
- **Ask questions** to gain clarity and understanding.
- Express **preferences, interests, and outcomes** you wish to achieve.
- **Listen respectfully** to understand the needs and interests of others.
- Be **concise with comments and questions**.
- Focus on the **scope of the discussion**.
- **Attend all meetings** in a timely manner.
- Respect the **role of the facilitator** to guide the group process.
- Seek **common ground**.



Introductions and Roll Call



- **Aaron Whelton**, *Portland State University*
- **Anthony Jackson**, *Community Member*
- **Brian P. Kimura**, *Japanese American Museum of Oregon*
- **Carol Gossett**, *Oregon Museum of Science & Industry*
- **Erik Swenson**, *Portland Saturday Market*
- **Fred Cooper**, *Laurelhurst Neighborhood Association & Native American Youth and Family Center*
- **Gabe Rahe**, *Burnside Skatepark*
- **Guenevere Millius**, *Sunnyside Neighborhood Association*
- **Ian Sieren**, *Community Member*
- **Jackie Tate**, *Community Member*
- **Jason Halstead**, *Community Member*
- **Neil Jensen**, *Gresham Chamber of Commerce*
- **Paddy Tillett**, *Architect/Design Professional*
- **Patrick Sullivan**, *Community Member*
- **Robert Hastings**, *Willamette Light Brigade*
- **Sharon Wood Wortman**, *Historian*
- **Ed Wortman**, *Community Member*
- **Susan Lindsay**, *Buckman Neighborhood Association*
- **Valerie Schiller**, *Multnomah County Bike/Ped Citizen Advisory Committee*
- **Todd DeNeffe**, *Central Eastside Industrial Council*





Project Update

Updated Range of Costs // Process



Development of an updated range of cost:

- CM/GC and Independent Cost Estimating team developed construction costs and schedule
- Conducted risk workshop
- Conducted value engineering workshop

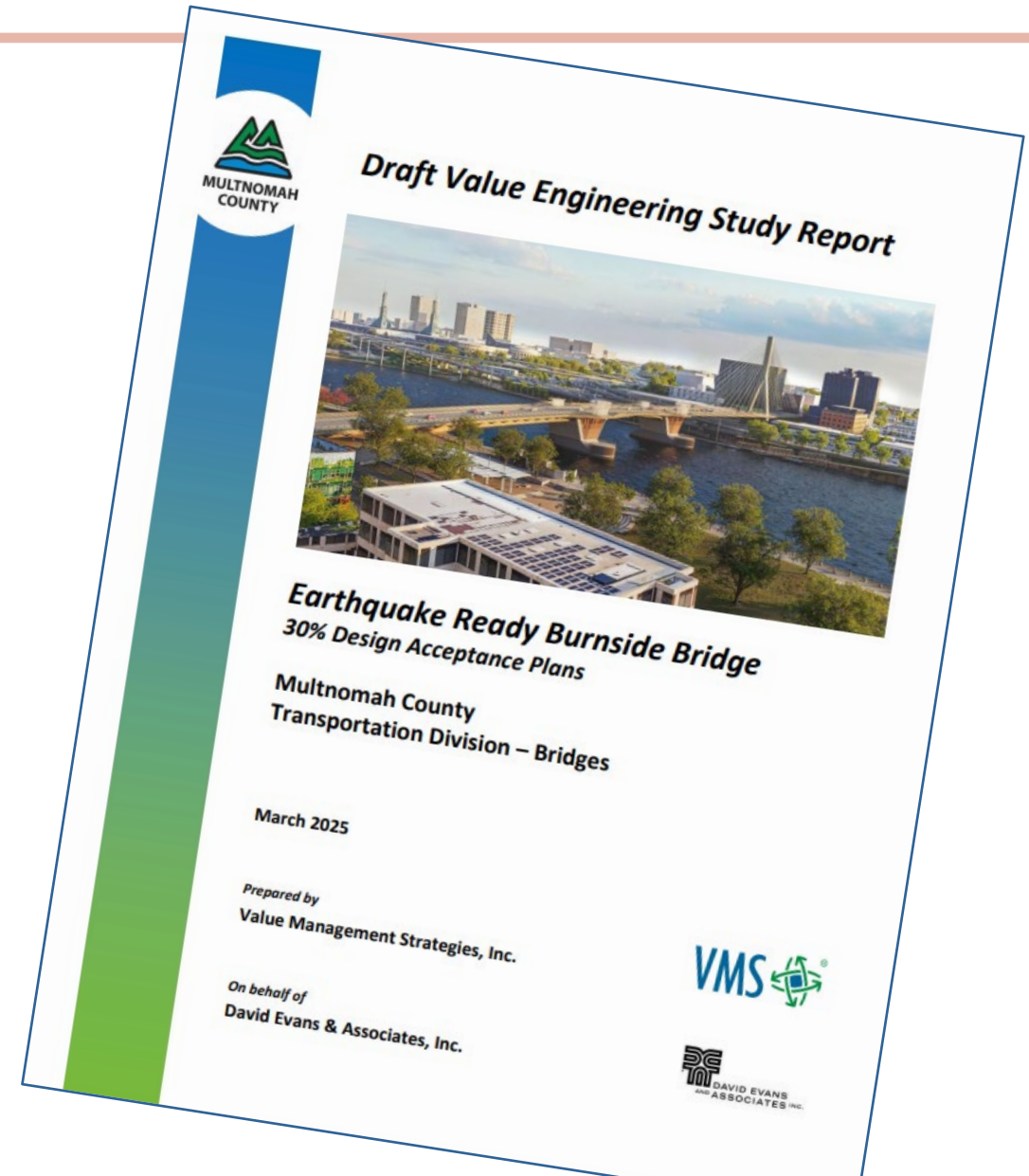
Value Engineering // Process



Purpose: to reduce cost through creative idea generation and problem solving, while continuing to meet project goals and objectives

Week long workshop which led to:

- Over 160 VE ideas generated
- 24 VE alternatives designed, analyzed, and priced
- Explored a low cost alternative



Value Engineering // Results



Total of \$160M Savings

Top cost saving ideas include:

- Shortening of the movable span
- Reduction in size of the in-water piers
- Reduction in the removal of existing piers
- Change to construction approach for removal of in-water piers
- Reduction in number of operator houses

Updated Range of Costs // Results



Updated range of costs // \$1.6B - \$1.8B

Includes:

- All project phases (Design, ROW, Utilities, Construction)
- 30% contingency for risk and design development
- 3.75% escalation to midpoint of construction
- Value engineering results

Updated Range of Costs // Key Drivers



Major Cost Drivers Include:

- Rising material costs (Steel +20%, Concrete +40%, since 2022)
- Regional competition in the labor market
- Increase in demand for construction projects
- Market uncertainty
- Changes to the construction timeline
- Scope growth as a result of further design development (e.g. utility impacts)

Available Project Financing as of July 2025 // \$740 million (est.)

- Includes funding secured to date
- Assumes County would pursue a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan
 - Repayment on Loan begins 5 years after project substantial completion (FY 2038)
 - 30-year borrowing term

Path Forward // Overview



Funding Type	Description	Amount	Status
Local	Accumulated VRF for Design Phase	\$58 million	Secured
Regional	Metro Regional Flex Funds	\$10 million	Secured
State	HB 5030 Lottery Bond (2023)	\$20 million	Secured
Federal	Grants/Appropriations	\$7 million	Secured
Subtotal		\$95 million	
Local	Accumulated VRF for Construction Ph. (2026 - 2037)	\$260 million	Available
Federal	TIFIA Borrowing Capacity based on VRF Revenue	\$385 million	Available
Subtotal		\$645 million	
Total Project Financing Available		\$740 million	

Path Forward // Overview



- **USDOT Bridge Investment Program** grant application is pending
- Funding gap is currently **\$860M - \$1.06B** based on a fall 2033 completion date
- **Beginning of construction is currently not set** due to ongoing uncertainty at the federal level around transportation funding
- Key design work will be completed to ensure the project is **construction-ready**

Path Forward // Ready for Construction



Fiscal Year '26

- Advance level of design to 60%; anticipated May 2026
- Prepare and submit all permits and land use applications with long lead time and shelf life
- Prepare final drafts of all other permits and land use applications
- Document key design decisions and agency/stakeholder agreements to date

Fiscal Year '27

- Prepare "Pick Up Plan"
- Develop 60% cost estimate and updated range of costs
- Continue to pursue funding opportunities as they arise

CDAG Areas of Interest

- Work to document design decisions to date in plan set
- No additional design decisions will be made between now and 60%
- An updated concept level lightning plan will be prepared and presented at our next meeting
- Work will pause on urban design details at bridge abutments and waterfront park
- Work will pause on the eastbank esplanade connection
- When the project resumes, we would reconvene the CDAG to complete any outstanding work

Path Forward // CDAG Meetings



November 20th, 2025 - Last meeting until project picks up

- Updated lighting concepts
- Address outstanding questions/comments from October meeting
- Burnside Centennial Celebration overview
- Round table comments // closing remarks
- Appreciation Party



Questions / Comments



Design Progression

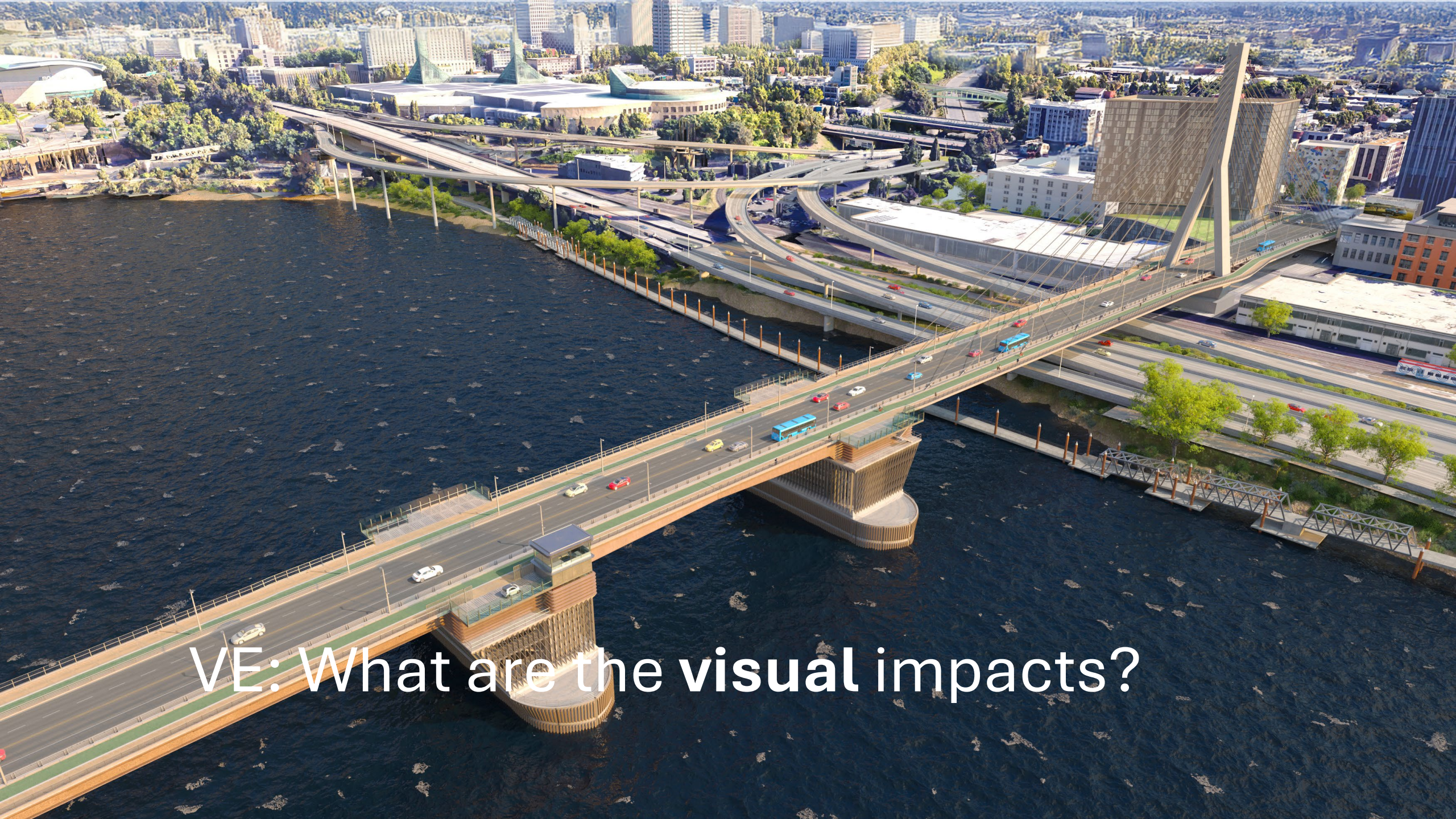




EQRB CDAG

October 23rd 2025

BEAM architects



VE: What are the **visual** impacts?



West Bridge

Moving Bridge

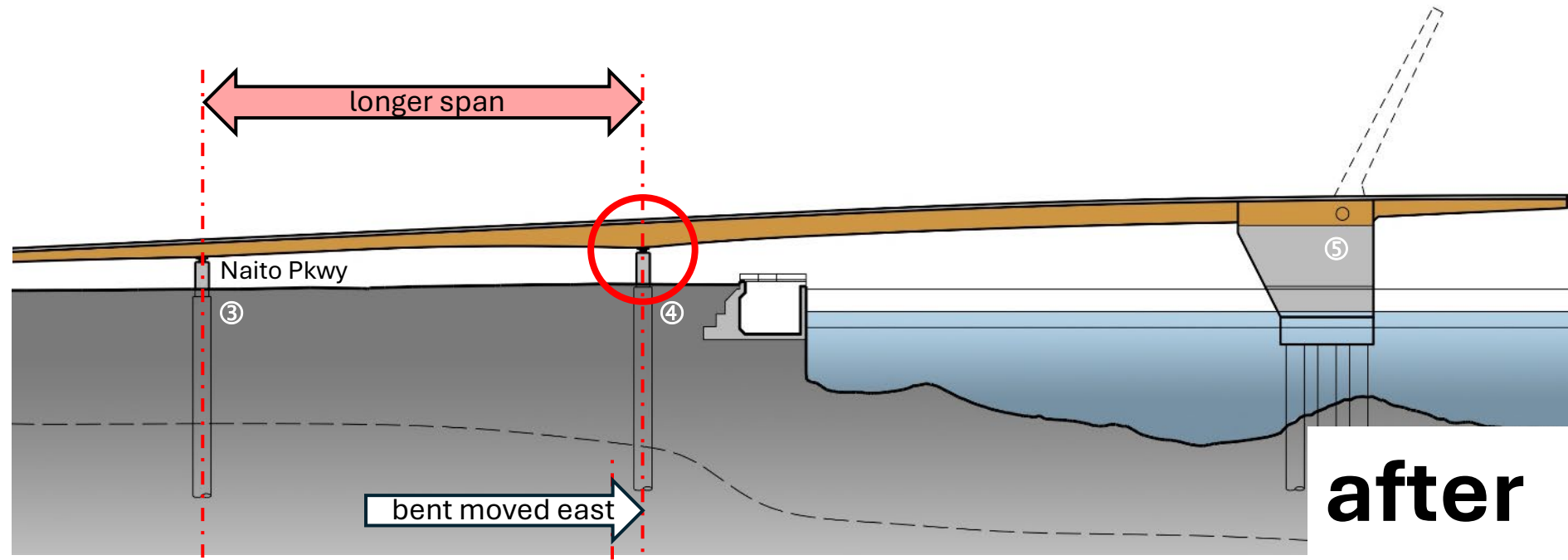
East Bridge

An aerial photograph of a city waterfront. In the foreground, a red brick building with a flat roof is visible. To its right is a green park area with several trees. A bridge with a wooden deck and concrete piers spans a body of water. In the background, a cable-stayed bridge with a tall, white, A-shaped pylon is prominent. The city skyline is visible in the distance under a clear blue sky.

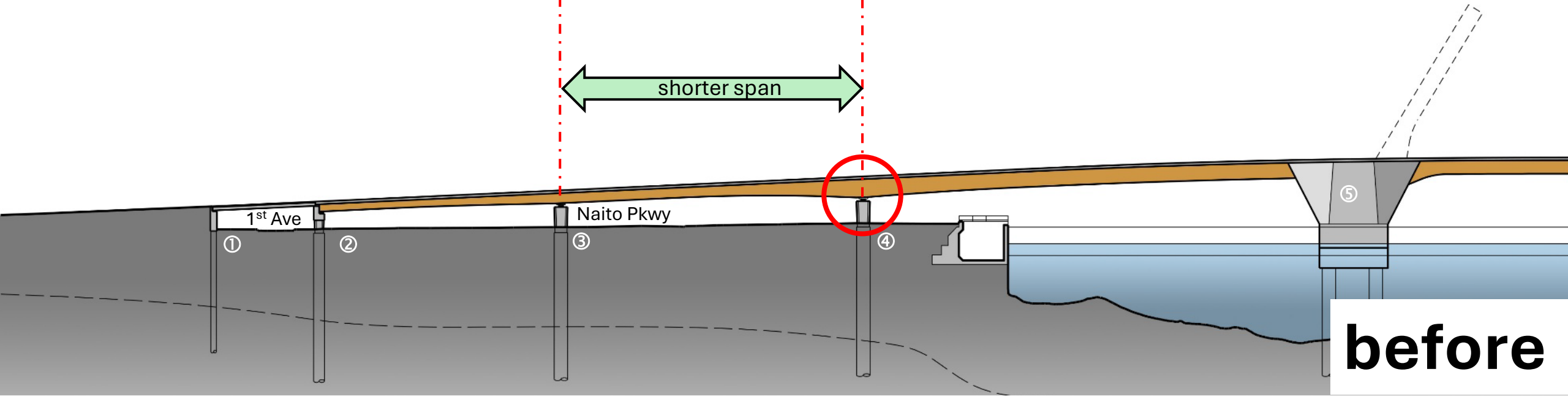
WEST

VE CHANGES: WEST BRIDGE

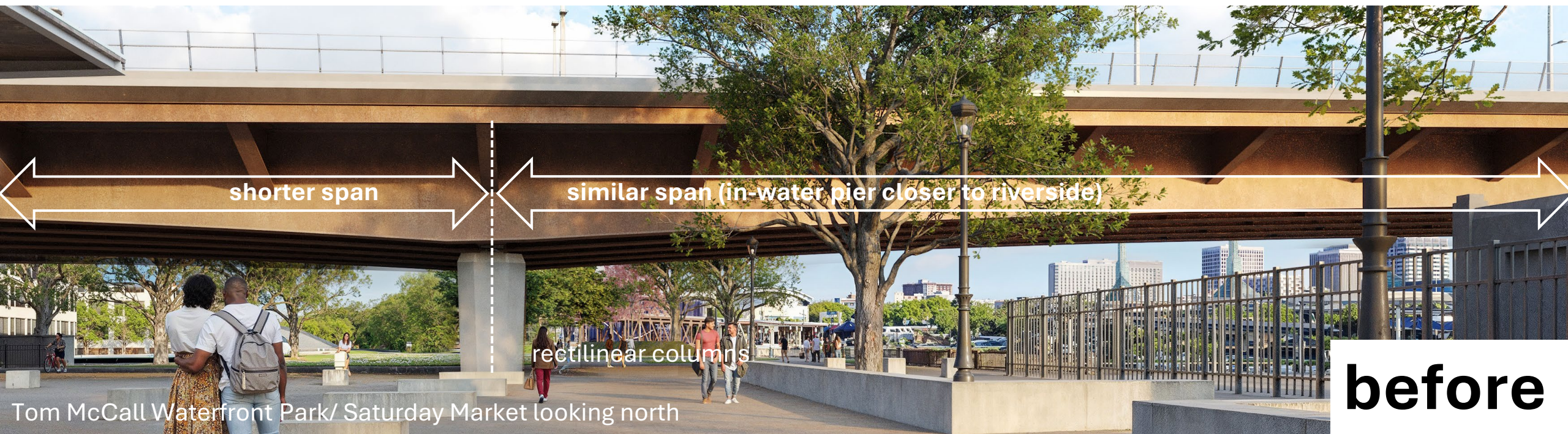
- Revised deck framing
- Revised column location
- Revised column shaping

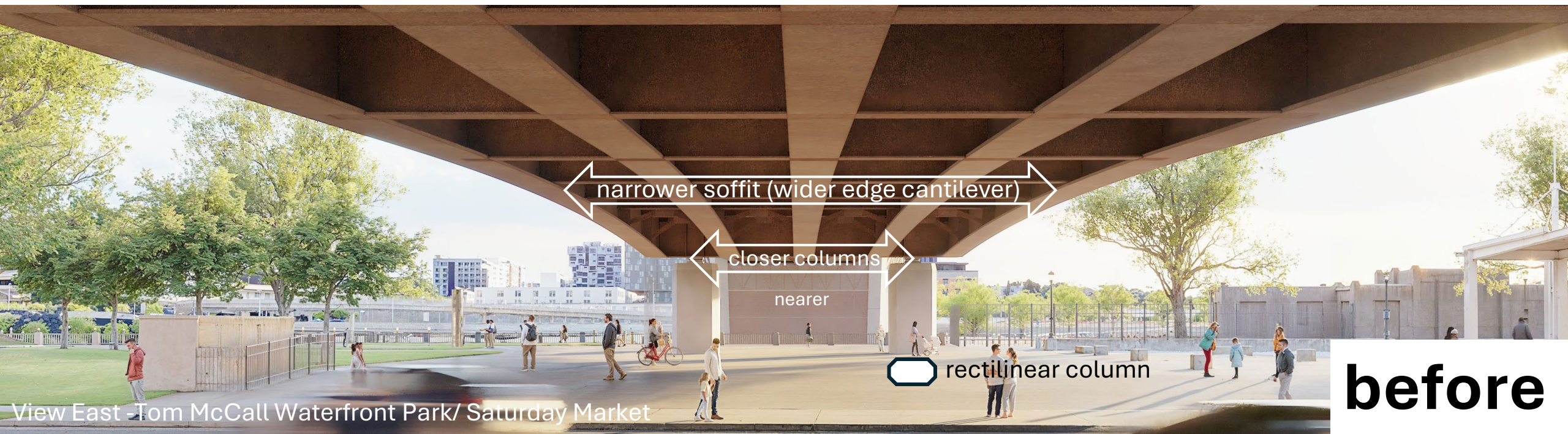


after



before







after



before

View north on Naito Parkway



after



before

Tom McCall Waterfront Park/ Saturday Market looking north #2



after



before

Tom McCall Waterfront Park/ Saturday Market looking north #3



after



before

View north-east from Naito Parkway



after



before

View south-west from Waterfront



after



before

View east beneath bridge (Waterfront Park/Saturday Market)









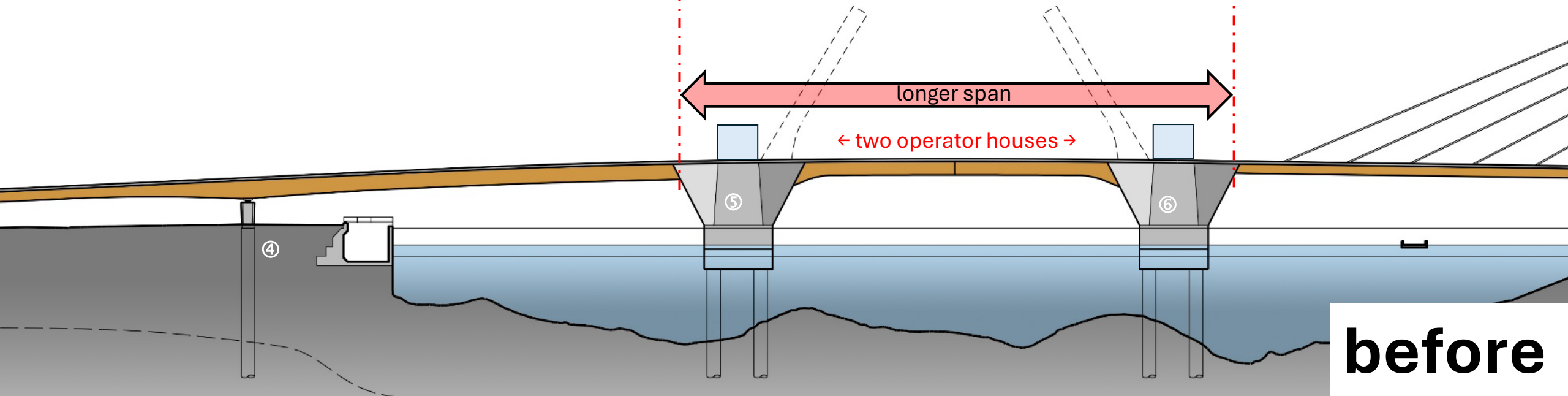
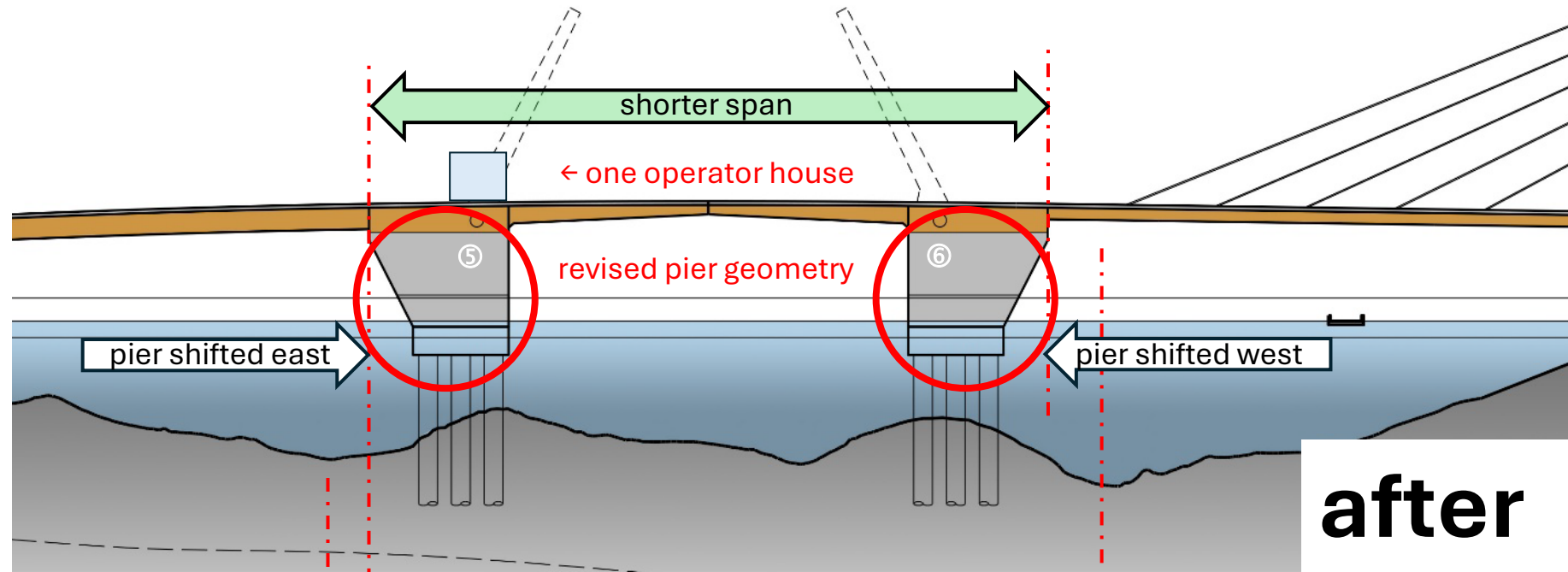
QUESTIONS : WEST BRIDGE

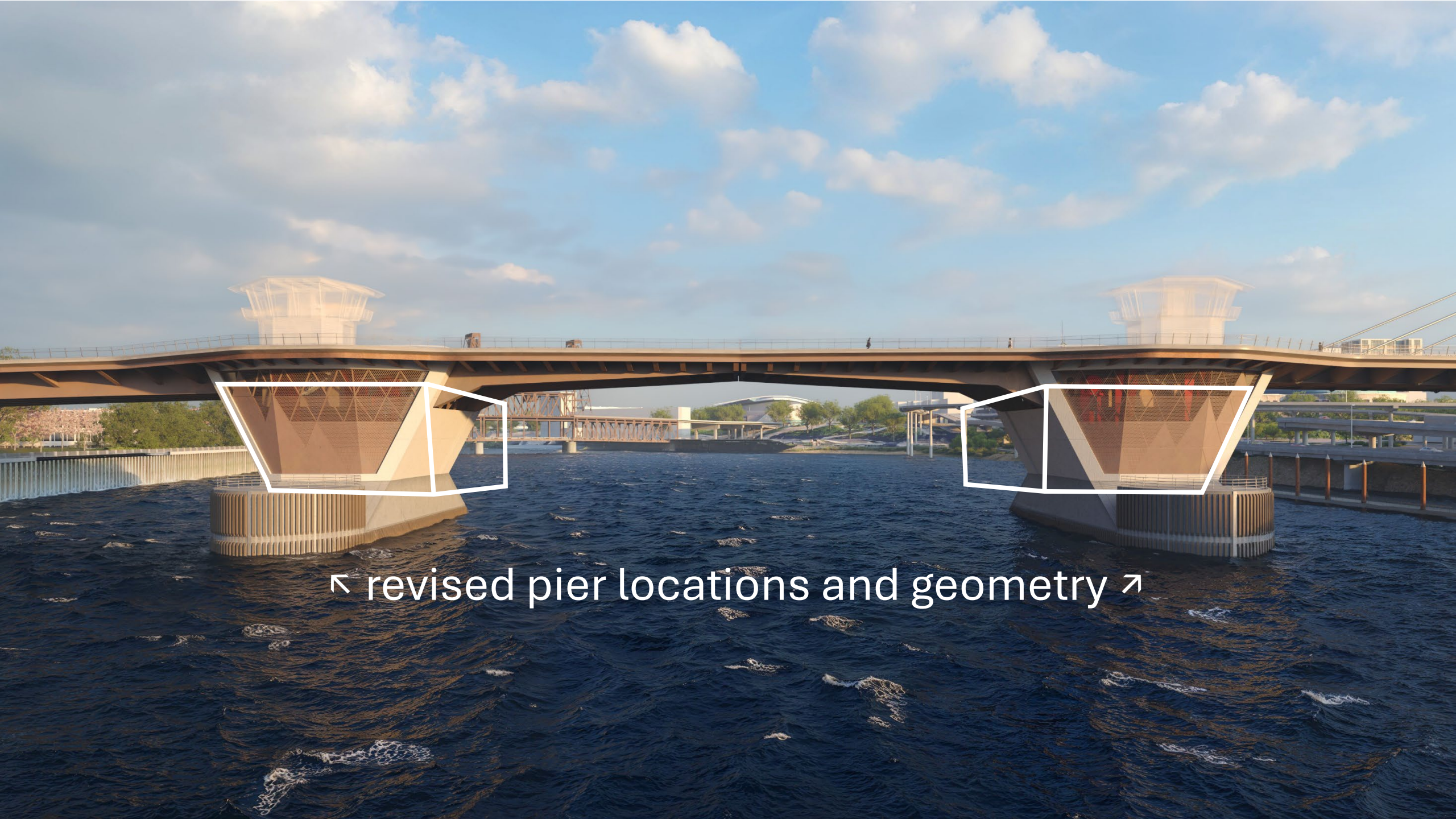


MOVING

VE CHANGES: MOVING BRIDGE

- Reduction in span length
- One operator house only
- Revised pier shaping
- Revised pier cladding
- Integration of starlings





↖ revised pier locations and geometry ↗

← ← ← horizontal continuity → → →



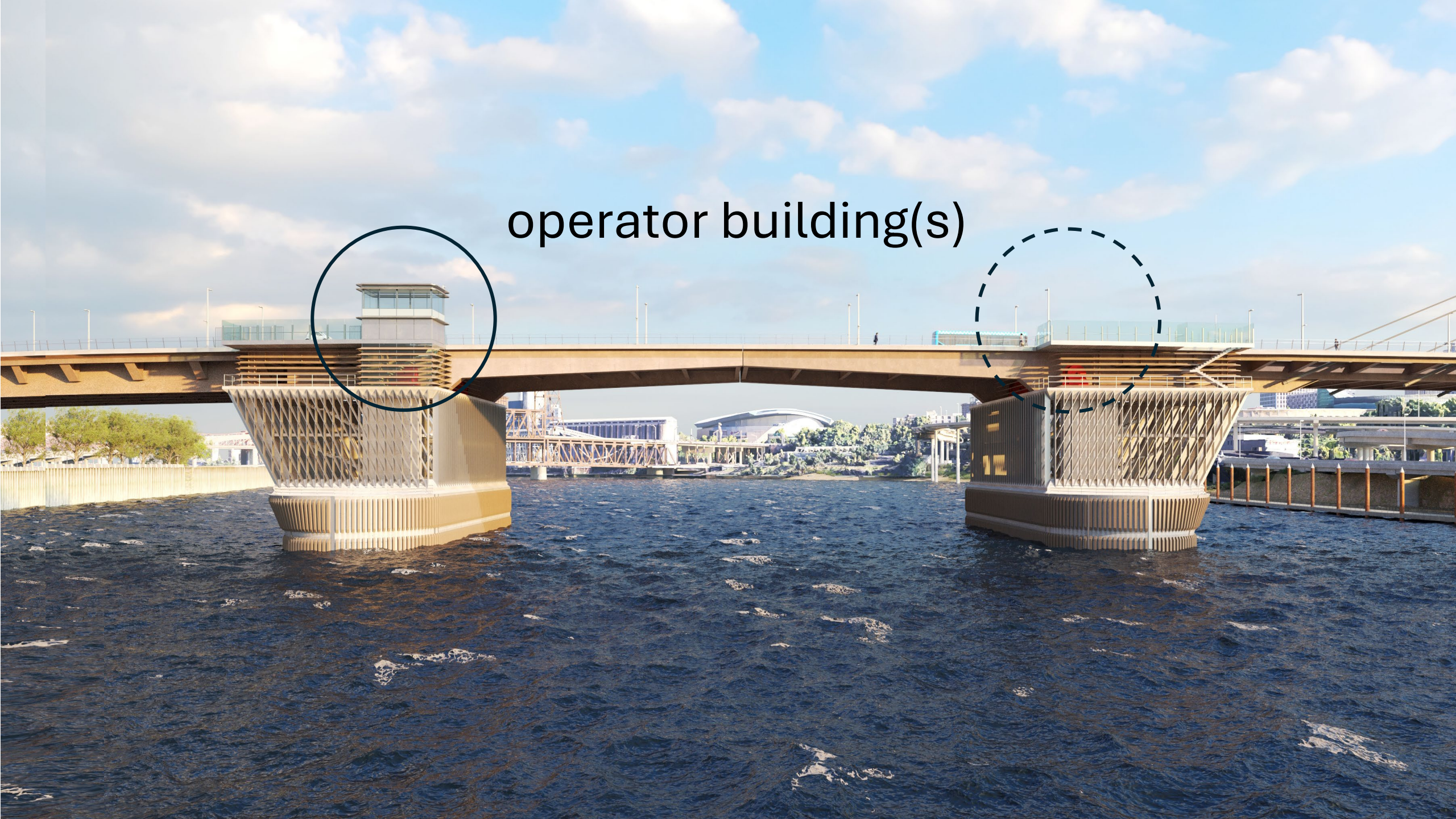


↖ ↖ transparency ↗ ↗



cladding

operator building(s)





after



before

View north on river



after



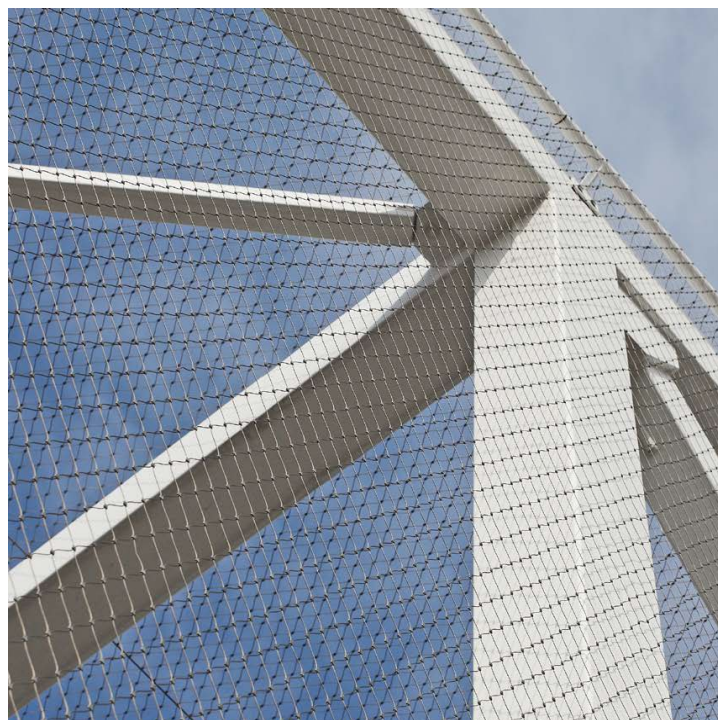
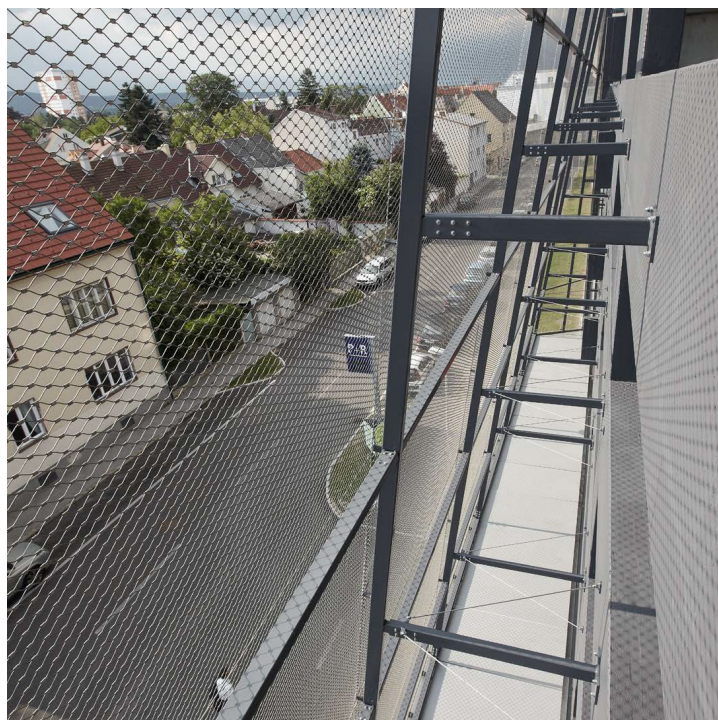
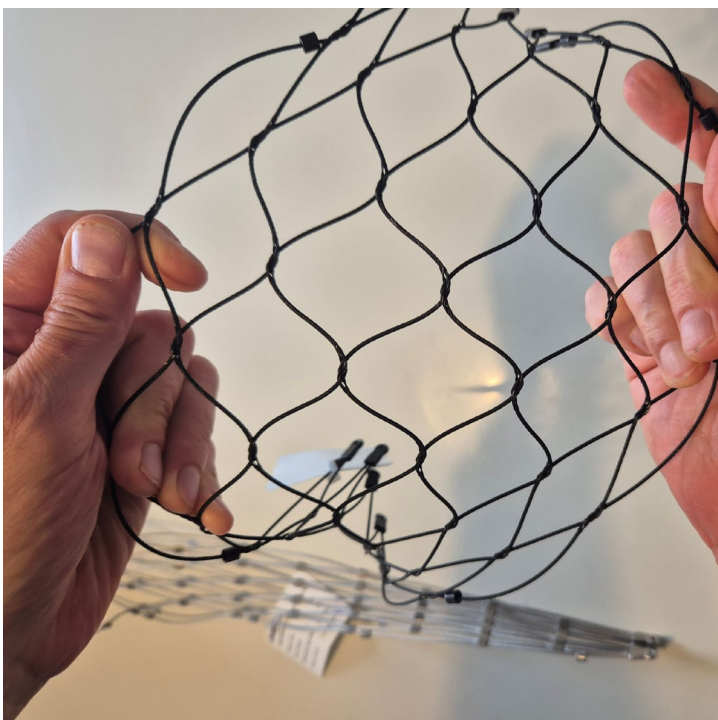
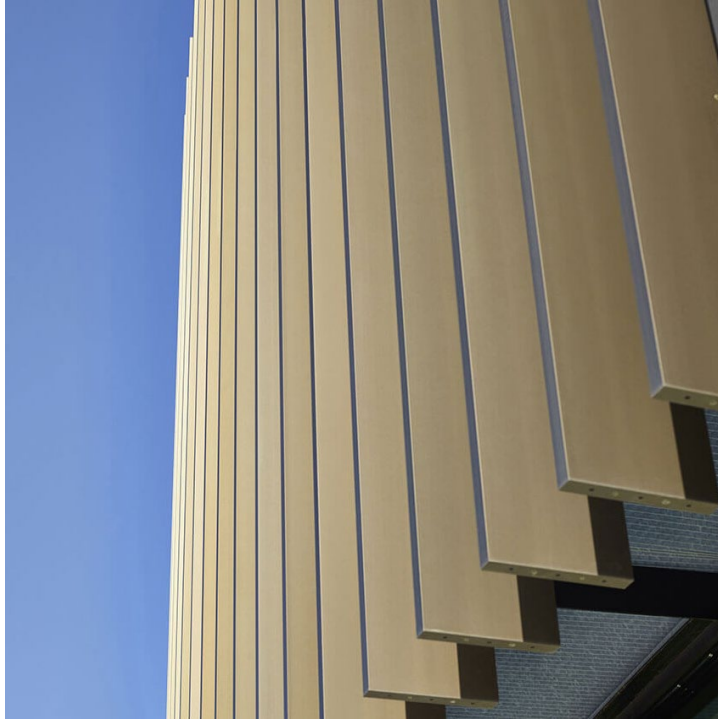
before

View south-west from Eastbank Esplanade



View south-west from Eastbank Esplanade

after





View east beneath bridge in Waterfront Park



after



before

View north-east from Tom McCall Waterfront Park



after



before

View south-east from Eastbank Esplanade



after



before

View north from Morrison Bridge

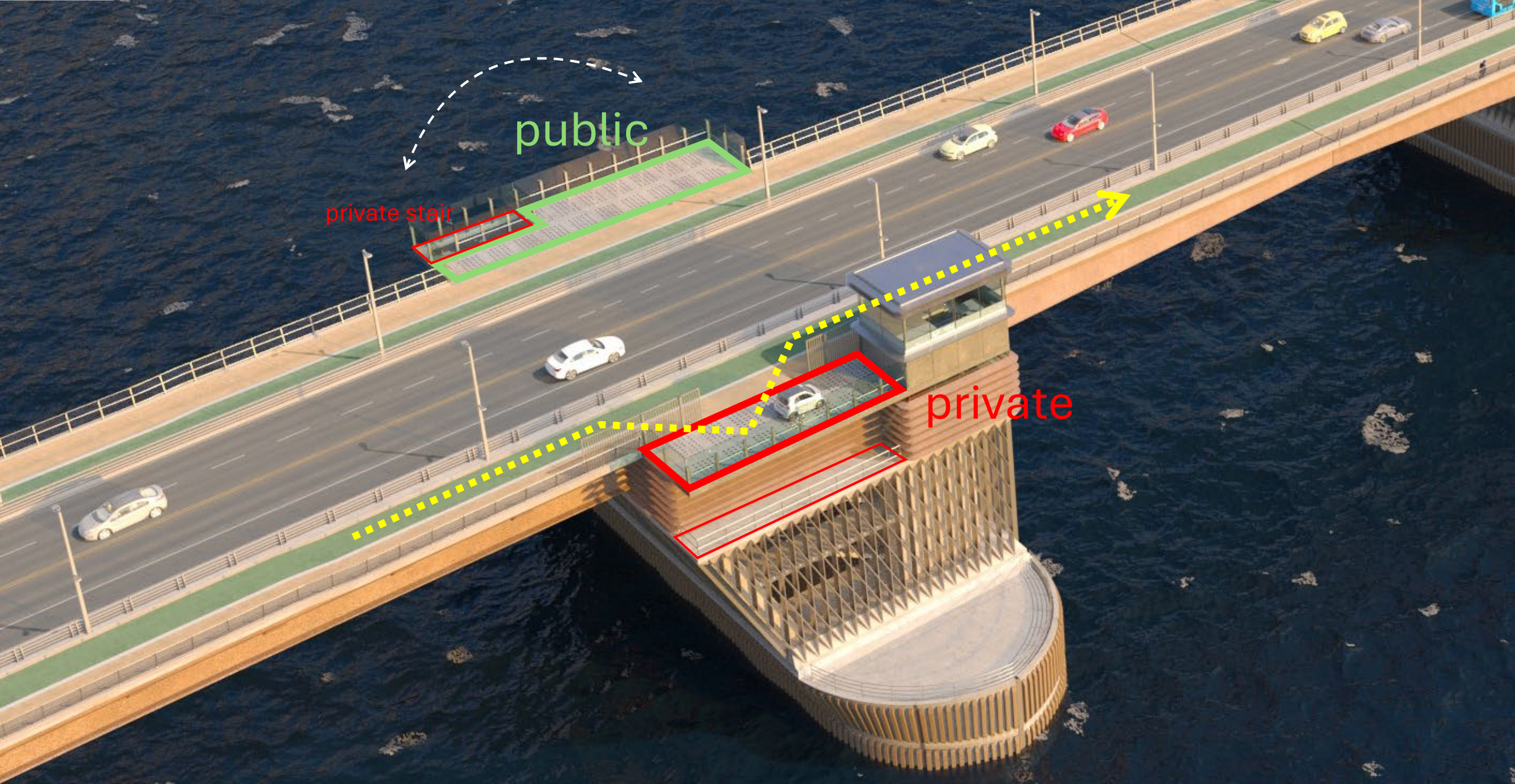


after



before

Aerial view looking north-east

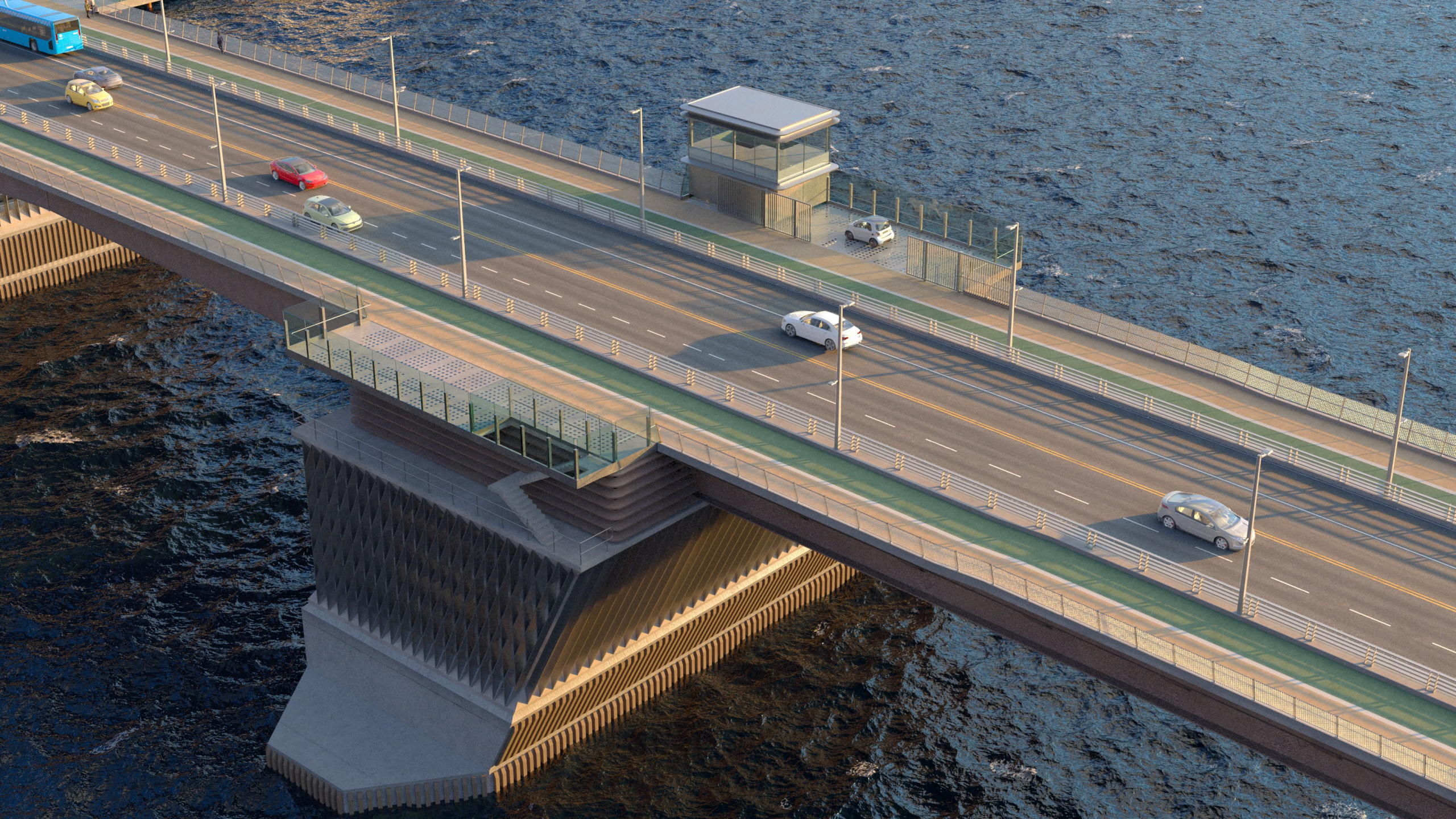


public

private stair

private

Aerial view looking north-east







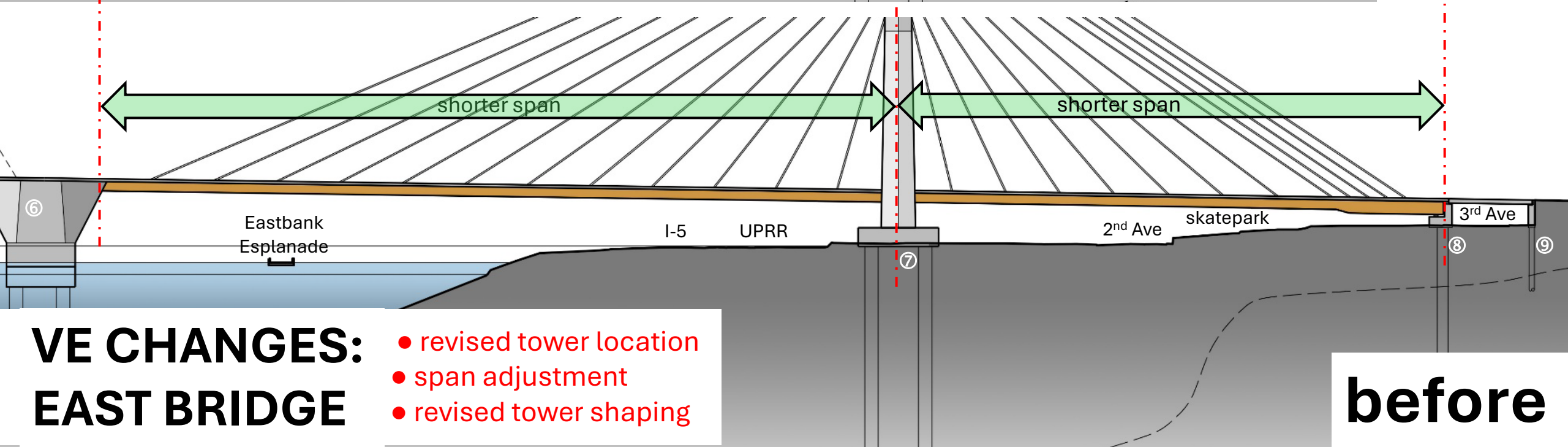
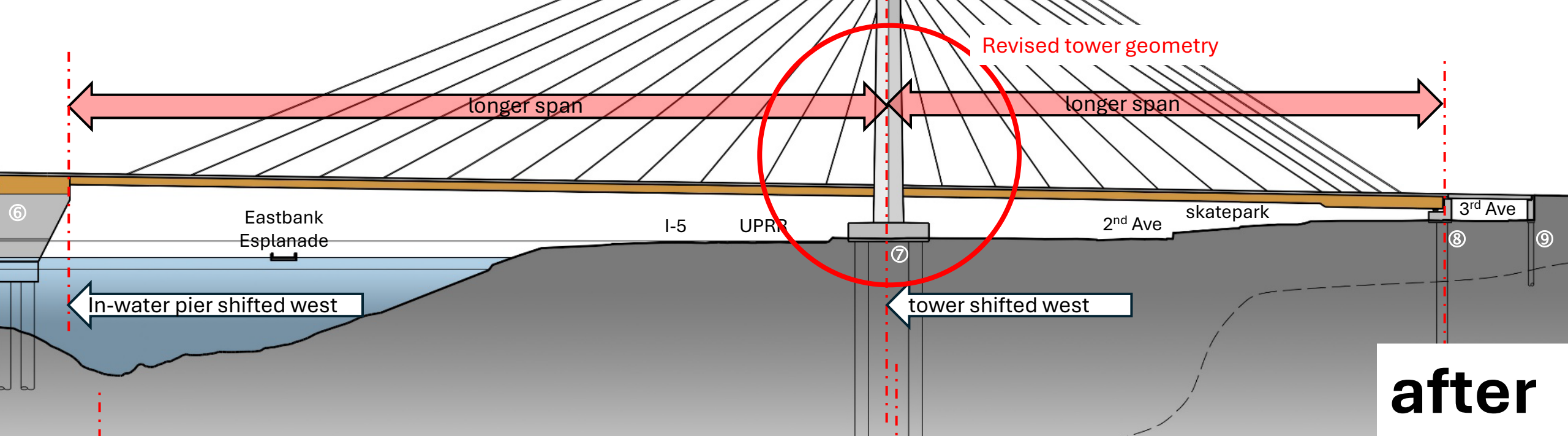




QUESTIONS : MOVING BRIDGE



EAST



VE CHANGES: EAST BRIDGE

- revised tower location
- span adjustment
- revised tower shaping



View looking east (w/o deck)

before



after



View looking east on deck

before



after



before

View looking north on I-5



after





View looking south on I-5 entry ramp

before



after



QUESTIONS : EAST BRIDGE





Public Comment

Public Comment

- State your first and last name
- Speak clearly and concisely
- Limit your comment to three minutes



If you have questions that you would like a response to, please submit them to burnsidebridge@multco.us.

Upcoming CDAG Meetings

- Nov 20, 2025
 - Updated lighting concepts
 - Round Table Discussion // Guidance for future CDAG
 - Appreciation Party

Burnside Centennial Celebration

- Tentatively scheduled for June 6, 2026



The background of the slide is a blue-tinted photograph of a large steel truss bridge. The bridge's complex network of beams and supports is visible, creating a strong geometric pattern. Below the bridge, a body of water is visible, reflecting the structure above. The overall tone is professional and clean.

Thank you!



Open Discussion

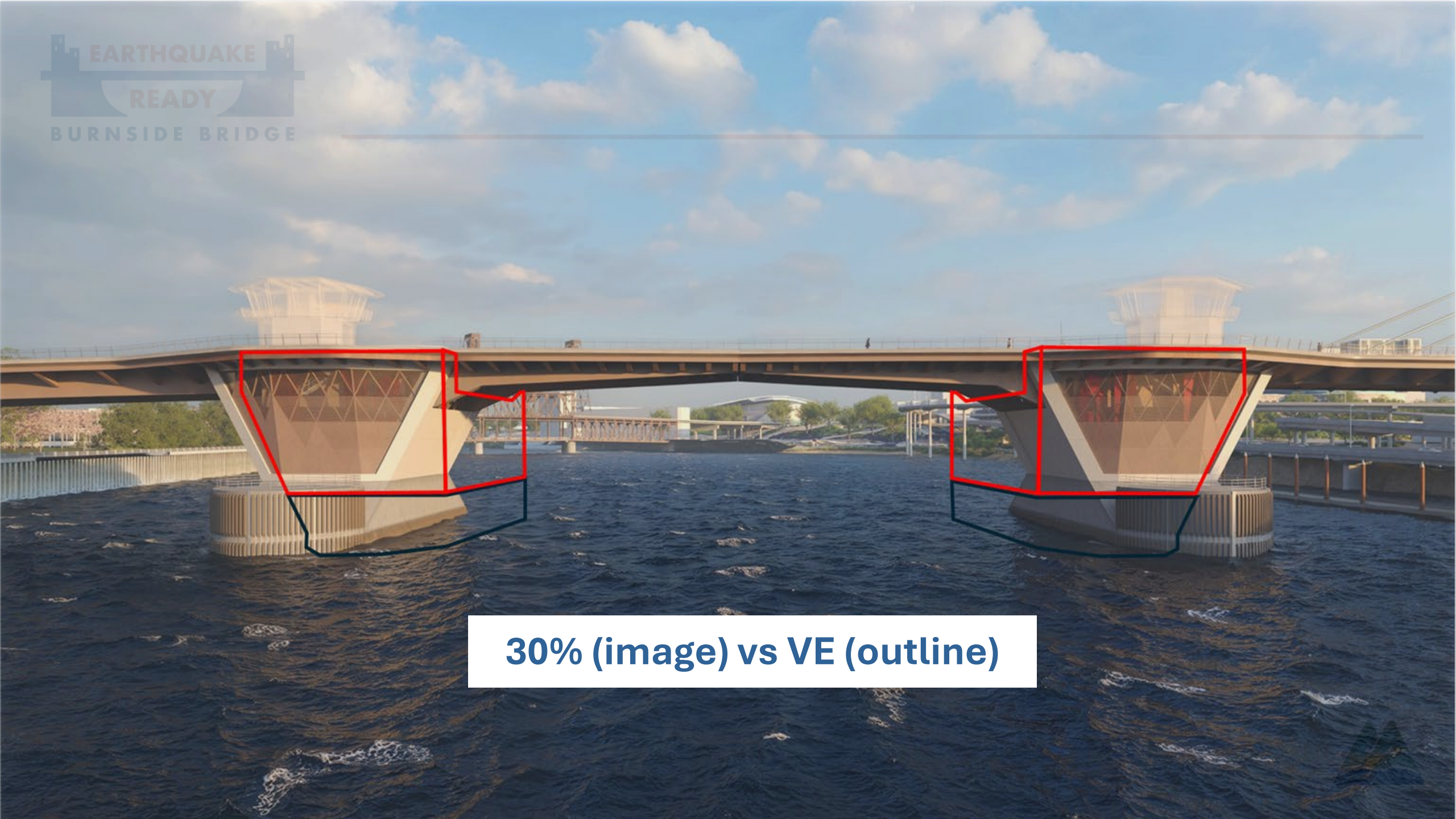




After



Before



30% (image) vs VE (outline)







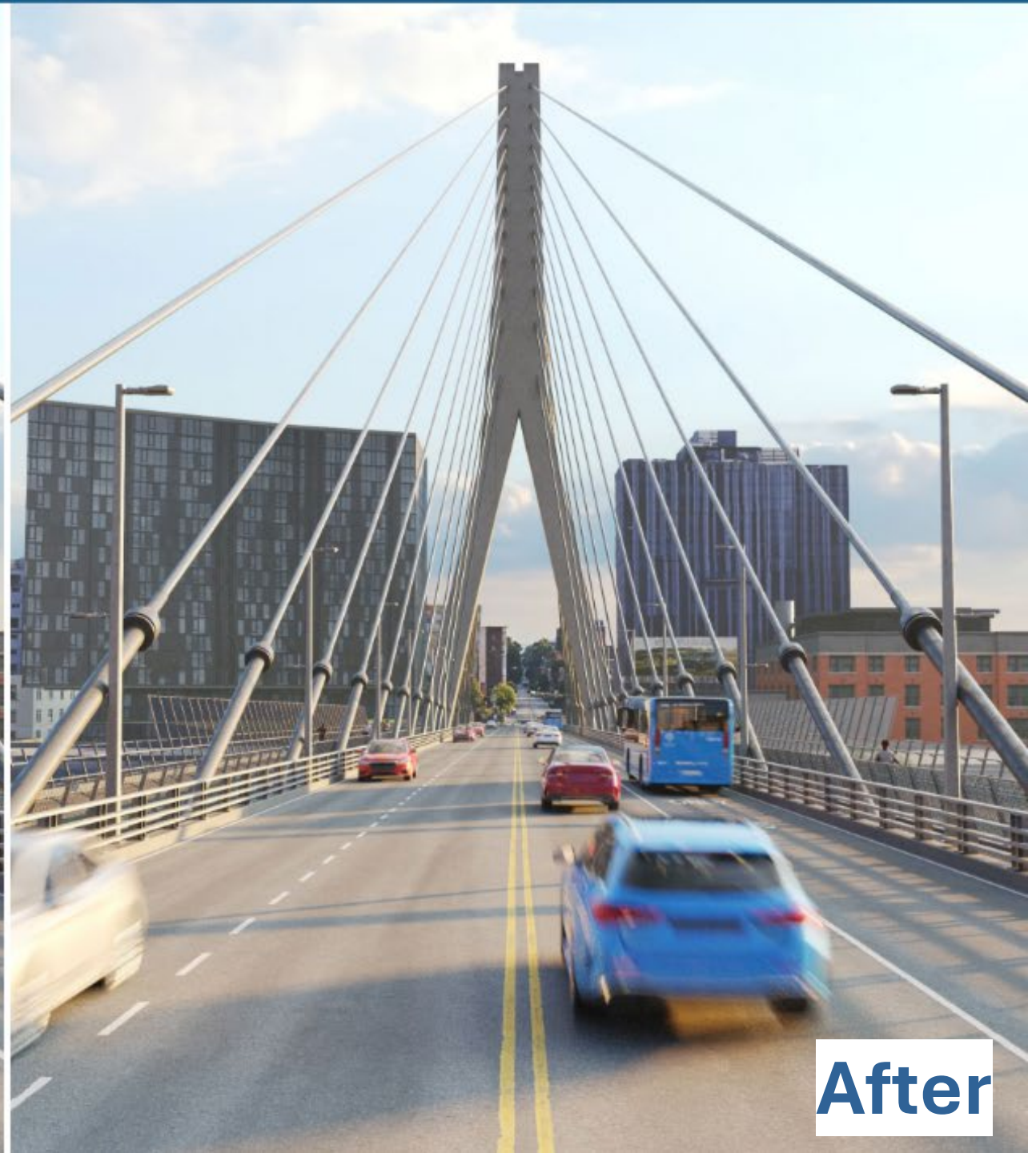
After



Before



Before



After



