



Consulting Parties Advisory Group Meeting

Meeting #8

October 24, 2025



Welcome & Introductions



Attendees

- Section 106 Signatories (FHWA, SHPO, ODOT, Multnomah County, ACHP)
- Tribal Partners
- Agencies (NPS)
- Organizations & Individuals

Consulting Parties Advisory Group Purpose

- To provide input on the implementation of the mitigation to resolve the adverse effect to the Burnside Bridge as described in Stipulation II of the Section 106 Programmatic Agreement.

Agenda



- **Project Update**
- **Consulting Party Advisory Group Next Steps**



Project Update

Review of Progress to Date // Design



Figure 3: Inverted-Y Cable Stay at 30% Design Milestone, View looking NE

Review of Progress to Date // Design



Figure 4: Inverted-Y Cable Stay at 30% Design Milestone, View looking SE

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

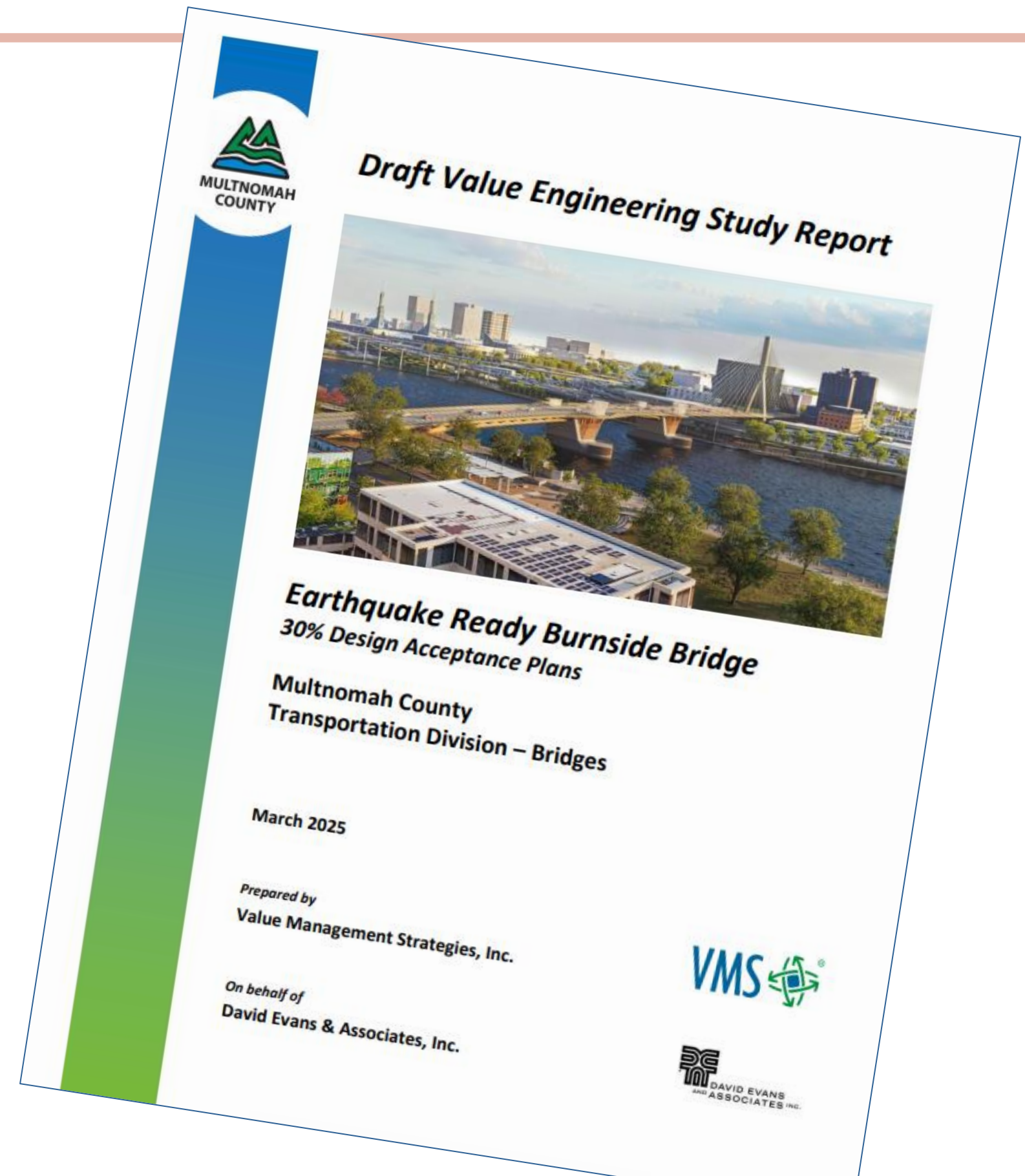
Value Engineering // Process



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 low cost alternative



Value Engineering // Results



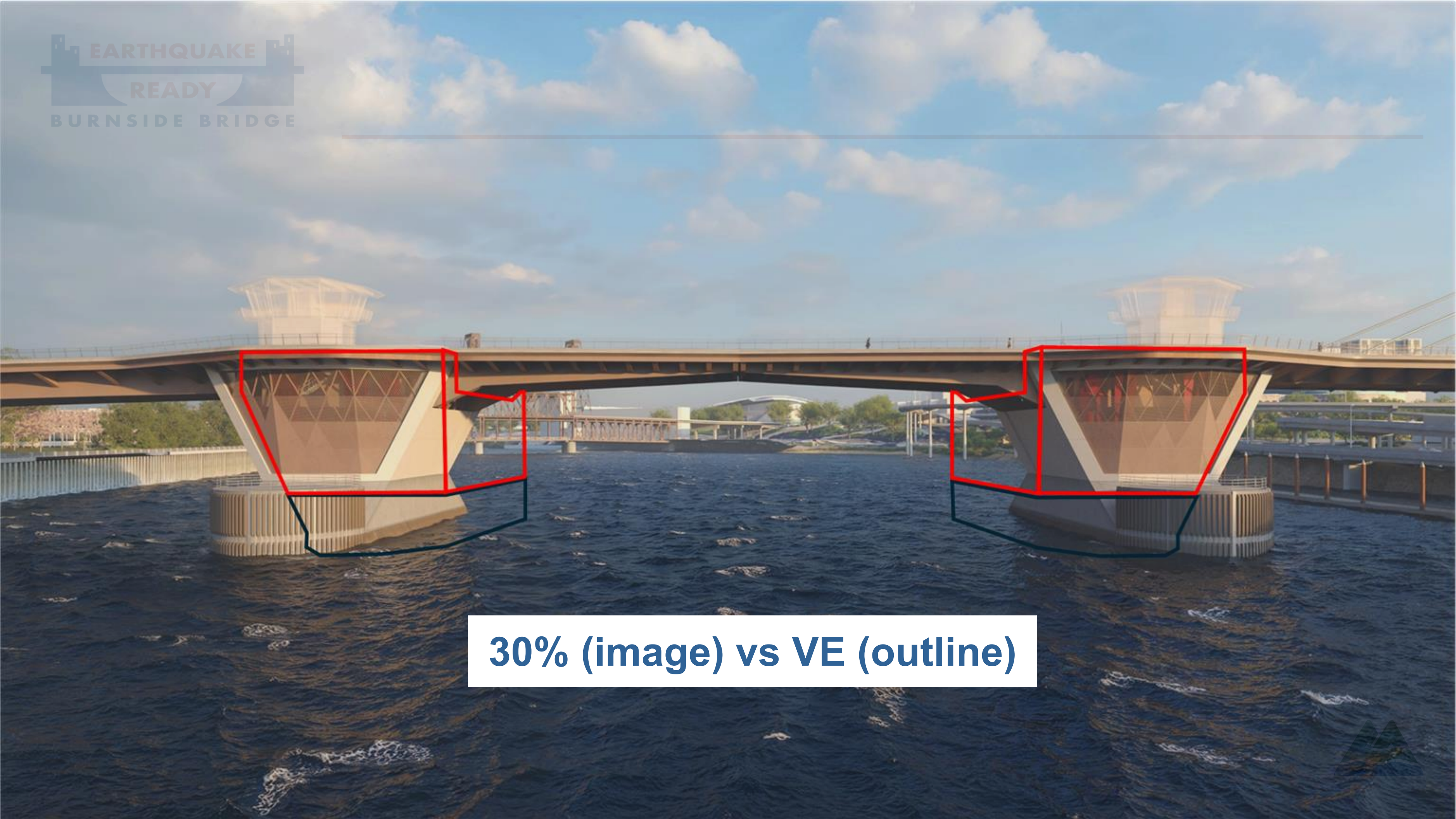
Total of \$160M Savings

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







30% (image) vs VE (outline)

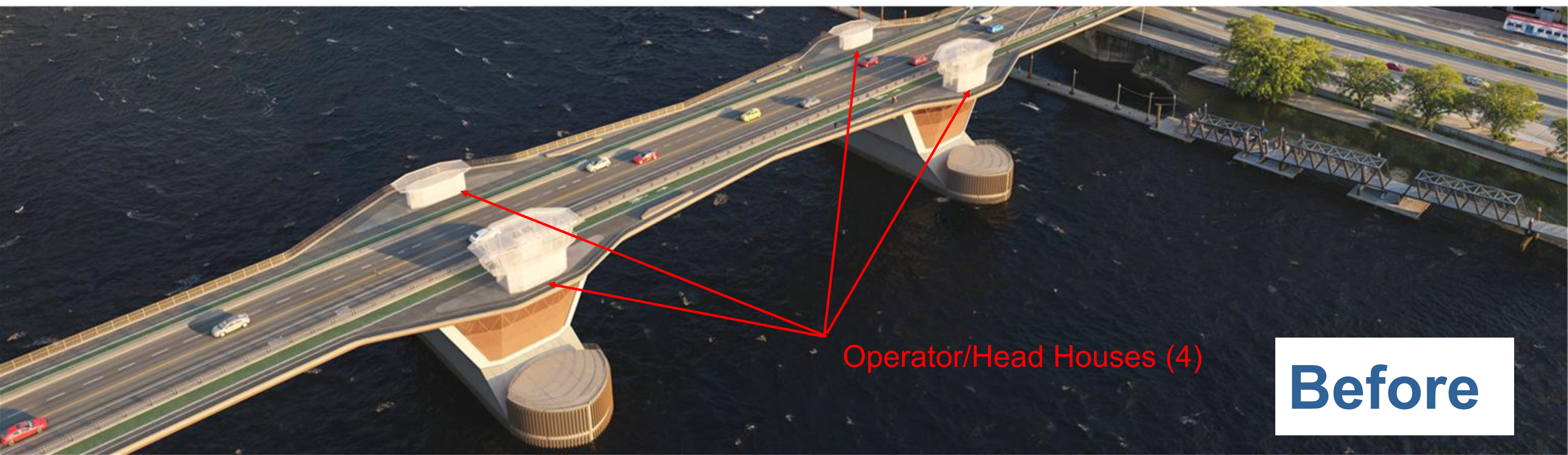






Single Operator House

After

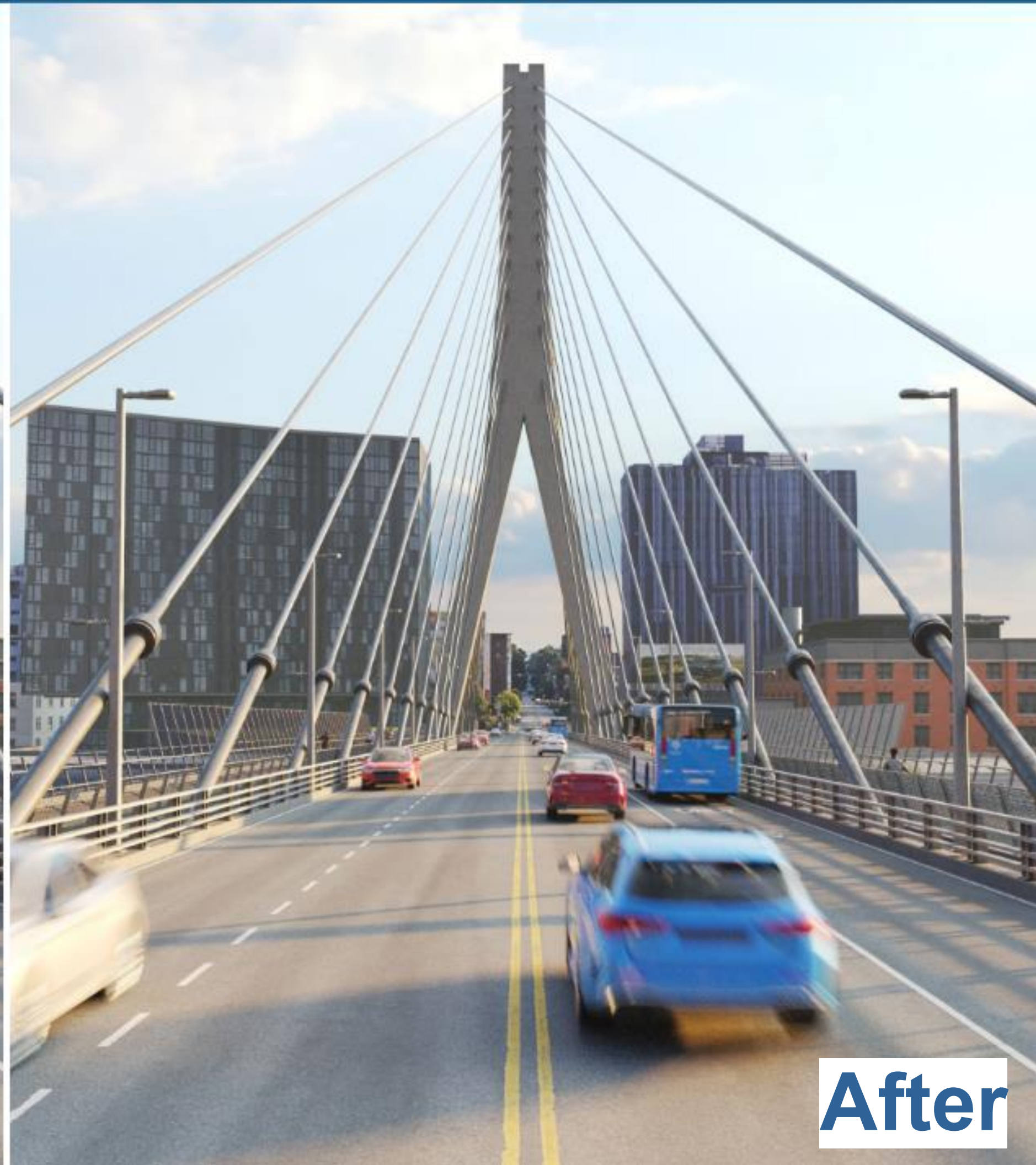


Operator/Head Houses (4)

Before



Before



After



After



Before

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 milion	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



FY26 / FY27

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



Advisory Group Next Steps

Path Forward // Advisory Group Interest Areas

- Remaining work associated with the Programmatic Agreement will be deferred until the project picks back up
- Progress/decisions to date will be documented as part of the project record
- Pick Up Plan to be developed that will identify key activities and timing in order start construction in two years upon restart
- County to seek City approval for Type IV Demo Land Use Application (Nov 2025 thru Feb 2026)
- County to host Burnside Centennial celebration during Rose Festival 2026

Path Forward // Next Meeting

- Review decisions made to date
- Review proposed amendments to charter to reflect change in project status
- Review proposed amendment to Programmatic Agreement
- Walk through Pick Up Plan for the Advisory Group should a path to funding the construction phase is identified
- Timeline for next meeting – targeting Winter 2026



Discussion & Questions

