



Multnomah County is creating an earthquake-ready downtown river crossing.

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October 21, 2019

## Community Task Force – Agenda Meeting #10

<b>Project:</b>	Earthquake Ready Burnside Bridge
<b>Subject:</b>	Community Task Force Meeting #10
<b>Date:</b>	Monday, October 21, 2019
<b>Time:</b>	Meeting 6:00 p.m. to 8:00 p.m. ( <i>Refreshments from 5:30 p.m.</i> )
<b>Location:</b>	Mercy Corps - 45 SW Ankeny Street, Portland. Aceh Room

### TASK FORCE MEMBERS

Art Graves, Multnomah County Bike and Pedestrian Citizen Advisory Committee  
 Cameron Hunt, Portland Spirit  
 Dan Lenzen, Old Town Community Association  
 Ed Wortman, Community Member  
 Frederick Cooper, Laurelhurst Neighborhood Emergency Team  
 Gabe Rahe, Burnside Skate Park  
 Howie Bierbaum, Portland Saturday Market  
 Jackie Tate, Community Member  
 Paul Leitman, Oregon Walks  
 Peter Finley Fry, Central Eastside Industrial Council  
 Jennifer Stein, Central City Concern  
 Robert McDonald, American Medical Response  
 Marie Dodds, AAA of Oregon  
 Matt Hoffman, Disability Rights Oregon  
 Kiley Wilson, Portland Business Alliance  
 Neil Jensen, Gresham Area Chamber of Commerce

Sharon Wood Wortman, Community Member  
 Stella Funk Butler, Coalition of Gresham Neighborhood Associations  
 Susan Lindsay, Buckman Community Association  
 Tesia Eisenberg, Mercy Corps  
 Timothy Desper, Portland Rescue Mission  
 William Burgel, Portland Freight Advisory Committee

### PROJECT TEAM MEMBERS

Megan Neill, Multnomah County  
 Ian Cannon, Multnomah County  
 Mike Pullen, Multnomah County  
 Heather Catron, HDR  
 Cassie Davis, HDR  
 Steve Drahota, HDR  
 Jeff Heilman, Parametrix  
 Allison Brown, JLA  
 Aascot Bohlander, EnviroIssues

## Purpose:

1. Review and discuss feedback received from summer/fall outreach efforts
2. Review and discuss recommended refinements to the draft criteria and measures
3. Make recommendations to the Policy Group





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## Agenda:

Time	Session	Lead
6:00 p.m.	<b>Welcome, Introductions and Housekeeping</b> <ul style="list-style-type: none"> <li>Roundtable introductions</li> </ul>	Heather Catron Allison Brown
6:05 p.m.	<b>Public Comment</b> <i>Meeting observers are welcome to provide comment at this meeting. Time limits will be determined by number of people desiring to make comment.</i>	Allison Brown
6:15 p.m.	<b>Project Update</b> <ul style="list-style-type: none"> <li>Working/Focus groups</li> <li>Cross sections</li> <li>Stakeholder briefings</li> <li>Funding plan</li> </ul>	Allison Brown Steve Drahota Mike Pullen
6:25 p.m.	<b>Summer/Fall Outreach Feedback</b> <ul style="list-style-type: none"> <li>Key Activities</li> <li>What we heard</li> <li>Who we heard from</li> </ul> <u>CTF Discussion:</u> <ul style="list-style-type: none"> <li><i>How can we use the feedback and data to inform the study?</i></li> </ul>	Mike Pullen Cassie Davis  Allison Brown
6:40 p.m.	<b>Criteria and Measures Updates – Recommendations from Agency Input</b> <u>CTF Discussion:</u> <ul style="list-style-type: none"> <li><i>Review and discuss updates to Criteria per agency recommendations</i></li> </ul>	Jeff Heilman Steve Drahota Allison Brown
7:35 p.m.	<b>Policy Group Recommendations</b> <u>CTF Recommendations:</u> <ul style="list-style-type: none"> <li><i>Do you agree with the Range of Alternatives moving forward?</i></li> <li><i>Do you agree with the evaluation criteria?</i></li> </ul>	Allison Brown
7:50 p.m.	<b>Next Steps</b> <ul style="list-style-type: none"> <li>Policy Group meeting ambassador</li> <li>Issuing the Notice of Intent and Formal Scoping</li> <li>Next CTF meeting</li> <li>Winter outreach planning</li> <li>Closing remarks</li> </ul>	Allison Brown

The purpose of the CTF is to serve as an advisory body to Multnomah County by:

- Considering the potential environmental impacts of the alternatives
- Providing informed insights and opinions on the impacts being evaluated
- Discussing technical recommendations, suggesting measures to avoid, minimize or mitigate potential impacts
- Representing the interests, needs and opinions of community, business organizations and groups
- Considering input and information from other community members, stakeholders and interested parties.

CTF members approached by interest groups other than their own constituencies are encouraged to share these conversations at CTF meetings. For information contact Mike Pullen, County Communications Office at [mike.j.pullen@multco.us](mailto:mike.j.pullen@multco.us)



**Stakeholder Briefings Tracking Log**

Date	Outreach Type	Stakeholder (Org/Affiliate)	Location / Time	Status
<b>COMPLETED</b>				
22-May	Briefing	Central Eastside Industrial Council (CEIC) Transportation and Parking Advisory Committee	4:30pm @ PCC CLIMB Center (1626 SE Water Avenue Room 102)	Done
31-May	Briefing	Burnside Skatepark	10:30am @ Multnomah Building (501 SE Hawthorne Blvd)	Done
7-Jun	Briefing	Coalition of Communities of Color	9am @ Multnomah Building (501 SE Hawthorne Blvd)	Done
11-Jun	Briefing	Templeton Property Management; RJ Templeton building	3:30pm @ Templeton Building (9 SE 3rd Ave, Suite 100)	Done
13-Jun	Briefing	Beam Development (Eastside Exchange Building)	9am @ Beam Development (75 SE Yamhill St, Suite 201)	Done
13-Jun	Briefing	Pacific Coast Fruit Company	11am @ Pacific Coast Fruit (201 NE 2nd Ave #100)	Done
17-Jun	Briefing	FPI Management; The Yard building	1:30pm @ The Yard (22 NE 2nd Ave)	Done
19-Jun	Briefing	Oregon Nikkei Legacy (Japanese Historical Plaza)	10am @ Nikkei Office (121 NW 2nd Ave)	Done
10-Jul	Briefing	Portland Saturday Market	3:30pm @ Skidmore Fountain (corner of SW 1st and SQ Ankeny St)	Done
11-Jul	Briefing	AMR	2pm @ AMR (1 SE 2nd Ave)	Done
12-Jul	Briefing	Gerding Edlen; 5 MLK building	11am @ Gerding Edlen Office (1477 NW Everett St)	Done
16-Jul	Briefing	University of Oregon	1pm @ 70 NW Couch St	Done
17-Jul	Briefing	Portland Rescue Mission	11am @ PRM (13207 NE Halsey St)	Done
18-Jul	Briefing	Portland Rose Festival	10am @ PRFF (1020 SW Naito Pkwy)	Done
18-Jul	Briefing	Central City Concern	2pm @ CCC Admin Office (232 NW 6th Ave)	Done
23-Jul	Briefing	Mercy Corps	2:30pm @ Mercy Corps (45 SW Ankeny St)	Done
30-Jul	Briefing	Salvation Army - Female Emergency Shelter	9am @ 30 SW 2nd Ave	Done
31-Jul	Briefing	Prosper Portland - Staff	3pm @ Prosper Portland's Office (222 NW 5th Ave)	Done
31-Jul	Briefing	Rose City Transportation	8:30am @ 201 NE 2nd Ave	Done
1-Aug	Briefing	Urban Development + Partners	11:30am @ 116 NE 6th Ave	Done
6-Aug	Briefing	Portland Parks Board (subcommittee)	8am @ City Hall (1221 SW 4th Ave)	Done
6-Aug	Briefing	Key Development	3pm @ Multnomah Building (501 SE Hawthorne)	Done
8-Aug	Briefing	Coalition of Communities of Color	10am @ 221 NW 2nd Ave, Suite 303	Done
12-Aug	Briefing	East Multnomah County Transportation Committee	3pm @ Gresham City Hall (1333 NW Eastman Pkwy, Gresham)	Done
14-Aug	Briefing	MultCo BPCAC	6:30pm @ Multnomah Building (501 SE Hawthorne Blvd)	Done
20-Aug	Briefing	Portland Business Alliance	12-1:30 @ 121 SW Salmon (Suite 1440)	Done
22-Aug	Briefing	Night Strike	2pm @ Liberation Street Church (214 W Burnside St)	Done
23-Aug	Briefing	Native American Rehabilitation Association	10am @ 1776 SW Madison St	Done
27-Aug	Briefing	CB Richard Ellis; Old Town Storage Building	11am @ HDR (1050 SW 6th Ave)	Done
3-Sep	Briefing	MultCo Cascadia Preparedness Advocates Group	9am @ Multnomah Building (501 SE Hawthorne Blvd)	Done
4-Sep	Briefing	Old Town Community Association	6 @ University of Oregon (70 NW Couch St)	Done
5-Sep	Briefing	Portland Freight Advisory Council	7-9am @ Portland City Hall (1221 SW 4th Ave)	Done
5-Sep	Briefing	Go Lloyd	3:30 @ 700 NE Multnomah St - 3rd floor conference room	Done
9-Sep	Briefing	Historic Landmarks Commission	1:30pm @ 1900 SW 4th Ave, Room 2500B	Done
10-Sep	Briefing	Portland Bike Advisory Committee	6pm @ City Hall (1221 SW 4th Ave)	Done
11-Sep	Briefing	Lower Columbia Region Harbor Safety Committee	2:15 @ Port of Portland (7200 NE Airport Way)	Done
12-Sep	Briefing	Pearl District Neighborhood Association	6pm @ PNCA (511 NW Broadway)	Done
12-Sep	Briefing	Regional Public Information Officers	10:30 @ Multnomah County Drainage District	Done
13-Sep	Briefing	Portland Parks Director	1:30pm @ Congress Center (1050 SW 6th Ave, 5th floor, Room 507)	Done
17-Sep	Briefing	Portland Pedestrian Advisory Committee	6pm @ City Hall (1221 SW 4th Ave)	Done
17-Sep	Briefing	City Club's Earthquake Resilience Advocacy Committee	3:30pm @ County Bridge Shop (1403 SW Water Ave) - Large Conference Room	Done
18-Sep	Briefing	Kerns Neighborhood Association	5:30pm @ Pacific Crest Community School (116 NE 29th Ave at Davis)	Done
19-Sep	Briefing	Portland Design Commission	3:15pm @ 1900 SW 4th Ave, Room 2500B	Done
20-Sep	Briefing	MultCo DCHS	11am @ Five Oak Building (209 SW 4th Ave) - First floor Columbia Conference Room	Done
24-Sep	Briefing	Downtown Neighborhood Association	6pm @ First Congregational Church (1126 SW Park Ave)	Done
1-Oct	Briefing	Getting There Together	2:30pm @ HDR	Done
3-Oct	Briefing	Clackamas County Coordinating Committee	6:45pm (Oregon City - location TBD)	Done
3-Oct	Briefing	WCCC Transportation Advisory Committee	1:30-3pm @ Beaverton City Hall	Done
7-Oct	Briefing	Region 1 Area Commission on Transportation	5:30-7:30pm @ R1 Headquarters (123 NW Flanders); Intro by JVP	Done
9-Oct	Briefing	MultCo Sustainability Committee	9-11am @ Multnomah Building, Room 635	Done
14-Oct	Briefing	WashCo Coordinating Committee	12-1:30pm @ Beaverton City Hall	Done
<b>SCHEDULED</b>				
18-Oct	Briefing	Dr. Lucy Jones	2pm @ TBD - near EcoTrust building	Confirmed
22-Oct	Briefing	Downtown Neighborhood Association	6pm @ First Congregational Church (1126 SW Park Ave)	Confirmed
24-Oct	Briefing	The Yard/FPI Management	10:30 @ The Yard Building	Confirmed
28-Oct	Briefing	MultCo Disability Services Advisory Council	12:30 @ Five Oak Building (209 SW 4th Ave)	Confirmed
29-Oct	Briefing	Metro Councilors Shirley Craddick and Bob Stacey		Confirmed
5-Dec	Briefing	MultCo Aging Services Advisory Council	3pm @ TBD	Confirmed
<b>CONTACTED/IN-COORDINATION</b>				
	Briefing	Guerilla Development; Fair-Haired Dumbbell building		Contacted
	Briefing	Prosper Portland - Commission/Board		Contacted
	Briefing	Street Trust		Contacted
	Briefing	Native American Youth and Family Center		Contacted
	Briefing	Downtown Retail Council		Contacted
	Briefing	Neighbors West-Northwest Board	6pm @ Oregon College of Oriental Medicine (75 NW Couch St) Cancelled - to be rescheduled in October.	Contacted
	Briefing	Lloyd Community Association		Contacted
	Briefing	Voz		Contacted
	Briefing	Metro JPACT		Contacted
	Briefing	Union Pacific Railroad		Contacted
	Briefing	Portland Planning and Sustainability Commission	9/10: 2:30pm @ 1900 SW 4th Ave, Suite 2500 Cancelled - to be rescheduled in early 2020	Contacted
	Briefing	East Portland Chamber of Commerce		Contacted
	Briefing	Willamette Riverkeeper Board		Contacted



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# DRAFT Evaluation Criteria and Measures

## Introduction

In June 2019, the Earthquake Ready Burnside Bridge (EQRB) Community Task Force (CTF) recommended draft evaluation criteria topics, based on information available at the time. Since then, at their July and August meetings, the CTF reviewed the draft criteria as well as draft measures for implementing them, ~~and~~. ~~The following reflects the draft criteria and measures tentatively approved by the CTF criteria and measures on 8/19/19.~~

The project team ~~will continue to~~ has since gathered input on the CTF's draft criteria and measures from other agency staff and stakeholders. That input, for the CTF's consideration, is reflected in the potential revisions (shown in track changes) in this document. ~~and bring that input to the CTF for consideration.~~ When finalized, the criteria will be used to help select a Preferred Alternative during the preparation of the Draft EIS.

Notes on Measures and Scoring:

- Net Effect and Mitigation: Many criteria refer to “minimizing” impacts while others refer to “maximizing” benefits, whereas a few refer to “net benefits” (a combination of adverse and beneficial effects). For any criterion where the DEIS analysis reveals a meaningful “net effect” this can be included in the way that Measures are applied, even where “net effect” is not specifically mentioned in the criterion. When rating the alternatives, the scoring will consider the net effect, including the potential for, feasibility of, and level of commitment to mitigation that would avoid or reduce adverse impacts.
- Tradeoffs across Criteria: Minimizing adverse impacts to resources evaluated in one criterion could result in increasing adverse impacts to resources evaluated in another criterion. Each Measure for each criterion will be evaluated independently of the other criteria, so that where there are tradeoffs or conflicts, the combined effect across different criteria will be reflected in the total score for a given alternative.
- While some of the evaluation criteria are intended to measure the extent to which alternatives would implement certain regulatory objectives, the evaluation criteria are not intended to replace or supersede any relevant regulatory requirements. It's assumed that any selected alternative would need to comply with relevant regulatory requirements.

## Criteria Groups

### 1. Seismic Resiliency

Long Term	<p>1a.1 Maximize confidence in post-earthquake crossing operability and reparability.</p> <ul style="list-style-type: none"> <li>• <i>Measure: Qualitative assessment for how much reliance on original components is needed for seismic resiliency.</i></li> <li>• <i>Measure: Ability to implement reliable seismic performance mechanisms and devices.</i></li> </ul> <p><del>1a.2 Maximize post-earthquake emergency vehicle access and minimize travel time.</del></p> <ul style="list-style-type: none"> <li><del>• <i>Measure: Emergency vehicle travel time from X to Y. (model results if available and reliable; if not, then qualitative assessment).</i></del></li> </ul> <p>1a.2.3 Maximize ability for all modes to use the crossing post-earthquake.</p> <ul style="list-style-type: none"> <li>• <i>Measure: Ability to accommodate over-dimensional vehicles and loads.</i></li> <li>• <i>Measure: Ability to simultaneously accommodate all travel modes.</i></li> </ul> <p><u>1a.3 Minimize risk that adjacent buildings could damage or block the bridge after a major earthquake, and minimize risk that crossing construction could lessen the seismic resilience of adjacent buildings.</u></p> <ul style="list-style-type: none"> <li>• <u><i>Measure: Quantify level of risk exposure from adjacent buildings, weighting those alternatives with more URM exposure <del>creates</del> at a higher risk than other building types.</i></u></li> </ul>
During Const.	<p><del>N/A</del> <del>1b.1 Minimize risk that adjacent buildings could damage or block the bridge after a major earthquake, and minimize risk that crossing construction could lessen the seismic resilience of adjacent buildings.</del></p> <p><del><i>Measure: Quantify length of exposure to adjacent buildings, weighting those with more URM exposure at a higher risk than other building types.</i></del></p> <p><del>1b.2 Minimize delay in achieving a seismically resilient crossing.</del></p> <p><del><i>Measure: Estimated duration of construction</i></del></p>

**2. Community Quality of Life (includes Indirect Land Use Impacts and Community Resources)**

Long Term	<p>2a.1 Minimize long-term noise and light/shadow impacts.</p> <ul style="list-style-type: none"> <li>• <i>Measure: Qualitative assessment of light/shadow impacts due to changes in roadway alignments relative to land uses (e.g., will new alignment direct headlights at or away from residential uses; will it change sunlight/shadow on residential or community spaces?).</i></li> <li>• <i>Measure: Assessment of noise impacts due to changes in roadway alignments relative to land uses.</i></li> </ul> <p>2a.2 Minimize long-term impacts to community facilities and events under and near the bridge (e.g., Skatepark, Saturday Market, park festivals, parades, organized runs, etc.).</p> <ul style="list-style-type: none"> <li>• <i>Measure: Number of community facilities impacted, as well as magnitude and character of those impacts <u>(Note: metrics for these two measures may include duration of impact, distance to temporary relocation, number of people affected, or other metrics as appropriate to the facility, event, and impact).</u></i></li> <li>• <i>Measure: Number of community events impacted, as well as magnitude and character of those impacts.- <u>(see note for above Measure).</u></i></li> </ul>
During Const.	<p>2b.1 Minimize temporary impacts to community facilities and events under and near the bridge.</p> <ul style="list-style-type: none"> <li>• <i>Measure: Number of community facilities impacted, as well as magnitude and duration of those impacts. <u>(Note: metrics for these two measures may include duration of impact, distance to temporary relocation, number of people affected, or other metrics as appropriate to the facility, event, and impact).</u></i></li> <li>• <i>Measure: Number of community events impacted, as well as magnitude and duration of those impacts. <u>(see note for above Measure).</u></i></li> </ul>

### 3. Equity and Environmental Justice (includes Social Services)

Long Term

- 3a.1 Minimize displacements of emergency beds.
- *Measure: Shelter beds displaced.*
- 3a.2 Maintain social service providers' long-term ability to provide current level of service and potential for expansion.
- ~~*Measure: Social service provider functions (not including beds) displaced (measured in sf displaced).*~~
  - ~~*Measure: Number of clients currently served annually by social service function that is lost/impacted.*~~
  - *Measure: Permanent access impacts (number and significance), and availability and quality of alternative access or alternative location for impacted services (walking distance/time to alternative locations; dependence of remaining services on being proximate to the services that would be displaced).*
  - *Measure: Impact on ability of existing services to expand, compared to No-build.*
- 3a.3 Avoid disproportionate adverse impacts to vulnerable and Environmental Justice communities.
- *Measure: Based on qualitative analysis of impacts to low income and minority populations as measured in the analysis of compliance with the Exec Order on Environmental Justice.*
  - *Measure: Based on qualitative analysis of impacts to other vulnerable populations as identified during outreach conducted for the Diversity, Equity, and Inclusion program outreach.*

During Const.

- 3b.1 Minimize temporary impacts to social service providers.
- Measure: Social service provider functions temporarily displaced (measured in square feet displaced, number of clients served by displaced function) and availability and quality of temporary replacement functions, including walking distance/time and dependence of remaining services on being proximate to the services that would be temporarily displaced).
  - ~~Measure: Number, significance and duration of temporary access impacts, and availability and quality of alternative access.~~
  - ~~Measure: Number, significance and type of services being provided that would likely be relocated during construction and duration of this relocation.~~ Measure: Temporary access impacts (number, duration, and significance), and availability and quality of alternative access (walking distance/time to alternative locations).
- 3b.2 Avoid temporary disproportionate adverse impacts to vulnerable and Environmental Justice communities.
- Measure: Based on qualitative analysis of impacts to low income and minority populations as measured in the analysis of compliance with the Exec Order on Environmental Justice.
  - Measure: Based on qualitative analysis of impacts to other vulnerable populations as identified during outreach conducted for the Diversity, Equity, and Inclusion program outreach.
- 3b.3 Ensure that design and construction approach allow ample opportunities for DBE firms to be involved in the construction/contracting process.
- Measure: Approximate percentage of the construction work that could potentially be done by DBE (small) firm, relative to DBE goals.



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#### 4. Crime Reduction and Personal Safety

Long Term	<p>4a.1 Maximize personal safety and crime reduction by following principles of Crime Prevention Through Environmental Design (CPTED).</p> <ul style="list-style-type: none"> <li>• <u>Measure: Qualitative assessment of consistency with the CPTED principle of Natural Surveillance.</u></li> <li>• <u>Measure: Ability of design to allow activated spaces and improved sightlines beneath the bridge.</u></li> </ul>
During Const.	N/A

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## 5. Business and Economics

Long Term	<p>5a.1 Minimize business displacements and permanent access impacts.</p> <ul style="list-style-type: none"> <li>Measure: <i>Number of business displacements (measured in number of businesses, <u>square feet</u>, or <u>number#</u> of employees).</i></li> <li>Measure: <i>Qualitative assessment of permanent access impacts that don't result in full displacement of business (includes number, duration and magnitude of access impacts, and availability and quality of alternative access).</i></li> </ul> <p>5a.2 Support redevelopment potential consistent with local plans.</p> <ul style="list-style-type: none"> <li>Measure: <i><u>Qualitative assessment of the extent to which newly vacant land is able to support uses that are Area of land newly available for development / redevelopment consistent with local plans (vs creating landlocked parcels or supporting changes in use that aren't consistent with local plans).</u></i></li> </ul>
During Const.	<p>5b.1 Minimize temporary access impacts to businesses.</p> <ul style="list-style-type: none"> <li>Measure: <i>Qualitative assessment of short-term access impacts (includes number, duration and magnitude of short-term access impact, and availability and quality of alternative access).</i></li> </ul> <p>5b.2 Minimize temporary regional economic impacts.</p> <ul style="list-style-type: none"> <li>Measure: <i>Estimated impact of construction on regional economic indicators (e.g., jobs, income, <u>cost of delay</u>).</i></li> <li>Measure: <i>Estimated temporary direct and indirect impacts to navigation during construction.</i></li> </ul> <p>5b.3 Minimize loss of economic benefits (<u>includes businesses and charities</u>) from temporary impacts to major community <del>_____</del> events under and near the bridge.</p> <ul style="list-style-type: none"> <li>Measure: <i>Estimated loss of participation (# of people) in community events that would be impacted; <del>(this would be a proxy for the potential magnitude of lost spending; if possible/reliable, estimate the financial impact such as total loss of spending/earnings, or provide qualitative assessment).</del></i></li> </ul>

## 6. Parks and Recreation Resources

Long Term	<p>6a.1 Minimize park displacements and adverse functionality impacts, <del>and maximize park functionality improvements</del> (consider the net effect of impacts <del>include impacts to river recreation</del>).</p> <ul style="list-style-type: none"> <li>• Measure: Assessment of adverse impacts to parks <u>and recreation</u> (e.g., magnitude (<i>square feet</i>) and qualitative assessment of impacts on functions, <u>events, and</u> access (for maintenance, events, etc.).</li> <li>• Measure: Qualitative assessment of beneficial impacts (e.g., access, functions, <u>potential to increase Parks revenues, increase resiliency, etc.</u>).</li> </ul>
During Const.	<p>6b.1 Minimize temporary impacts to parks.</p> <ul style="list-style-type: none"> <li>• Measure: Magnitude (<i>square feet</i>) of temporary parkland displacements.</li> <li>• Measure: <del>Qualitative Assessment</del> of temporary <u>impacts to parks</u> (e.g., magnitude (<i>square feet</i>) and qualitative assessment of impacts on functions, events, access (for maintenance, events, etc). <del>access and functionality impacts.</del></li> <li>• Measure: <u>Impact of displaced events on Parks revenue.</u></li> </ul>

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## 7. Historic Resources

Long Term	<p>7a.1 Minimize historic resource impacts.</p> <ul style="list-style-type: none"> <li>• Measure: Number of resources displaced or damaged (<u>include National Register resources and local historic landmarks</u>) and magnitude/character of impacts.</li> <li>• Measure: Number of resources with access, <del>and</del> context, <u>and indirect impacts, and magnitude/character of impacts.</u></li> <li>• Measure: Character and magnitude of impacts to historic districts.</li> </ul>
During Const.	<p>7b.1 Minimize temporary impacts to historic resources.</p> <ul style="list-style-type: none"> <li>• Measure: Qualitative assessment of <del>temporary</del> <u>construction-related (direct and indirect)</u> impacts to historic resources.</li> </ul>

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## 8. Visual and Aesthetics

Long Term	<p>8a.1 Minimize adverse impacts <del>on to</del> existing views and view corridors <del>and support the potential for new scenic views.</del></p> <ul style="list-style-type: none"> <li>• <del>Measure: Qualitative assessment of potential new views.</del></li> <li>• <del>Measure: Qualitative assessment of potential impacts on existing views and designated view corridors (consider historic districts' design criteria and City-designated view corridors).</del></li> <li>• <del>Measure: Qualitative assessment of potential compatibility/conflicts with existing urban design features.</del></li> </ul>
	<p>8a.2 Maximize <del>pedestrian/bicycle</del> aesthetic experience <del>for all users on and under</del> the bridge.</p> <ul style="list-style-type: none"> <li>• <del>Measure: Qualitative assessment of potential visual and aesthetic opportunities (based on conceptual designs) for users on and under the bridge during both daytime and nighttime hours. Consider opportunities related to scale, forms and materials, viewing, wayfinding, transitions to and from public spaces, lighting/shade/shadows, and activating areas for public use (consider Portland design guidelines).</del></li> </ul>
	<p>8a.3 <del>Create opportunity for a crossing that provides an iconic/demonstrative visual experience</del> <u>Respect compliment?</u> <del>the visual context of the project area and integrate project with the urban fabric.</del></p> <ul style="list-style-type: none"> <li>• <del>Measure: Qualitative assessment of potential to develop gateways, new views, processional experiences, and demonstrative and/or iconic visual experiences of and on the bridge.</del></li> <li>• <del>Measure: Qualitative assessment of potential compatibility/conflicts with existing public, residential and retail spaces, or other urban design features.</del></li> </ul>
During Const.	N/A



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## 9. Natural Resources, Climate Change and Sustainability

Long Term	<p>9a.1 Minimize impacts to water quality and flooding.</p> <ul style="list-style-type: none"> <li>Measure: <u>Estimated changes in treatment of stormwater discharge generated from impervious surface compared to No-build.</u></li> <li>Measure: <u>Estimated long-term changes in flood levels.</u></li> <li>Measure: <u>Estimated area of disturbance of potentially contaminated river substrate.</u></li> </ul> <p>9a.2 Minimize impacts to fish and wildlife.</p> <ul style="list-style-type: none"> <li>Measure: <u>Estimated changes to aquatic habitat (due to change in pier area below OHW and above the critical scour depth - differentiate habitat quality: higher quality (&lt;20' deep) and lower quality (&gt;20' deep).</u></li> </ul>
During Const.	<p>9b.1 Minimize temporary impacts to water quality and flooding.</p> <ul style="list-style-type: none"> <li>Measure: <u>Estimated changes in untreated runoff during construction</u> <u>Estimated area of disturbance in proximity to the Willamette River.</u></li> <li>Measure: <u>Estimated temporary change in flood levels during construction (reasonable worst-case during construction).</u></li> </ul> <p>9b.2 Minimize temporary impacts to air quality and green-house gas emissions.</p> <ul style="list-style-type: none"> <li>Measure: <u>Qualitative assessment of effects on emissions due to traffic diversions/detours.</u></li> </ul> <p>9b.3 Minimize temporary impacts to fish and wildlife.</p> <ul style="list-style-type: none"> <li>Measure: <u>Extent of pile driving.</u></li> <li>Measure: <u>Size of cofferdams and extent of temporary fill in the river.</u></li> </ul> <p>9b.4 Minimize resource consumption and waste production during construction.</p> <ul style="list-style-type: none"> <li>Measure: <u>(TBD, based on information provided by Greenroads analysis).</u></li> </ul>

## 10. Pedestrians, Bicyclists and People with Disabilities (ADA – Americans with Disabilities Act)

Long Term	<p>10a.1 Maximize <u>City's Vision Zero principles for safety and comfort for bicyclists, pedestrians,</u> and other low-impact vehicles (e.g., <u>_____scooters, skateboards).</u></p> <ul style="list-style-type: none"> <li>Measure: <u>Width of bike path and potential for future bicycle climbing lanes.</u></li> <li>Measure: <u>Width and slope of pedestrian and ADA facilities on bridge.</u></li> <li>Measure: <u>Quality of protection from motor vehicles.</u></li> <li>Measure: <u>Consistency of bike facilities with relevant Vision Zero principles (or, Consistency with Portland Bike Plan Bikeway Facility Design Best Practices) (note: measure only principles not addressed in other measures, to avoid double-counting).</u></li> </ul>
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- 10a.2 Maximize access/connectivity for bicyclists and other low-impact vehicles.
- ~~Measure: How well the bike facility on the bridge connects to existing and planned bike network.~~
  - ~~Me~~
  - ~~Measure: Quality and quantity of accesses to transit stops and connections.~~
  - ~~Measure: Travel time for this mode from X to Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)~~
  - ~~10a.3 Maximize safety and comfort for pedestrians and ADA.~~
  - ~~Measure: Width and slope of pedestrian and ADA facilities on bridge.~~
  - ~~Measure: Quality of protection from motor vehicles, bikes and other vehicles.~~
  - ~~Measure: Consistency of pedestrian and ADA facilities with relevant Vision Zero principles (or other relevant standards including PedPDX Toolbox Strategies and Actions) (note: measure only principles not addressed in other measures).~~
- 10a.34 Maximize access/connectivity for pedestrians and ADA.
- ~~Measure: How well the pedestrian and ADA facilities on the bridge connect to existing and planned pedestrian and ADA network.~~
  - ~~Measure: How well the pedestrian and ADA facilities on the bridge connects to social services and other frequent destinations for users.~~
  - ~~Measure: Quality and quantity of accesses to transit stops and connections.~~
  - ~~Measure: Travel time for pedestrians and ADA from X to Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)~~

During Const.

- 10b.1 Minimize temporary travel time and access/connectivity impacts for bicyclists.
- ~~Measure: Extent of out-of-direction travel, or travel time change, for bicyclists during construction (reflect information, if available, on origins and destinations of trips using the Burnside Bridge; may require qualitative assessment and professional judgment; possibly consider the duration of temporary changes in access/connectivity).~~
- 10b.2 ~~Minimize temporary travel time and access/connectivity impacts for pedestrians. Maximize potential to provide temporary ADA and pedestrian crossing facilities that are comfortable and safe and maximize efficient access and connectivity for users of the facilities.~~
- ~~Measure: Extent of out-of-direction travel, or travel time change, for ADA users and pedestrians during construction (reflect information, if available, on origins and destinations of trips using the Burnside Bridge; may require qualitative assessment and professional judgment; possibly consider the duration of temporary changes in access/connectivity).~~
  - ~~Measure: Qualitative safety assessment of temporary ADA and pedestrian facilities.~~



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- 10b.3 ~~Minimize~~ Maximize City's Vision Zero principles for safety and comfort for bicyclists, pedestrians, and other low-impact vehicles (e.g., scooters, skateboards). ~~temporary safety impacts for bicyclists.~~
- ~~Measure: Quality of protection of bicycle~~ and pedestrian paths from other modes.
  - ~~Measure: Width of temporary bicycle~~ and pedestrian paths.
  - ~~Measure: Qualitative safety assessment of temporary ADA and pedestrian facilities.~~
  - ~~Measure: Quality and quantity of accesses to transit connections.~~
  - ~~Measure: Consistency of temporary bicycle facilities with relevant Vision Zero principles (or other relevant principles/standards) not addressed in other measures.~~

Preliminary Draft

## 11. Motor Vehicles, Freight and Emergency Vehicles

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Long Term</p>	<p>11a.1 Maximize safety for motor vehicles and freight <u>by promoting a 25mph operating speed.</u></p> <ul style="list-style-type: none"> <li>● <del>Measure: Qualitative assessment of impacts to motor vehicle safety (factors TBD: may include lane width and other cross section details, curve radii, potential conflict with other modes, <u>sideswipes, property damage, and others</u>)</del></li> <li>● <del>11a.2 Maximize capacity and travel time improvements for motor vehicles, freight and emergency vehicles.</del></li> <li>● <del>Measure: Travel time for motor vehicles from point X to point Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment)</del></li> <li>● <del>11a.3 Maximize access/connectivity for motor vehicles, freight and emergency vehicles.</del></li> <li>● <del>Measure: How well the travel lanes on the bridge connect to existing and planned street network.</del></li> </ul>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">During Const.</p>	<p>11b.1 Minimize temporary access and travel time impacts for <del>motor vehicles,</del> freight and emergency vehicles.</p> <ul style="list-style-type: none"> <li>● <del>Measure: Travel time for motor vehicles from point X to point Y (quantitative if travel model provides reliable estimate; if not, then qualitative assessment).</del></li> <li>● <del>Measure: Duration of temporary closure/capacity reduction.</del></li> <li>● <del>Measure: Quantify number and duration of temporary road closures due to construction.</del></li> </ul> <p>11b.2 Minimize temporary safety, <del>on-street parking, and capacity</del> impacts for motor vehicles, freight, and emergency vehicles.</p> <ul style="list-style-type: none"> <li>● <del>Measure: Number of on-street parking spaces temporarily lost during construction.</del></li> <li>● <del>Measure: Qualitative assessment of the safety of construction phase detours and reroutes relative to existing conditions.</del></li> <li>● <del>Measure: River crossing capacity during construction compared to No-build (include consideration of alternative crossing locations)</del></li> </ul> <p>11b.3 Minimize temporary access and travel time impacts for motor vehicles.</p> <ul style="list-style-type: none"> <li>● <del>Measure: Travel time for motor vehicles from point X to point Y (quantitative travel model provides reliable estimate).</del></li> <li>● <del>Measure: Duration of temporary closure/capacity reduction.</del></li> <li>● <del>Measure: Quantify number and duration of temporary road closures due to construction.</del></li> </ul>

## 12. Transit

Long Term	12a.1	Maximize <u>Streetcar</u> readiness. <ul style="list-style-type: none"> <li>Measure: Qualitative assessment of impacts to future <u>Streetcar</u> and bus operations (factors TBD: may include lane width and other cross section details, curve radii, potential conflict with other modes, and others).</li> </ul>
	12a.2	Maximize bus accessibility. <ul style="list-style-type: none"> <li>Measure: Qualitative scale considering presence of dedicated bus pullouts, transit stops, transfer points to other modes (LRT).</li> </ul>
	12a.3	<u>Minimize Transit Collision Vulnerability.</u> <ul style="list-style-type: none"> <li>Measure: Qualitative assessment for whether the bridge options create differing intersecting geometries and lane width variations, and how those may increase or decrease the likelihood of motor vehicle collisions with northbound and southbound Streetcars on MLK and Grand Avenues. (factors TBD: may include lane width, curve radii, intersection cross section, potential for conflicts between modes, anticipated weave motions, and likelihood of sideswipe collisions).</li> </ul>
During Const.	12b.1	Minimize temporary impacts on transit access, safety, travel times, and ridership. <ul style="list-style-type: none"> <li>Measure: Frequency and duration of LRT, <u>Streetcar</u>, and bus disruptions.</li> </ul>

## 13. Fiscal Responsibility

Long Term	13a.1	Minimize total project cost. <ul style="list-style-type: none"> <li>Measure: Estimated total project cost (including design, right-of-way acquisition, construction, temporary bridge, mitigation, utility relocation, etc.).</li> </ul>
	13a.2	Minimize long-term maintenance effort/cost. <ul style="list-style-type: none"> <li>Measure: Number and cost of major maintenance projects expected over life of the bridge, including the necessary repairs to the bridge following a major earthquake.</li> </ul>
During Const.	N/A	



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**Topics for evaluation/decision-making in later project phases:**

While developing the draft criteria groups, the CTF identified a number of topics that cannot be adequately or fully evaluated with the level of design and information that will be available during the DEIS phase. These are listed below with the recommendation that they be applied in later project phases such as during design or construction:

Seismic Resilience	Include equipment on bridge to create additional resilient functions after a major earthquake
Personal Safety	Maintain a safe construction site Implement design that minimizes risk of attempted suicide from the structure
Ped, ADA, Bicyclists	Maximize pedestrian/bicycle aesthetic experience on the bridge
Sustainability	Waste reduction and use of sustainable materials in design and construction. Energy sustainability in design
Navigation	Bridge lighting and signals do not adversely affect navigation safety
Aesthetics	Bridge lighting does not increase night sky impacts Provide a structure that instills a sense of community pride

# Seismic Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Seismic Resiliency

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**Date:** Wednesday, September 25, 2019

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**Attendees:** Sam Hunaidi, ODOT  
Liantao Xu, ODOT  
Karl Dinkelspiel, Prosper Portland

Steve Drahota, HDR  
Heather Catron, HDR  
Cassie Davis, HDR  
Christina Tomaselli, HDR

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## Intro

- Steve Drahota provided an overview on the project and evaluation criteria/measures.

## Criteria and Measures Discussion

### 1a.1 Maximize confidence in post-earthquake crossing operability and reparability.

- Hunaidi asked if the measure for seismic resiliency should be the same for all alternatives.
  - Drahota noted that although the seismic design criteria is the same for all alternatives, this measure may result in different scores. This is because each alternative relies on a different structural system - some relying on 95+ year old members, some having more support members in the liquefaction-prone area, and some having more of an ability in the future to reduce the number of supports.
- Drahota asked the group if they thought the level of reliability was the same between retrofit and replacement alternatives.
  - Xu noted that Couch Connection alternative probably has a less reliable seismic response than the non-forked alternatives.

### 1a.2 Maximize post-earthquake emergency vehicle access and minimize travel time.

- Xu noted that all three alternatives seem pretty close, and this measure has become less meaningful since the Fixed Bridge alternative is being removed. This measure should be eliminated. Hunaidi agreed.

### 1a.3 Maximize ability for all modes to use the crossing post-earthquake.

- Curb-to-curb width variation between retrofit and replacement alternatives is a meaningful factor.
- Hunaidi noted drivers may feel less safe if the lanes are too narrow.

### 1b.1 Minimize risk that adjacent buildings could damage or block the bridge after a major earthquake, and minimize risk that crossing construction could lessen the seismic resilience of adjacent buildings.

- Is the measure specific to unreinforced masonry (URM) or should it be broader for all buildings?

- Should proximity to URM be weighted more since some URMs are within 2 feet of the bridge?
- Drahota noted that, even if an assumption was made that existing buildings were designed for seismic demands, the criteria would likely be less than what EQRB is designing for (because EQRB is designing above standard code).
  - Xu noted desire to adjust measure to include all buildings.
  - Drahota noted that retrofit and replace would be similar, Couch Connection would be different.
- Could a qualitative assessment be conducted on some of the adjacent new buildings?
- Hunaidi/Xu – Current language is generally ok, with some small tweaks to include all buildings.

### **1b.2 Minimize delay in achieving a seismically resilient crossing.**

- This measure is specific for the timeline to achieve seismic resiliency, to be rated based on the number of years of construction. Is this measure meaningful from a scoring perspective or should it be removed now that duration range is short between the alternatives and the measure depends on factors that are outside the control of the alternative itself (e.g., funding timelines)?
  - Xu – Possibly, but only if the CTF understands there is only a range from 3.5 (Retrofit without bridge) to 6 years (Replacement with temporary bridge) between the alternatives.

### **General Comments/Questions**

- Hunaidi asked why FHWA is above the Policy Group (PG) on the Committee Framework.
  - FHWA have to concur on PG decisions during NEPA phase.
- Possible other criteria: how easy will it be to repair bridge/repair-ability? (Xu)
- Hunaidi suggested that for the replacement alternative, consider making eastbound direction wider for the Couch Connection “forked” alternative. If buildings are in path of Couch Connection alternative, more debris adjacent to bridge.
- Consider possible public criticism about why designing to only a CSZ Mag 9? Why not design to a higher EQ? What is the stopping point, and what is the level of investment needed to go beyond the code?
- Hunaidi asked how important redundancy is with this criteria?

# Community Quality of Life Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Community Quality of Life

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**Date:** Thursday, September 26, 2019

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<b>Attendees:</b> Sam Hunaidi, ODOT	John Wasiutynski, MultCo
Kelly Ball, ODOT	Jeff Heilman, Parametrix
Scott Turnoy, ODOT	Heather Catron, HDR
Max Bernstein, ODOT	Cassie Davis, HDR
Tate White, Parks	Lauren Wilbur, HDR

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## Intro

- We were able to skip the project briefing at this time – everyone had seen it!

## Criteria and Measures Discussion

### 2a.1 – Long Term – Minimize long-term noise and light/shadow/impacts

- John thinks this ties back to how much traffic will be allowed on the bridge after retrofit/replacement. Light glare directly relates to how many lanes of traffic. Thinks there is a need to take a half step back and ask what we need day-to-day for normal operations. Also relates to noise – engine noise and whooshing sound from tires. Permeable friction course for pavement treatments? Human scale lighting vs car scale lighting?
  - Jeff noted that some of these suggestions (lighting, pavement treatment) will be decided during design phase and so wouldn't be part of the preferred alternative decision.
- Sam mentioned design speed could affect noise as well.

### 2a.2 – Long Term – Minimize long-term impacts to community facilities and events under and near the bridge

--and--

### 2b1 – During Construction – Minimize temporary impacts to community facilities and events under and near the bridge.

- How are we measuring the magnitude of impacts to these events? Distance of displacement? Number of events displaced? Length of time displaced? Number of people who can't attend now?
  - All of the above! Still working on this.
  - Kelly suggests looking at events and at the number of people who are drawn to the area/use the area and if they are still able to continue this in combo with CPTED. One large event vs multiple small events – unsure what is better. Broaden outreach to other businesses in the general area.
  - John suggests looking at today's use as a baseline

## General Comments/Questions

- Skate Park Impacts
  - Will be having conversations re: mitigation of short term and long term impacts
- Saturday Market Impacts
  - If we move Saturday Market, do we displace another event in the area we move to?
  - Does the temporary bridge impact the Saturday Market area more than no temporary bridge?
  - Should we further emphasize the impacts to the Saturday Market?
  - Note that a lot of improvements were made by Parks to the space under the bridge for vendors, etc.
- Temporary bridge vs no temporary bridge and the construction footprint – does this change?

# Equity Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Equity

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**Date:** Thursday, September 26, 2019

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<b>Attendees:</b> Sam Hunaidi, ODOT	John Wasiutynski, MultCo
Kelly Ball, ODOT	Jeff Heilman, Parametrix
Scott Turnoy, ODOT	Heather Catron, HDR
MaryJo Andersen, Multco	Cassie Davis, HDR
Carolyn Lee, Parks	Lauren Wilbur, HDR
Max Bernstein, ODOT	Andre Baugh, Group AGB
Tate White, Parks	

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## Intro

- Jeff Heilman provided an overview on the project and evaluation criteria/measures.

## Criteria and Measures Discussion

### 3a.1 – Long Term – Minimize displacements of emergency beds

- Andre asked if we are looking at the differential between summer and winter – cooling centers in the summer and shelter in the winter. Beds may not capture everything. Consider including warming and cooling centers in number of bed and amenity displacements.

### 3a.2 – Long Term – Maintain social service provider functions displaced (not including beds)

- Consider walking distance to displaced/alternate services. Feasibility/quality of mitigation.
- Question of proximity. If you move one service, do you need to move all so that they're in a similar place? Chain reaction of moving one facility or function that depends on proximity to others.
- Note that with other projects going on (i.e. Rose Quarter), these populations may be affected in other locations and displaced/go to project area. Current numbers may not be accurate for project area.
  - Are we doing anything to prohibit social services ability to expand to flex to this?
  - Noted that populations/services are moving further east

### 3a.3 – Long Term – Avoid disproportionate adverse impacts to vulnerable and Environmental Justice Communities

- Light/noise/dust affect these populations (homeless) – ties back to quality of life criteria
- People in mobility devices
- Transit time impacts
- Does this include Night Strike's ability to provide meals and services?

- Generational equity – long term effect of carbon emissions/climate change
  - Measurable: alternatives that prioritize or support transit better
- In disasters – those who have the least, suffer the most.

### **3b.1 – During Construction – Minimize temporary impacts to social service providers**

- See long term notes – some apply here as well.

### **3b.2 – During Construction – Avoid temporary disproportionate adverse impacts to vulnerable and Environmental Justice Communities**

- Light/noise/dust affect these populations (homeless) – ties back to quality of life criteria
- People in mobility devices
- Transit time impacts
- Andre noted that the design of bridge could impact contracting opportunities for disadvantaged businesses – i.e., 4ft diameter piles vs 12ft diameter piles. DBEs could participate more with smaller piles and design features that can be done by smaller firms. Think about DBE contracting goal early on.
  - Summary: Does the design or construction method limit the opportunities for a DBE to be involved in the construction/contracting process?

## **General Comments/Questions**

- Max asked if we are using any tools like EJ Screen?
  - No modeling software at this time, but multiple data sources

# Crime Reduction & Personal Safety Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Crime Reduction & Personal Safety

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**Date:** Thursday, September 26, 2019

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<b>Attendees:</b> Kelly Ball, ODOT	Jeff Heilman, Parametrix
Max Bernstein, ODOT	Heather Catron, HDR
Tate White, Parks	Cassie Davis, HDR
Vicente Harrison, Parks	Lauren Wilbur, HDR
Sam Hunaidi, ODOT	

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## Intro

- Jeff Heilman provided an overview on the project and evaluation criteria/measures.

## Criteria and Measures Discussion

### 4a.1 – Long Term – Maximize personal safety and crime reduction by following the principles of CPTED

- Vicente noted that the Couch connection could increase homeless camps, but also improve sightlines in the area. Noted lighting in general is poor currently.
- Tate thinks making sure that the construction areas are secured should be added, but is unsure that that would differentiate alternatives.
- Kelly noted that alternatives that bring more people to the area could be a criteria. How are we activating the area under/over/around it – especially for community spaces? Elevators/access?
  - Tate shared that the Saturday Market was moved to its current location in order to activate a space that was dangerous/undesirable before. Could that type of activation be added here somewhere, and not just in parks?
- Summary: promoting sightlines and activating spaces are suggested adds.

## General Comments/Questions

- Vicente asked where the construction site is going to be. Jeff showed him where the estimated construction zone is.
- Vicente asked about impacts to Waterfront Parks and festivals. Jeff said that they think that a lot of events can still happen, but that some areas will be consumed by construction.
- Group understood that a lot of these safety concerns will be more present during design/construction – too much unknown right now.
- Concern re: social services and safety involved there, but still too many unknowns.
- Jeff asked if the group feels there is a meaningful difference between the retrofit and replacement spaces under the bridge – most said yes.

- Kelly noted that when the cherry blossoms bloom, people gather more in that general area. Draws people in.
- Vicente noted that he prefers a replacement alternative as that connects community spaces better and will be more seismically resilient.
- Max asked what the top concerns are for the EIS. Jeff responded that there are a number of things with big impacts that have proven mitigation we can rely on for mitigation, but the potential social services impacts are a big concern that could require a new way of looking at mitigation. One of the bigger choices coming up is temp vs no temp bridge.
- Note that boats randomly tied up and left has been a problem in the past. Multnomah River Patrol should be engaged. Could hinder construction.
- Vicente noted that the two lanes split in the Couch Connection may be better from an emergency evacuation perspective.
  - Sam noted the building in the middle, which is a major obstacle
- Vicente noted that revisiting this topic is crucial at design/construction – there will be more input at this time.

# Business, Economy, & River Navigation Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Business, Economy, & River Navigation

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**Date:** Wednesday, September 25, 2019

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<b>Attendees:</b> Justin Douglas, Prosper Portland Sam Hunaidi, ODOT Robert DeVassie, ODOT Joe Severson, OSMB Anthony Barber, US EPA Brenda Martin, Trimet Scott Turnoy, ODOT Marci Johnson (phone), USACE	Peter Finley-Fry, CTF/CEIC Tate White, Parks Cassie Davis, HDR Heather Catron, HDR Jeff Heilman, Parametrix Steve Drahota, HDR Lauren Wilbur, HDR
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## Intro

- Jeff Heilman provided an overview on the project and evaluation criteria/measures.

## Criteria and Measures Discussion

### 5a.1 Long Term – minimize business displacements and permanent access impacts

- Justin thinks this measure may be in conflict with 5a.2.

### 5a.2 Long Term – support redevelopment potential consistent with local plans

- Justin thinks this measure may be in conflict with 5a.1. Would like to think more about this one in particular.
  - Cassie: would adding that these are specifically new areas instead of areas opened as a result of displacements help?
- Peter thinks this measure should be removed completely, as the eastside is already developed

### 5b.1 During Construction – Minimize temporary access impacts to businesses

- Robert asked if we are also valuing time – i.e. how long it takes to get to work with traffic impacts

### 5b.2 During Construction – Minimize temporary regional economic impacts

- Joe: How might hydrology impact navigation?

### 5b.3 During Construction – Minimize loss of economic benefits from temporary impacts to major community events under and near the bridge

- Tate asked if the impacts of lost revenue to Parks is fully captured. They had to do layoffs this year because of lost revenue. Want to make sure this is considered, as some

of this revenue (primarily through permit fees) is used for operating costs. Would like to think about this more. May need to be reworded, and may belong in Parks.

- Justin asked about loss of space for Saturday Market stalls, and if that is considered as well.
  - Expecting to relocate the market temporarily. Loss of revenue for vendors as well.
  - Sam wants to capture that a lot of investment has been made in the area under the bridge.
  - Vendors should be captured here, but Parks Bureau itself should be captured in Parks.

## General Comments/Questions

- Vertical clearance of temporary bridge when closed?
  - About the same as the existing bridge when closed.
- Are we planning on entering into any cooperating agreement status with federal agencies for the EIS?
  - Yes – we already have.
- Marci wants to make sure that we continue to partner with the Corps, especially during construction. They have missions that they need to complete.
  - Natalie Edwards will be joining Natural Resources criteria discussion tomorrow.
  - Also be sure you get a letter of concurrence from Port of Portland.
  - Project team recently submitted Navigation Study for review. All alternatives can meet the existing clearance conditions of the bridge today.
- Joe asked if we will also be looking at river resource impacts.
  - Will be covered within Natural Resources. Potential linkage to 5b.2 within this discussion though.
- Tony mentioned that a non-profit group wants to bring the Kitty Hawk (decommissioned aircraft carrier) to somewhere in the Willamette River. The main intent might be a museum but the group has also noted that it could be used for post-disaster staging and emergency shelter.
- Justin – did the CTF want to layer in any environmental justice concerns? I.e. vendors at Saturday Market and people of color.
  - This would primarily play out in the Equity criteria

# Parks Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Parks

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**Date:** Thursday, September 26, 2019

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<b>Attendees:</b>	Robert Hadlow, ODOT	Tonya Booker, Parks
	Zalane Nunn, Parks	Jennifer Trimm, Parks
	Sandra Burtzos, Parks	Patrick Sweeney, PBOT
	Art Graves, BDS	Heather McKillip, Parks
	Joe Severson, OSMB	Jeff Heilman, Parametrix
	Cary Coker, Parks	Heather Catron, HDR
	Mike Carr, Parks	Cassie Davis, HDR
	Tate White, Parks	Lauren Wilbur, HDR
	Tom McConnell, ODOT	

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## Intro

- Jeff Heilman provided an overview on the project and evaluation criteria/measures.

## Criteria and Measures Discussion

### 6a.1 – Long Term – Minimize park displacements and adverse functionality impacts, and maximize park functionality improvements

- Joe asked about impacts to in-water recreation in the area, not just on-land parks. Modify language to include this?
- Patrick suggested adding ability of new bridge to attract lost/displaced revenue sources. How do we make it even better than now?
  - Heather noted this could also belong in visual/urban aesthetics as well
  - This would be more about performance of the space
- Tate suggested a measure re: maximizing the resiliency and functionality of parks and rec uses in the study area
- Maintenance access – maintain key access points

### 6b.1 – During Construction – Minimize temporary impacts to parks

- Maintenance access – maintain key access points
- Break down access into multiple things – events, maintenance – etc.
- Tate referenced criteria group 5 Business, and impacts to Park economics. May need an additional measure to account for lost revenue or event impacts. Vendors are covered under biz criteria, but Park Bureau themselves may need to be covered here. They depend on fees etc. for operation costs.
  - Primarily construction impacts, but also looking at events/vendors leaving for 5 years and making it a permanent move. That could be more of a long term impact.

- Summary: Ability of bridge improvements to help Parks recapture lost revenue from vendor and event displacement.
- Loss of revenue to charities that raise funds with events in the parks – should this be included in business criteria?

## General Comments/Questions

- Bigger piers could displace some Saturday Market booths, correct?
  - Potentially
- Noted that the stairs they improved by the Max station are a safety and maintenance issue. Parks would prefer not to have stairs in general. There are a lot of complications. Parks does want to continue to be involved in access conversations.
- Elevators/ramps/access etc. is a continued conversation. Would like official statement from Parks regarding whether or not they want the project to include option of direct ped and bike access from bridge into Waterfront Park.
- Closure of Eastbank Esplanade – will it differentiate between alternatives?
- City/County/Trimet should sit down to talk about temporary displacement mitigation
- Bob emphasized that mitigation needs to gel among multiple things – i.e. parks, historic resources, etc.
- Under canopy structure there are some fountain nozzles that exist – could we build on this and make it a more active space? Lot of homeless people sleeping in that area now.
- Note that parks has storage that may need to be moved.
- Temporary bridge would potentially impact the existing pavilion – still unsure at this point
- Art asked if we are looking at all parks – Parks owned by Bureau but also skate park, Couch Couplet park area, etc.
  - Jeff said yes. Public parks and recreation areas are included. Skate park isn't a park but is used for recreation.
- Re: Eastbank Esplanade – where do the people who exercise/bike/etc. go? Where are they displaced?
- **ACTION:** project team to look at previous detour routes that Park used

# Historic Resources Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Historic Resources

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**Date:** Thursday, September 26, 2019

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<b>Attendees:</b>	Robert Hadlow, ODOT Winston Zack, ACOE/Corps Tate White, Parks Art Graves, BDS Brandon Spencer-Hartle, BPS Rachel Hoy, BPS Jeff Buckland, ODOT Tom McConnell, ODOT	David Ellis, Willamette CRA Tibby O'Briend, Willamette CRA Sarah Jalving, ODOT/SHPO Patrick Sweeney, PBOT Heather Catron, HDR Cassie Davis, HDR Jeff Heilman, Parametrix Lauren Wilbur, HDR
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## Intro

- Jeff Heilman provided an overview on the project and evaluation criteria/measures.

## Criteria and Measures Discussion

### 7a.1 – Long Term – Minimize historic resource impacts

- How do you determine damage to a resource? Need to be able to rank this in some way. Some impacts are more important/substantial than others.
- Visual impact
- Discouraged use of area – short term turning into long term
- We expect that the criteria evaluation will draw primarily from the analysis of effects conducted as part of Section 106.

### 7b.1 – During Construction – Minimize temporary impacts to historic resources

- Temporary visual impact
- Access impact
- Dust and other construction related impacts – pushing people away from district in general
- Light/shadow impact – potentially, but less so

## General Comments/Questions

- Cassie asked if we can say that the Skate Park is potentially considered eligible for the National Register?
  - Sarah says this is likely going to be eligible, just waiting on final documentation from ODOT prior to SHPO determination
  - Approved that it is okay to say 'likely eligible' – **ACTION** Cassie to send draft FAQs to Bob for review.
- Jeff Buckland asked if we are looking at direct and indirect impacts. Jeff responded yes.
- Do we know if adjacent buildings next to the bridge will need seismic upgrades?

- Noted that we may not know full impacts to adjacent building until construction actually starts
- The best we can do now is if/then statements
- How do we rank which landmarks are more important?
- Local landmark designation – not a part of 106 – how do we address them?
  - Being on a list doesn't mean it is of interest necessary – more important if it is NR eligible. Something that makes sense to discuss on case by case basis. i.e. White Stag building sign.
  - Sarah thinks it's a good idea to address these in some way
- Note that temporary impacts could become permanent impacts – i.e. vibration from construction may stop when the construction is done, but may also impact the resource in the long term
- Staging areas – think through how these affect resources
- What happens to space where buildings are removed for this project?

# Visual and Aesthetics Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Visual and Aesthetics

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**Date:** Thursday, September 26, 2019

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<b>Attendees:</b> Jeramie Shane, Mayer Reed	Patrick Sweeney, PBOT
Sandra Burtzos, Parks	Randy Gragg, Portland Parks Foundation
Art Graves, BDS	Cassie Davis, HDR
Rachel Hoy (for Mindy Brooks), BPS	Jeff Heilman, Parametrix
Liantao Xu, ODOT	Lauren Wilbur, HDR

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## Intro

- We were able to skip the project briefing at this time – everyone had seen it!

## Criteria and Measures Discussion

### 8a.1 – Long Term – Minimize adverse impacts on existing views and view corridors and support the potential for new scenic views

- N/A

### 8a.2 – Long Term – Maximize pedestrian/bicycle aesthetic experience on the bridge

- Should this be in pedestrian/bike section? Or need to expand to include experience on the bridge for all users, and under the bridge.
  - Opportunities to stop and view, etc.
  - Keep in mind MIO sign is a protected view.

### 8a.3 – Long Term – Respect the visual context of the project area and integrate project with the urban fabric.

- Does not mean match it, but maybe be conscious of it.
- Would consider be a better term than “respect”? Could use the word ‘contribute’ to reframe more positively, but can be an issue re: not being able to measure it
- Criteria apply to retrofit and replacement bridges, but Randy states that this feels a little contradictory for this subject
- Randy asked: Can we reframe a criteria to show that the bridge is demonstrative/iconic? Including designed for the idea that every time it opens is an event. Make it feel more like a positive addition to the city, vs making it blend in/avoiding things.
  - Jeff stated that there hasn’t been a decision regarding whether a new bridge should be iconic or not; that’s to be part of the upcoming analysis and outreach. How can we reword the criteria to reward the opportunity for iconic without unfairly biasing a decision?
  - Patrick agreed that the performance of the bridge when moving should be as aesthetically pleasing as the bridge is when it isn’t moving

- How can we measure the notion of potential opportunity?
- Consider adding a criteria along the lines of "opportunity to create a processional experience / improved user experience"

## General Comments/Questions

- Patrick mentioned that, if a new bridge, could include a lower deck. That would be a whole new user experience under the bridge. Like Steel Bridge.
- How do we set a visual bar, per say?
- Art says to stay away from using the term landscape unit (tech report reference).
- Being on the bridge experience vs view of bridge from afar – what is a priority?
- How do we make sure we aren't pushed towards same old same old, but also include the opportunity to make something brand new and exciting? Does current language support that?
- When do we look at existing design guidelines? –Art/Rachel
  - Art said number 3 starts to sound like Central City guidelines
- Steve asked what if there was no visuals and aesthetics criteria? What would be lost?
  - Assessment relative to existing guidelines
  - Patrick – maybe more threat of what you won't get.. we want to raise the bar and have something that contributes to overall beauty of the city.
  - Lose the ability to provide opportunity/potential
- Randy asked if he could testify at a CTF
- Randy thinks the bridge should contribute to Parks experience.

## Meeting Follow-Up

- Patrick's notes/follow up:
  - Consider all users aesthetic experience under the bridge
  - Consider all users aesthetic experience on the bridge
  - Optimize the aesthetics of the structural and operational functions of the bridge
  - The design of the bridge should contribute to the user experience at either end of the bridge as much as in the middle of the bridge
  - Respect – augment – supplement
  - Contributes to the City's identity as Bridgetown

# Natural Resources Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Natural Resources

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**Date:** Thursday, September 26, 2019

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<b>Attendees:</b>	Sam Hunaidi, ODOT	Tom Murtaugh, ODFW
	Tate White, Parks	Tom Loynes, ODOT
	MaryJo Anderson, MultCo	John Wasiutynski, MultCo
	Devin Simmons, ODOT	Bob Hadlow, ODOT
	Joe Severson, OSMB	Heather Catron, HDR
	Monica Blanchard, ODFW	Brian Bauman, HDR
	Natalie Edwards, USACE	Jeff Heilman, Parametrix
	Tom McConnell, ODOT	Lauren Wilbur, HDR

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## Intro

- Jeff Heilman provided an overview on the project and evaluation criteria/measures.

## Criteria and Measures Discussion

### 9a.1 – Long Term – Minimize impacts to water quality and flooding.

- Joe asked if we could add a measure re: change in hydraulic flow downstream that may impact downstream facilities
  - Note, will need to talk to H&H department (Natalie)
- Disturbance of sediments – may be a measure, especially if the sediment is hazardous or does not meet the clean fill criteria
  - Project could evaluate how to use the excavated sediment as potential restoration effort – may be more construction related
- Tom Loynes asked about how the stormwater discharge changed between alternatives. Jeff said that was more of a factor when other alternatives were still in the mix. May need to rethink wording/language.
  - NMFS would view treatment of currently untreated area as a benefit. Should clarify language so evaluators do not believe additional CIA equates to a negative.
- Criteria/measure around erosion control?

### 9a.2 – Long Term – Minimize impacts to fish and wildlife.

- Tom Loynes thinks pier volume in the channel is important, but unsure if it will change between the alternatives
- Net fill in functional floodplain may be a better measurement
- Shallow water habitat is important for salmon, but deep water habitat should not be discounted as there are other species that rely on deep water habitat.
  - Less in the channels = better

**9b.1 – During Construction – Minimize temporary impacts to water quality and flooding.**

- Disturbance of sediments (and what we do with them)
- Difficult to measure estimated change in untreated runoff during construction. May need to change wording here too.
- Potentially look at larger project/construction/staging areas vs smaller areas. Or staging areas further away from the water. A simpler construction would require simpler erosion/pollution control and result in reduced risk of impact.
- Criteria/measure around erosion control?

**9b.2 – During Construction – Minimize temporary impacts to air quality and greenhouse gas emissions.**

- Note we do not have this for long term because there is likely no meaningful difference between the design alternatives
  - John questions this assumption, but Jeff doesn't think the model will show a difference

**9b.3 – During Construction – Minimize temporary impacts to fish and wildlife**

- The lower amount of water that is sonified by pile driving the better – area and duration

**9b.4 – During Construction – Minimize resource consumption and waste production during construction.**

- N/A

## **General Comments/Questions**

- John asked about using fill for other projects.
- Tom Murtagh asked about what we do with sediments we disturb
- Asked if there was a difference between the alternatives re: staging areas/need for access? Jeff responded that he is unsure at this time.
  - That would help shape measures
- Elevation/size/amount of coffer dams is important– if that differs between alternatives
- John asked if there is an opportunity to enhance the habitats.
- Lights in the city and birds – talk to Audubon?

# Pedestrians, Bicyclists & ADA Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Pedestrians, Bicyclists, and People with Disabilities (ADA)

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**Date:** Wednesday, September 25, 2019

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<b>Attendees:</b> Matt Kelly, PBOT Sam Hunaidi, ODOT Denver Igarta, PBOT Gena Gastaldi, PBOT Tate White, Parks Scott Turnoy, ODOT Wendy Cawley, PBOT Art Graves, BPDS	Brenda Martin, Trimet Alex Oreschak, Metro Patrick Sweeney, PBOT Zachary Horowitz, ODOT MaryJo Anderson, MultCo Heather Catron, HDR Steve Drahota, HDR Cassie Davis, HDR Lauren Wilbur, HDR
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## Intro

- Steve Drahota provided an overview on the project and evaluation criteria/measures.

## Criteria and Measures Discussion

### 10a.1 – Long Term – Maximize safety and comfort for bicyclists and other low-impact vehicles (e.g., scooters, skateboards)

- Slide 33 shows the assumed cross-sections per alternative.
- How much space each alternative has and its alignment will inform the ratings.
  - Note that having a barrier between bike/ped added to the existing bridge, and therefore the retrofit alternative, is being discussed outside of the Project team. Constructing it will have an impact to usable widths, however, because of the need for shy distances from a barrier.
- Zack suggested a criteria to consider the possibility of adding a climbing lane (or bike passing lane)
- Sam asked if there has been an agreement re: size of sidewalk for City and/or County
  - Steve reiterated that the lane assignments (i.e., number and type of lanes) and widths are working assumptions at this point. The assignments were supported unanimously at the Multimodal Working Group.
- MaryJo also noted that there is a raised curb between bike/ped in the retrofit option, which may provide extra safety/comfort.
  - Steve noted that although the bike/ped pathway is raised, the Multimodal Working Group recommended to keep the sidewalk and bike lanes level because it provides a safer and more usable space.
- Wendy/Matt said that 10a.2 and 10a.3 could be combined and still support Vision Zero
  - Vision Zero could also be added into actual criteria heading, instead of being buried in measures.
- Denver recommended that the number of conflict points could be added as a measure.

### **10a.2 – Long Term – Maximize access/connectivity for bicyclists and other low-impact vehicles**

- Brenda wants to know the difference in how many people generally bike / walk / transit across the bridge between the alternatives. Is there really even a difference between alternatives now that the Fixed Bridge alternative was removed? It doesn't see like it anymore.

### **10a.3 – Long Term – Maximize safety and comfort for pedestrians and ADA**

- Quality of protection measure – Patrick noted that speed differential has become an issue. Could the measure language articulate that more, which would then factor in the influence of e-bikes and scooters and the climbing lane potential?
  - There was consensus around adjusting the language to make speed the differential measure.
- Denver asked why width/slope are combined
  - Steve stated that this was primarily a differentiator for the fixed bridge – less of an issue now. At least regarding slope.
  - Steve asked about the intensity re: 400ft stretch at 5% stretch. Denver thinks this is absolutely worth assessing.

### **10a.4 – Long Term – Maximize access/connectivity for pedestrians and ADA**

- Brenda wants to know the difference in how many people generally bike / walk / transit across the bridge between the alternatives. Is there really even a difference between alternatives now that the Fixed Bridge alternative was removed? It doesn't see like it anymore.
- Potential measure - access to transit stops and connections

### **10b.1 – During Construction - Minimize temporary travel time and access/connectivity impacts for bicyclists**

- All accepted this as an important measure.

### **10b.2 – During Construction – Maximize potential to provide temporary ADA and pedestrian crossing facilities that are comfortable and safe and maximize efficient access and connectivity for users of the facilities**

- All accepted this as an important measure.
- Potential measure - access to transit stops and connections

### **10b.3– During Construction – Minimize temporary safety impacts for bicyclists**

- There could be temporary impacts for users of other bridges since a detour would increase those volumes. Can this measure be added?

## General Comments/Questions

- Zack asked if we are looking into mitigating connecting existing bike/ped routes – i.e. Sullivan’s Crossing. Could this become a measure?
  - Make these connections permanent? Ways to connect to other projects?  
**ACTION:** project team to consider this.
- Gina: Some of the measurement language seems rather qualitative, not quantitative, and may be difficult to measure. “How well” is subjective vs number of XX. Consider using Level of traffic stress or Level of bike service?

# Motor Vehicles Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Motor Vehicles

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**Date:** Wednesday, September 25, 2019

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<b>Attendees:</b>	Matt Kelly, PBOT Rich Grant, PBOT Don Russ, PF&R Sam Hunaidi, ODOT Scott Turnoy, ODOT Wendy Cawley, PBOT Anthony Buczek, Metro Brenda Martin, Trimet	Eliseo Lemus (phone), ODOT Patrick Sweeney, PBOT Zachary Horowitz, ODOT Heather Catron, HDR Steve Drahota, HDR Cassie Davis, HDR Lauren Wilbur, HDR
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## Intro

- Steve Drahota provided an overview on the project and evaluation criteria/measures.

## Criteria and Measures Discussion

### 11a.1 – Long Term – Maximize safety for motor vehicles and freight

- Matt wanted to ensure that safety means more than just crashes – sideswipes and property damage should also be included.
- Anthony asked if we know that a hard barrier between vehicles and bike/ped is off the table for the retrofit option.
  - Ongoing conversation taking place. Working with assumptions shown.
- Essentially, want to look at what it takes to maintain a 25mph speed when designing – speed/median/design features/etc. Project team to think through wording for this objective.
  - Safety within lane widths should be considered between the alternatives
  - Alex asked if we can we include the potential for an increased median width as a measure.
    - Don suggested looking at Ross Island Bridge as an example of an less safe condition versus a bridge with a wider painted median
  - Expected speed vs design speed?
    - Expected is 25mph (posted)
    - Zack - should the ability to design for speed be the essence of the criteria?
    - Sam agrees with this – more discussion needed
    - Heather asked for clarification – how would this differentiate alternatives? Isn't this more of a design criteria?
      - Zack believe it could differentiate the alternatives, subject to the details of alignment curvature, lane widths, sight distance, and number of lanes.

**11a.2 – Long Term – Maximize capacity and travel time improvements for motor vehicles, freight, and emergency vehicles**

- Brenda wonders where the desire to improve travel times for motor vehicles is. Is that really a Project objective?
- Steve noted he is unsure that this will differentiate between alternatives once the fixed bridge alternative is removed from consideration.
  - Don – nothing has really changed on our end between the alternatives.
  - Consensus seems to agree that there is no meaningful difference between the alternatives and the measure can be removed.
- Does it depend on a certain time of day and does it matter? Does this account for larger vehicles using this alternative more frequently if the s-curve has been smoothed out?
  - Steve – The traffic models could identify a very small difference because of the slowing of the Couch St “S curve”, but not meaningful within a NEPA analysis level.

**11a.3 – Long Term – Maximize access/connectivity for motor vehicles, freight and emergency vehicles**

- Steve noted he is unsure that this will differentiate between alternatives once the fixed bridge alternative drops off.
  - Consensus seems to agree that there is no meaningful difference.

**11b.1 – During Construction – Minimize temporary access and travel times impacts for motor vehicles, freight, and emergency vehicles**

- Anthony noted that he thinks the measure regarding duration of temporary closure and capacity reduction should be broken apart.
- Note that this primarily looks at Burnside Bridge project area only.
- Patrick asked if there is there a difference between our priorities for motor vehicles vs freight and emergency vehicles. Can this be separated into different measures?
  - Matt agrees – thinks it is inconsistent with City goals to group them together.
  - Patrick recommended that we extract motor vehicles into 11b.3 for how we want to deal with motor vehicles. There was group consensus on this.

**11b.2 – During Construction – Minimize temporary safety, on-street parking, and capacity impacts for motor vehicles, freight, and emergency vehicles**

- Note that on-street parking has a larger study area outside of Burnside Bridge project area, and there may not be any meaningful difference within the project area. Wendy noted that in general they would like to stay away from on-street parking. Loading capabilities may matter more within the Study Area.
- Matt thinks capacity impacts could also be removed here, as we already talk about this in 11b.1.

## General Comments/Questions

- Matt: These criteria do not seem to inform how the cross section is assigned for the various modes.
  - Steve: That is correct. The team is using the assumed cross sections for the NEPA analysis. It is intended that the final design will resolve the actual widths per mode. This includes tabling the precise lane width decision (i.e., 10ft vs 11ft) to a later date.
- Don noted that there has been a lot of feedback re: Sellwood Bridge and potentially underutilized bike/ped space
- Zach asked if we can we look at data that breaks down arterial vs highway system.
- There were also inquiries about temporary impacts due to I5RQ traffic.

# Transit Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Transit

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**Date:** Wednesday, September 25, 2019

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<b>Attendees:</b> Matt Kelly, PBOT Dan Marchand, Trimet Scott Turnoy, ODOT Wendy Cawley, PBOT April Bertelsen, PBOT Brenda Martin, Trimet Alex Oreschak, Metro	Patrick Sweeney, PBOT Zachary Horowitz, ODOT Heather Catron, HDR Steve Drahota, HDR Cassie Davis, HDR Christina Tomaselli, HDR
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## Intro

- Steve Drahota provided an overview on the project and evaluation criteria/measures.

## Evaluation Criteria and Measures Overview

### 12a.1 Maximize streetcar readiness.

- Some vehicles could travel in one of two lanes if streetcar operated on the bridge. S-curve is tight but workable for the In-Kind Replacement and would require some space adjacent to the Couch St s-curve.

### 12a.2 Maximize bus accessibility.

- Turnoy noted a conflict for bus stop protected bike/ped facility.
- Martin would like to see travel time analysis using Metro model. Quantify safety for buses (is a 12 lane safer than an 11 foot lane). Could safety for buses at the s-curve be quantified? During construction, is it possible to have temporary bus priority on local streets as well as on the bridge?
- Marchand noted passenger delays as a meaningful metric for consideration.
- Davis mentioned a previous comment for a different rating (slow speed for s-curve is better for safety, less so for speed factor).
- Buszek noted the number of people crossing the river; how do we get people across in the study area (are the other bridges adequately accommodating those people with each alternative?).
- Horowitz asked if buses are rerouted and the number of lifts is known - is it possible to upgrade bus stop facilities?

### 12b.1 – During Construction – Minimize temporary impacts on transit access, safety, travel times, and ridership.

- Buszek mentioned the alternatives seem clear. How to handle buses with or without a temporary bridge need to be considered. Is bus access on temporary bridge a mitigation or design option for future phase? (Mitigation measures to keep people moving).

- Drahota noted that further assessment would be needed if bus routes extend outside the existing API.
- Buszek noted mitigation considerations are a struggle even for a temporary bridge.
- What does no temporary bridge look like without temporary bridge assumption? Drahota noted that each alternative will have two traffic options (an on-site temporary bridge with one lane in each direction, and no onsite temporary bridge with traffic detoured to other crossings). Catron noted that having a temporary bridge is not a forgone conclusion due to many factors (cost, mitigation considerations for parks, increased construction duration, etc). This is why each is being studied during the NEPA phase.
- Bertelsen asked if considerations for a bus-only temporary bridge during NEPA was possible.
  - Drahota noted this is being studied as part of the traffic analysis.
- Horowitz suggested developing mitigation package for all impacts outside of the Project Area for transit.
  - Buszek agreed.

## General Comments/Questions

- The next Multimodal Working Group will be discussing reliable traffic analysis options that consider transit (bus) options.
- Marchand suggested considering reroute costs, as they would be significant.
- Bertelsen noted that traffic would be rerouting also. Could temporary bus routes on adjacent bridges such as Morrison or Steel Bridges be considered?
- Bertelsen would like to consider lane conversion in WB during construction; ETC considerations.
  - Drahota noted the current working assumption is identified in cross section slide.
  - Bertelsen would like the project team to maintain flexibility of options for bus lane.
  - Martin noted the westbound BAT lane is not currently in an adopted plan.
  - **ACTION** Catron will coordinate with Sweeney to schedule a meeting with Martin (and others) to discuss reasonably foreseeable option for ETC considerations.
- Marchand noted the replacement sidewalk options seem wide.
  - Cross sections were the result of Working/Focus Groups development and CTF feedback. Cross sections are working assumption to develop NEPA.
- Marchand noted TriMet considers Burnside Bridge a valuable bridge.
- Buszek noted MLK/Grand bottleneck was a consideration for this project.

## Meeting Follow Up

- Patrick Sweeney sent in the following During Construction Measure after the meeting: Ability to repurpose general purpose lanes ON OTHER BRIDGES for transit operations reliability and transit customer travel time convenience
- E-mail from Kathryn Levine:
  - I would like to suggest 1) an additional criteria under transit, a **12.a.3: Minimize Transit Collision Vulnerability at E Burnside/MLK and Grand Intersections.** Qualitative assessment as to whether the bridge options create differing

intersecting geometries and lane width variations and how those may increase or decrease the likelihood of motor vehicle collisions with existing north and southbound Streetcars on MLK and Grand Avenues. Consider both through (E Burnside) as well as turning movements and their impact on the existing trackway and Streetcar dynamic envelope. Factors would include lane width, curve radii, intersection cross section, potential for conflicts between modes, anticipated weave motions, on-street parking, and likelihood of sideswipe collisions.

- 2) please **edit 12.b.1** to include Streetcar disruptions in the measure. “Measure: Frequency and duration of LRT, **Streetcar** and bus disruptions.”

# Fiscal Responsibility Notes

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**Subject:** Joint Agency Evaluation Criteria & Measures Workshop – Fiscal Responsibility

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**Date:** Wednesday, September 25, 2019

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<b>Attendees:</b> Sam Hunaidi, ODOT	Heather Catron, HDR
Karl Dinkelspiel, Prosper Portland	Steve Drahota, HDR
Robert DeVassie, ODOT	Lauren Wilbur, HDR

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## Intro

- Steve Drahota provided an overview on the project and evaluation criteria/measures.

## Evaluation Criteria and Measures Overview

### 13a.1 – Long Term - Minimize total project cost

- Sam asked if we are taking into consideration contingencies during construction. Used Sellwood Bridge as an example. Had a significant amount of unanticipated costs, even though they were well prepared. Shouldn't this be considered in the during construction criteria breakdown?
  - Steve said that we are lumping contingencies into the total project cost as part of this measure. ROW acquisition was contemplated as a different criteria, but a decision was made to keep it in Fiscal Responsibility.

### 13.a.2 – Long Term - Minimize long-term maintenance effort / cost

- Steve stated that this measure mostly relates to the County's cost / maintenance / etc.
- Is the cost to fix the bridge right after the event included in this measure?
  - This was intended to be routine maintenance costs, but those costs should also be included.
  - Add language into the measure to include post-seismic repairs.

## General Comments/Questions

- Peter asked about funding sources and if that was included in criteria. How do you get the public to say yes?
  - Heather described local/federal/state potential sources, and stated that she thinks getting support for the project will be crucial. How we get the money/how much the alternative costs – considered, but not included at this time. May not have enough information to do this meaningfully at this time.
- Should Greenroads be considered when looking at this criteria, or stay in the Sustainability criteria since a more sustainable bridge would likely costs more?

- Steve noted that the contingency factor is used to capture cost increases such as this.
- Robert asked if coordination with events in the area or other projects been considered.
  - Steve stated the importance of partnering with the region. There's a lot going on at this time and in this area. This can involve an assumption built into the cost, or potentially included in the criteria/measures. May not differentiate between the alternatives. Partnering with Agencies to better understand this.
  - Sam brought up funding for both I5RQ and EQRB projects – what takes priority? Both for contractors and funds in general.
    - Steve stated that at this point, it's unknown until there is regional information to analyze. DBE/demand for materials are also being considered, among other cost drivers.

# Committee Work Plan

Schedule of project committee discussion topics, public outreach, and Multnomah County BCC meetings<sup>1</sup>

## Key Milestones

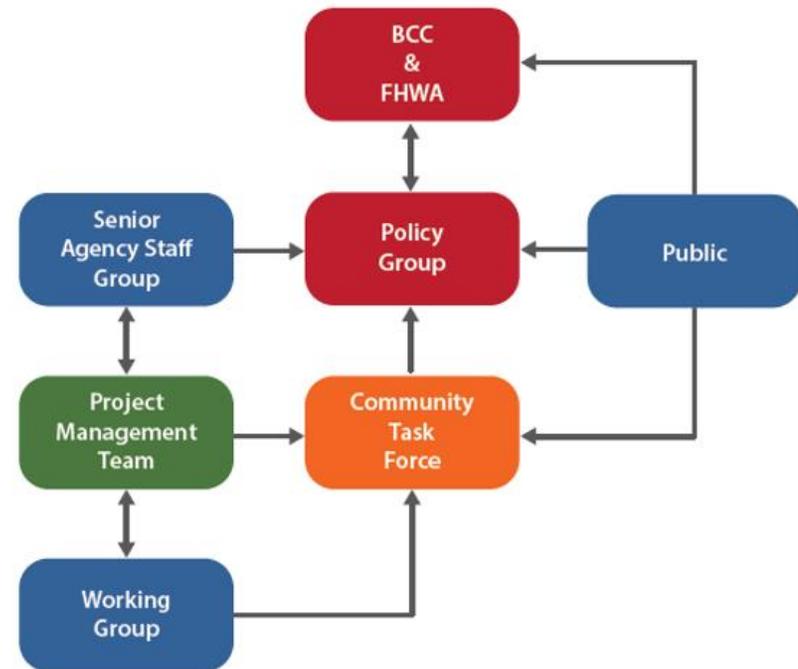
- Evaluation Criteria Development
- Alternatives Refinement
- Measures Refinement
- Weightings Development
- Ratings Development
- Alternatives Evaluation
- PA Recommendation
- Draft EIS
- Final EIS/Record of Decision

## Acronym Legend

- CTF Community Task Force
- SASG Senior Agency Staff Group
- PMT Project Management Team
- BCC Board of County Commissioners
- NEPA National Environmental Policy Act
- NOI Notice of Intent
- FHWA Federal Highway Administration
- PA Preferred Alternative
- EIS Environmental Impact Statement
- DEIS Draft Environmental Impact Statement

## DECISION MAKING AND COMMITTEE STRUCTURE

- Decision Maker
- Recommendation
- Facilitation
- Input



<sup>1</sup> Please note that dates and meeting topics are subject to change, but adequate advanced notice will be provided

**COMMITTEE SCHEDULE AND TOPICS**

Date	Community Task Force	Senior Agency Staff	Policy Group and BCC Briefings	Project Management Group
Oct. 2018	<p><b>CTF #1 - OCT. 17</b>  <b>Project updates:</b> Feasibility Phase  <b>Topics:</b> Kick off Environmental Review Phase</p>		<p><b>PG #4 - OCTOBER 30</b>  <b>Project Updates:</b> September Outreach Briefing  <b>Topics:</b> Environmental Review kickoff, Purpose and Need and Range of Alternatives</p>	
Mar. 2019	<p><b>CTF #2 - MARCH 11</b>  <b>Project updates:</b> Environmental Phase  <b>Topics:</b> NEPA 101, History of the Burnside Bridge, Task Force schedule  <b>Actions:</b> Adopt final Charter</p>			
April 2019	<p><b>CTF #3 - APRIL 8</b>  <b>Project updates:</b> Working Groups, Updated CTF work plan  <b>Topics:</b> Evaluation criteria 101, Interests and Values, Information Needs</p>			<p><b>PMT #5 - APRIL 10,</b>  <b>Project Updates:</b> Working Groups, CTF meetings  <b>Topics:</b> Dashboards review, Key Milestones Schedule, Funding Graphic, Outreach Goals and Objectives Review</p>
	<p><b>CTF #4 - APRIL 29</b>  <b>Project Updates:</b> Working Groups  <b>Topics:</b> Temporary diversion bridge, Interests and Values for development of preliminary-draft evaluation criteria</p>			
May 2019	<p><b>CTF #5 - MAY 6</b>  <b>Project Updates:</b> Working Groups, Key stakeholder outreach commencing</p>	<p><b>SASG #7 - MAY 13<sup>2</sup></b>  <b>Project Updates:</b> Working Groups, No Build Definition,</p>		<p><b>PMT #6 - MAY 8</b>  <b>Project Updates:</b> Working Groups, Dashboards review, Committees and</p>

<sup>2</sup> SASG meetings are continued from Feasibility Phase

Date	Community Task Force	Senior Agency Staff	Policy Group and BCC Briefings	Project Management Group
	<p><b>Topics:</b> Interests and Values used in the development of preliminary-draft evaluation criteria</p> <p><b>CTF #6 - MAY 20, 2019</b></p> <p><b>Project Updates:</b> Working Groups</p> <p><b>Topics:</b> Draft Evaluation Criteria for Policy Group review, Process steps for reaching the Preferred Alternative, Temporary Diversion Bridge options and cross-sections</p> <p><b>Action:</b> Recommend preliminary-draft evaluation criteria</p>	<p>Goals and Actions Overview, Navigation Study, VRF Update, Metro T2020 Application update, Dashboard Review, Schedule Review and Upcoming meetings</p> <p><b>Committee Updates:</b> CTF Evaluation Criteria, Temporary Diversion Bridge</p>		<p><b>Committee Update:</b> CTF Evaluation Criteria, temporary diversion bridge</p>
June 2019	<p><b>CTF #7 - JUNE 3</b></p> <p><b>Project Update:</b> Working Groups and upcoming meetings</p> <p><b>Topics:</b> Preliminary Evaluation Criteria and Temporary Diversion Bridge</p> <p><b>Action:</b> Recommend Temporary Diversion Bridge option</p>	<p><b>SASG #8 - JUNE 11</b></p> <p><b>Project Updates:</b> Preparing for Policy Group Meeting</p> <p><b>Committee Updates:</b> Recommend Temporary Diversion Bridge options and</p>	<p><b>PG #5 - JUNE 21<sup>3</sup></b></p> <p><b>Project Updates:</b> September Outreach Briefing</p> <p><b>Topics:</b> Draft Evaluation Criteria, cross section, high fixed bridge alternative and temporary diversion bridge decision.</p>	
July 2019	<p><b>CTF #8 - JULY 15</b></p> <p><b>Project Updates:</b> Working Groups, Policy Group and BCC Briefing</p> <p><b>Topics:</b> Cross sections, construction impacts and evaluation criteria</p>		<p><b>BCC BRIEFING #1 - JULY 11</b></p> <p><b>Project Updates:</b> September Outreach Briefing</p> <p><b>Topics:</b> Draft Evaluation Criteria, Alternative Refinement update, Temporary diversion bridge</p>	<p><b>PMT #7- JULY 10</b></p> <p><b>Project Updates:</b> Working Groups, Dashboards review, Committees and Public Outreach Events Schedule, upcoming meetings</p> <p><b>Committee Updates:</b> CTF, SASG, PG</p> <p><b>Topics:</b> Evaluation Criteria and Alternative Refinement, temporary diversion bridge, September Online Outreach Plan</p>

<sup>3</sup> Policy Group Meetings are continued from Feasibility Phase

Date	Community Task Force	Senior Agency Staff	Policy Group and BCC Briefings	Project Management Group
Aug 2019	<p><b>CTF #9 - AUGUST 19</b>  <b>Project Updates:</b> Working Groups and briefings  <b>Topics:</b> Evaluation criteria and measures refinement, review September Public Outreach Plan and outreach materials</p>	<p><b>SASG #9 - AUGUST 29</b>  <b>Project Updates:</b> Working Groups, Project Dashboards Review, BCC Meeting update  <b>Committee Updates:</b> CTF Alternatives Refinement and Criteria, Review September online outreach materials</p>		<p><b>PMT #8 - AUGUST 14</b>  <b>Project Updates:</b> Working Groups and briefings, Dashboards review, , upcoming meetings, deliverables dashboard and what we are working on  <b>Committee Updates:</b> CTF Alternatives Refinement and Criteria, Review September online outreach materials.  September Outreach update</p>
Sept. 2019	<p><b>NO CTF SCHEDULED</b></p>	<p><b>JOINT WORKSHOP: SEPTEMBER 25 AND 26</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Criteria and Measures</p>		
<p><b>BROADER PUBLIC OUTREACH AND INPUT - SEPTEMBER 2019</b>  <b>Topics:</b> Evaluation Criteria and Refined Alternatives.  <b>Purpose:</b> Share and get input on evaluation criteria, share and get input on refined alternatives</p>				
Oct. 2019	<p><b>CTF #10 - OCTOBER 21</b>  <b>Project Updates:</b> Working Groups, upcoming meetings  <b>Topics:</b> Review September public outreach findings, recommend refined alternatives and evaluation criteria for Policy Group approval</p>	<p><b>SASG #10 - OCTOBER 18, 2019</b>  <b>Project Updates:</b> Working Groups, Dashboards Review, Upcoming Meetings  <b>Topics:</b> Review public outreach findings  <b>Committee Updates:</b> CTF Evaluation Criteria and Measures, PG materials review</p>	<p><b>PG #6 - OCTOBER 28, 2019</b>  <b>Project Updates:</b>  <b>Topics:</b> Project Milestone Schedule, Working Groups, Public Outreach findings  <b>Decision:</b> Approve refined alternatives for study in the EIS and evaluation criteria to help determine a preferred alternative</p>	<p><b>PMT #9 - OCTOBER 9</b>  <b>Project Updates:</b> Working Groups, Project Dashboards Review, upcoming meetings  <b>Topics:</b> Review September public outreach findings  <b>Committee Updates:</b> CTF evaluation criteria and measures</p>

Date	Community Task Force	Senior Agency Staff	Policy Group and BCC Briefings	Project Management Group
Nov. 2019			<p><b>BCC BRIEFING #2 – NOV. 14</b></p> <p><b>Project Updates:</b> Project Milestone Schedule, Working Groups</p> <p><b>Topics:</b> September public outreach findings, criteria and refined alternatives</p> <p><b>Decisions:</b> Approve issuing NOI (FHWA final approval)</p>	
<p><b>BROADER PUBLIC OUTREACH AND INPUT - NOVEMBER 2019</b></p> <p><b>Topics:</b> NOI Scoping Period, Purpose and Need, range of alternatives and scope of EIS</p> <p><b>Purpose:</b> To inform the public and obtain feedback on the project’s purpose and need, range of alternatives to be studied in EIS, and scope of the EIS.</p>				
Dec. 2019	<p><b>CTF #11 - DECEMBER 2</b> <i>(Contingency session – may not be required)</i></p> <p><b>Project Updates:</b> TBA.</p> <p><b>Topics:</b> TBA.</p>			<p><b>PMT #10 - DECEMBER 11</b></p> <p><b>Project Updates:</b> Dashboards Review, Working Groups, upcoming meetings</p> <p><b>Committee Updates:</b> CTF Evaluation Criteria and Measures</p>
Jan. 2020	<p>NO CTF, project team conduct ratings for discussion on which ones can be dropped at Feb CTF</p>	<p><b>SASG #11 - JANUARY 30</b></p> <p><b>Project Updates:</b> Dashboards review, upcoming meetings, ratings</p> <p><b>Committee Updates:</b> CTF Evaluation Criteria and Measures</p>		
Feb. 2020	<p><b>CTF #12 - FEBRUARY 10</b></p> <p><b>Project Updates:</b> Environmental Discipline Reports update</p> <p><b>Topics:</b> Review rough scoring and discuss criteria that could be dropped because they are not differentiators</p>			<p><b>PMT #11 - FEBRUARY 12</b></p> <p><b>Project Updates:</b> Dashboards review, Environmental Discipline Reports update, upcoming meetings</p> <p><b>Committee Updates:</b> CTF</p>

Date	Community Task Force	Senior Agency Staff	Policy Group and BCC Briefings	Project Management Group
	<p><b>CTF #13 – FEBRUARY 24</b>  <b>Project Updates:</b> Environmental Discipline Reports update  <b>Topics:</b> Paired comparison workshop #1 to develop weightings - Part 1</p>			
Mar. 2020	<p><b>CTF #14 - MARCH 9</b>  <b>Project Updates:</b> Environmental Discipline Reports update  <b>TOPICS:</b> Paired comparison workshop #2 to develop / finalize weightings - Part 2</p>		<p><b>BCC BRIEFING #3 – MARCH TBA</b>  <b>PROJECT UPDATES: OVERALL PROGRESS</b></p>	<p><b>PMT #12 – MARCH 11</b>  <b>Project Updates:</b> Dashboards review, Environmental Discipline Reports update, upcoming meetings  <b>COMMITTEE UPDATES: CTF WORKSHOPS</b></p>
April 2020	<p><b>CTF #15 - APRIL 6</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Ratings Development</p> <p><b>CTF #16 - APRIL 20</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Ratings Development</p>			<p><b>PMT #13 - APRIL 8</b>  <b>Project Updates:</b> Dashboards review, Upcoming meetings, joint agency workshop outcomes  <b>Committee Updates:</b> CTF workshops</p>
May 2020	<p><b>CTF #17 - MAY 4, 2020</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> First review of alternatives evaluation results</p> <p><b>CTF #18 - MAY 18, 2020</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Second review of alternatives evaluation results</p>			<p><b>PMT #14 - MAY 13</b>  <b>Project Updates:</b> Dashboards review, upcoming meetings  <b>Committee Updates:</b> CTF ratings development</p>
June 2020	<p><b>CTF #19 - JUNE 15</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Final review of alternatives evaluation results based on criteria</p>	<p><b>SASG #12 - JUNE 25</b>  <b>Project Updates:</b> Dashboards review, Upcoming Meetings</p>		<p><b>PMT #15 - JUNE 10</b>  <b>Project Updates:</b> Dashboards review, upcoming meetings</p>

Date	Community Task Force	Senior Agency Staff	Policy Group and BCC Briefings	Project Management Group
	weightings, Recommend preferred alternative for Policy Group consideration	<b>Committee Updates:</b> CTF alternatives evaluation <b>Topics:</b> Review outreach materials		<b>Committee Updates:</b> CTF alternatives evaluation
July 2020	<b>NO CTF</b>	<b>SASG #13 - JULY 17</b> <b>Project Updates:</b> Dashboards review, upcoming meetings <b>Committee Update:</b> CTF: Recommended Preferred Alternative	<b>JOINT CTF AND PG MEETING #7 - JULY 28</b> <b>Project Updates:</b> Overall progress <b>Topics:</b> Review CTF recommendation on Preferred Alternative	<b>PMT #16 - JULY 8</b> <b>Project Updates:</b> Dashboards review, upcoming meetings <b>Committee Update:</b> SASG and CTF: alternatives evaluation <b>Topics:</b> Review August public outreach materials
Aug. 2020	<p><b>BROADER PUBLIC OUTREACH AND INPUT – AUG TBD</b></p> <p><b>Topics:</b> Evaluation Findings and Preferred Alternative</p> <p><b>Purpose:</b> Share results of alternatives evaluation, get input on recommended preferred alternative</p> <p><b>Key Questions:</b> <i>Here are the results of the alternatives evaluation, which identified a preferred alternative. Tell us what you think about these results and the recommendation for an Earthquake Ready Burnside Bridge?</i></p>			
Sept. 2020	<b>CTF #20 - SEPTEMBER 14</b> <b>Project Updates:</b> Outreach findings <b>Topics:</b> Review public feedback on Preferred Alternatives <b>Actions:</b> Confirm preferred alternative recommendation	<b>SASG #14 SEPTEMBER 24</b> <b>Project Updates:</b> Dashboards review, upcoming meetings <b>Topics:</b> Public Feedback on Preferred Alternative <b>Committee Updates:</b> CTF Recommended Preferred Alternative	<b>PG #8 - SEPTEMBER 28</b> <b>Project Updates:</b> Overall progress <b>Topics:</b> Review public feedback on Preferred Alternative <b>Decisions:</b> Approve CTF Preferred Alternative recommendation	<b>PMT #17 - SEPTEMBER 9</b> <b>Project Updates:</b> Dashboards review, upcoming meetings <b>Topics:</b> Review public feedback on Preferred Alternative.
Oct. 2020			<b>BCC BRIEFING #4 - OCTOBER 15</b> <b>Project Updates:</b> Overall progress <b>Topics:</b> Review public and agency feedback on Preferred Alternative, confirm CTF	<b>PMT #18 - OCTOBER 14</b> <b>Project Updates:</b> Dashboards review, upcoming meetings <b>Committee Update:</b> SASG and CTF Recommended Preferred Alternative

Date	Community Task Force	Senior Agency Staff	Policy Group and BCC Briefings	Project Management Group
			Preferred Alternative recommendation	
Nov. 2020				<p><b>PMT #19 - NOVEMBER 11</b>  <b>Project Updates:</b> Dashboards review, upcoming meetings  <b>Committee Update:</b> SASG and CTF Recommended Preferred Alternative</p>
Dec. 2020	<p><b>PUBLIC NOTIFICATION AND OUTREACH - NOVEMBER 20: FORMAL PUBLIC COMMENT PERIOD 60 DAYS (MAY EXTEND)</b>  <b>Topics:</b> Published Draft Environmental Impact Statement</p>			
Jan. 2021	<p><b>Purpose:</b> Provide an opportunity for public comment on the Draft EIS  <b>Key Events:</b> January 2021 Public Hearing on DEIS</p>			<p><b>PMT #20 - JANUARY 13</b>  <b>Project Updates:</b> Dashboards review  <b>Topics:</b> Public hearing materials</p>
Feb. 2021				<p><b>PMT #21 - FEBRUARY 10</b>  <b>Project Updates:</b> Dashboards review  <b>Topics:</b> Review comments on DEIS</p>
Mar. 2021	<p><b>CTF #21 - MARCH 22</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Updates or changes needed to Preferred Alternative recommendation or technical analysis            Review comments on DEIS, Final EIS/ROD process and timing</p>	<p><b>SASG #15 MARCH 30</b>  <b>Project Updates:</b> Dashboards review, upcoming meetings  <b>Topics:</b> Public feedback on Preferred Alternative  <b>Committee Updates:</b> CTF Recommended Preferred Alternative</p>		<p><b>PMT #22 - MARCH 10</b>  <b>Project Updates:</b> Dashboards review, Upcoming meetings  <b>Topics:</b> Updates or changes needed to Preferred Alternative recommendation or technical analysis, Review comments on DEIS, Final EIS/ROD process and timing</p>
April 2021			<p><b>PG #9 - APRIL 8</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Review comments on DEIS</p>	<p><b>PMT #23 - APRIL 7</b>  <b>Project Updates:</b> Dashboards review, upcoming meetings</p>

Date	Community Task Force	Senior Agency Staff	Policy Group and BCC Briefings	Project Management Group
			<p>Discuss any updates or changes need to Preferred Alternative recommendation or technical analysis</p> <p><b>BCC BRIEFING #5 - APRIL 22</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Review comments on DEIS, Updates to Preferred Alternative recommendation or technical analysis</p>	<p><b>Topics:</b> Review comments on DEIS, Updates or changes needed to Preferred Alternative recommendation or technical analysis</p>
May 2021				<p><b>PMT #24 - MAY 12</b>  <b>Project Updates:</b> Overall progress  <b>Committee Updates</b> PG and BCC  <b>Topics:</b> Final EIS and Permits</p>
Aug. 2021				<p><b>PMT #25 - AUGUST 11</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Final EIS and Permits</p>
Sept. 2021				<p><b>PMT #26 - SEPTEMBER 8</b>  <b>Project Updates:</b> Overall progress  <b>Topics:</b> Final EIS and Permits, Type Selection discussion</p>
Oct. 2021	❖ <b>PUBLISH FINAL ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF DECISION</b>			