



Community Task Force Meeting #28

*Members join meeting via
WebEx link in calendar invite*

*NOTE: Meeting is live to the
public and recorded*

Multnomah County
Department of Community Services
Transportation Division
October 25, 2021

Meeting Protocols

Using WebEx participation features



For WebEx tech support call or email Liz Stoppelman:

916.200.5123

liz.stoppelman@hdrinc.com



Agenda

1. Welcome, Introductions & Housekeeping
2. Public Comment
3. Project Update
4. Review PA Refinements
5. Open Discussion
6. CTF Recommendation
7. Next Steps



Introductions and Roll Call

Community Task Force

- **Amy Rathfelder**, Portland Business Alliance
- **Art Graves**, Multnomah County Bike and Pedestrian Citizen Advisory Committee
- **Dennis Corwin**, Portland Spirit
- **Ed Wortman**, Community Member
- **Frederick Cooper**, Laurelhurst Neighborhood Emergency Team and Laurelhurst Neighborhood Association
- **Gabe Rahe**, Burnside Skate Park
- **Howie Bierbaum**, Portland Saturday Market
- **Jackie Tate**, Community Member
- **Jane Gordon**, University of Oregon
- **Jennifer Stein**, Central City Concern
- **Marie Dodds**, AAA of Oregon
- **Neil Jensen**, Gresham Area Chamber of Commerce
- **Paul Leitman**, Oregon Walks
- **Peter Finley Fry**, Central Eastside Industrial Council
- **Sharon Wood Wortman**, Community Member
- **Stella Funk Butler**, Coalition of Gresham Neighborhood Associations
- **Susan Lindsay**, Buckman Community Association
- **Tesia Eisenberg**, Mercy Corps
- **William Burgel**, Portland Freight Advisory Committee

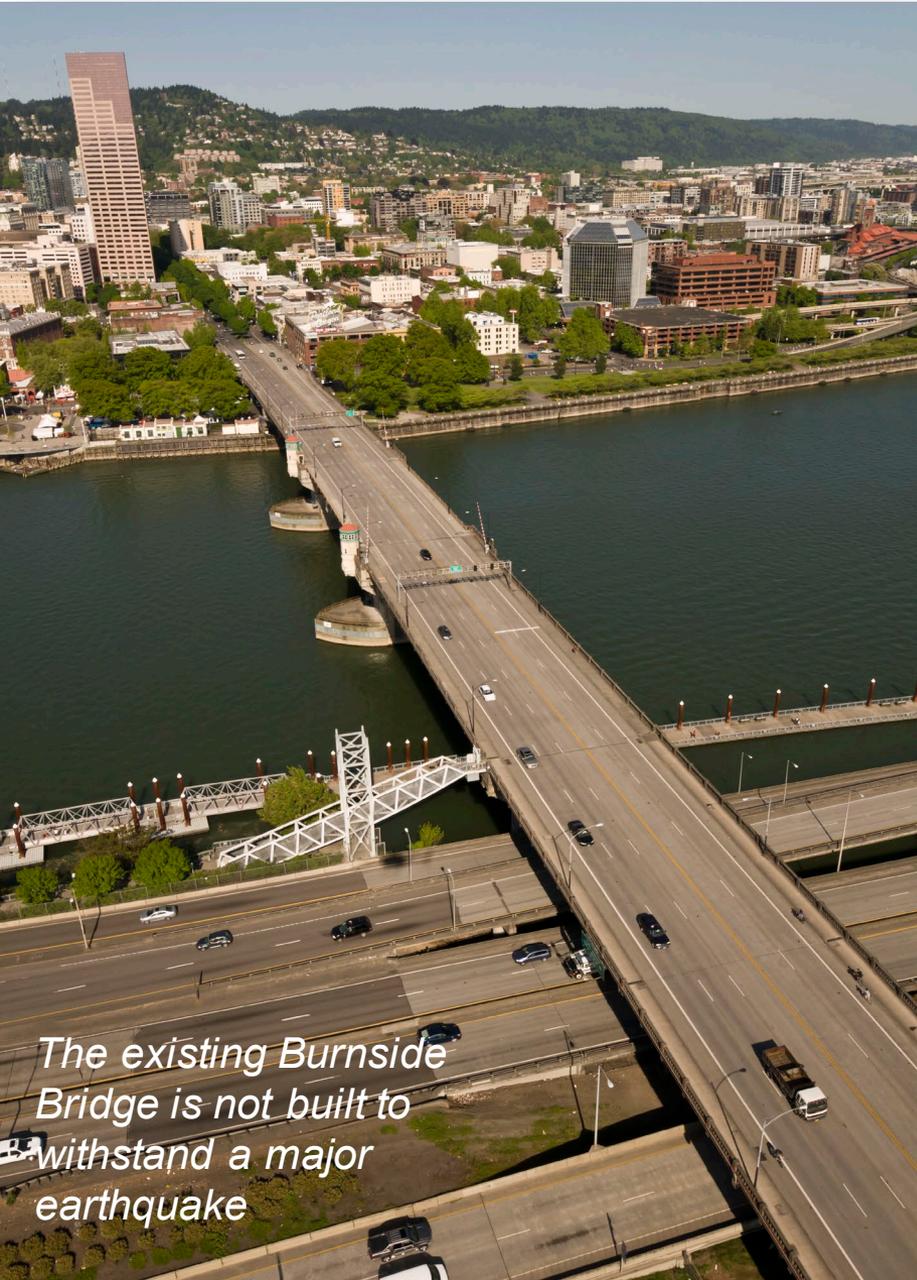






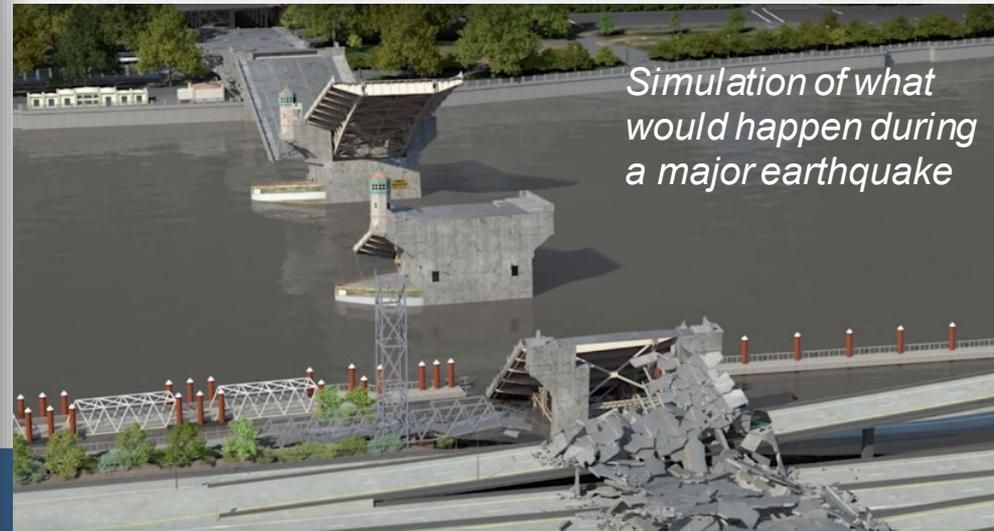
Project Update

County Vision for Project



The existing Burnside Bridge is not built to withstand a major earthquake

Build a resilient Burnside Bridge that is immediately available following a major earthquake.



Simulation of what would happen during a major earthquake

Project Purpose & Need



Seismic Resiliency and Emergency Response



Regional Recovery and Rebuilding



Long-term Use



Preliminary Cost Estimate – A Snapshot in Time



Preliminary Cost Estimate

2020 DEIS Cost Estimate Range for Original Long Span Alternative

\$800M

\$965M

What was the basis and assumptions of the 2020 DEIS cost estimate?

- **Economic State:** Based on 2019/2020 pricing (**pre-COVID spikes**)
- **Future Economic State:** Assumed an economic forecast consistent with **conventional cost conditions**:
 - Workforce and material availability
 - Competing mega-projects
- **Construction Start:** Assumed **construction starting 2024**
- **Methodology:** Used **traditional engineering** estimating approach



Preliminary Cost Estimate

2021 Supplemental DEIS Cost Estimate Range with Cost Saving Measures

\$825M

\$915M

What has changed since the last cost estimate?

- **Current Economic State:** Includes the 2021 “**COVID Spike**”
- **Future Economic State:** Assumes an economic forecast that **doesn't come back to pre-COVID levels** due to:
 - Workforce and material availability
 - Competing mega-projects
- **Construction Start:** **Delayed by 12 months** for fundraising
- **Methodology:** Uses **contractor-style** estimating approach



What are we doing to further refine and understand costs?

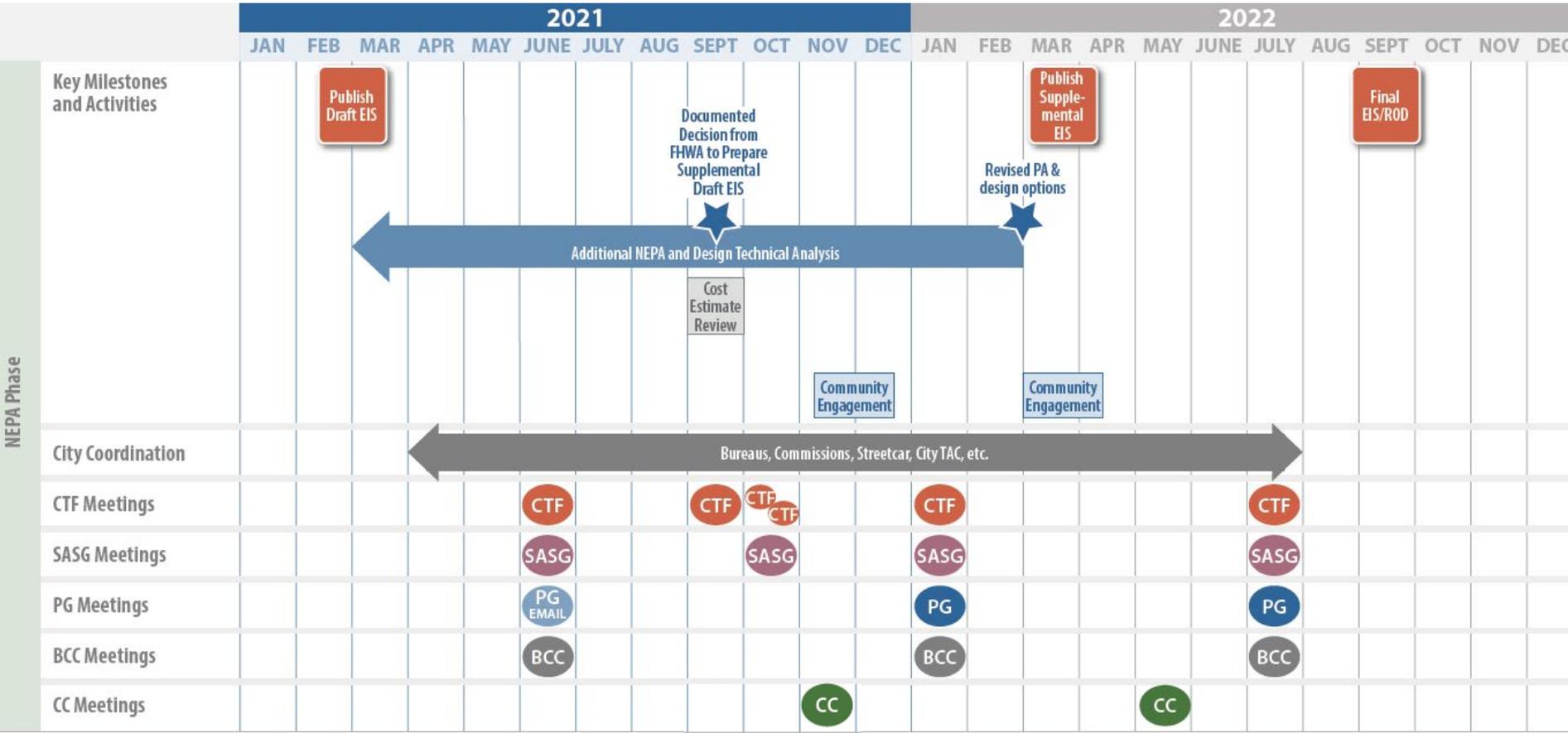
- Updated bridge designs incorporating additional geotechnical analysis
- Perform Cost Risk Analysis in early 2022
- Consult with third-party economist to refine future market conditions and escalation assessments
- Early 2023 will reveal more informational about design that will impact cost. For example:
 - East approach span bridge type selection
 - CMGC contractor insight and input





Workplan Update

Updated Schedule & Workplan



Legend: BCC - Board of County Commissioners CC - City Council CTF - Community Task Force EIS - Environmental Impact Statement PA - Preferred Alternative
 PG - Policy Group RTP - Regional Transportation Plan SASG - Senior Agency Staff Group TAC - Technical Advisory Committee



Decision Process



Meetings	CTF	Policy Group	Board of County Comm.	City Council	Key Question
Oct 25, '21 (TODAY)	✓				Do you recommend the package of Preferred Alt refinements to be referenced as part of the Online Open House?
January '22	✓				Do you recommend advancing the Revised PA to the Policy Group for approval?
January '22 Policy Group		✓			Do you approve the Revised PA?
February '22 County Commissioners			✓		Do you adopt the Revised PA?
April '22 City Council				✓	Do you adopt including the Revised PA in the Metro Regional Transportation Plan amendment?





Review PA Refinements

Preferred Alternative Refinements

Revised Preferred Alternative Refinements	Why?	Cost Savings
1. Bridge width: Reduced by approx. 26 feet	<ul style="list-style-type: none"> • Cost savings 	\$140 – 165M
2. Vehicle Lanes: Reduced from 5 to 4 vehicular lanes (4 Lane configurations under consideration)	<ul style="list-style-type: none"> • Cost savings 	
3. Bike / Ped Space: Reduced from 20' to between 14' - 17'	<ul style="list-style-type: none"> • Cost savings 	
4. West Approach bridge type: Reduced to only Girder type	<ul style="list-style-type: none"> • Regulatory permitting • Cost savings 	\$20 - 40M
5. Movable span bridge type: Select either Lift or Bascule type	<ul style="list-style-type: none"> • Regulatory permitting • Community preference • Cost savings 	\$25 - 35M
6. East Span Bridge Type: Dismiss Truss (Tied Arch and Cable Stayed types advanced to Design Phase)	<ul style="list-style-type: none"> • Community preference 	TBD
Eastside column location for Tied Arch: Advancing option west of NE 2 nd Avenue	<ul style="list-style-type: none"> • Regulatory permitting • Cost savings 	\$0 - 5M
ADA Connections to Bridge: Advance stairs and elevators.	<ul style="list-style-type: none"> • Cost savings 	\$5 -10M



Preferred Alternative Refinements

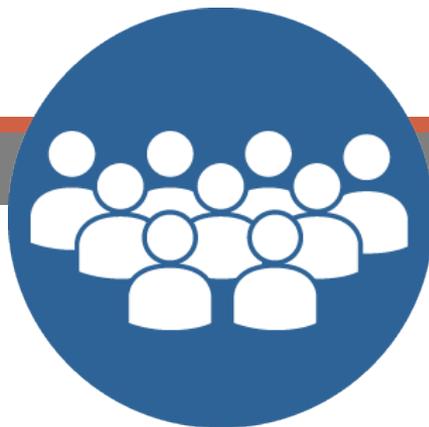
Revised Preferred Alternative Refinements	Why?	CTF Recommendation on 10/25
1. Bridge width: Reduced by approx. 26 feet	<ul style="list-style-type: none"> • Cost savings 	
2. Vehicle Lanes: Reduced from 5 to 4 vehicular lanes	<ul style="list-style-type: none"> • Cost savings 	
Lane Configurations: 4 Options under consideration	<ul style="list-style-type: none"> • Minimize traffic impact 	City decision
3. Bike / Ped Space: Reduced from 20' to 14' – 17'	<ul style="list-style-type: none"> • Cost savings 	
4. West Approach bridge type: Reduced to only Girder type	<ul style="list-style-type: none"> • Regulatory permitting • Cost savings 	
5. Movable span bridge type: Select either Lift or Bascule type	<ul style="list-style-type: none"> • Regulatory permitting • Community preference • Cost savings 	
6. East Span Bridge Type: Dismiss Truss (Tied Arch and Cable Stayed types advanced to Design Phase)	<ul style="list-style-type: none"> • Community preference 	Final Design
Eastside column location for Tied Arch: Advancing option west of NE 2 nd Avenue	<ul style="list-style-type: none"> • Regulatory permitting • Cost savings 	County decision
ADA Connections to Bridge: Advance stairs and elevators	<ul style="list-style-type: none"> • Cost savings 	County decision





Questions and Discussion





Preliminary CTF Recommendation



Do you recommend the package of Preferred Alternative refinements for community review and input?

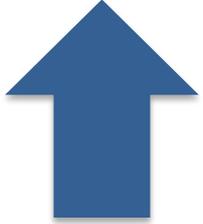
1. Reduced bridge width

- Reduced from 5 to 4 vehicular lanes
- Reduced from 20' to 14' – 17' of bike/ped space

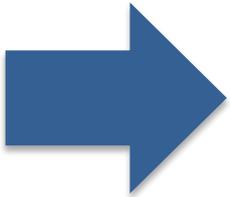
2. Westside girder

3. Bascule movable span

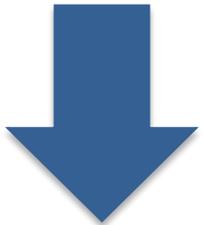




Thumb Up = Support Recommendation



Middle Thumb = I Can Live With Recommendation



Thumb Down = Do Not Support Recommendation



Community Engagement

November/December 2021

Community Engagement

Mid-November to Mid-December 2021



Objective: Share revisions to the Preferred Alternative and seek community feedback.

Key Activities:

- Online Open House and Survey
- Virtual Briefings
- Video
- Webinar
- E-newsletters, news releases and social media
- Diverse outreach through the Community Engagement Liaisons program



- **November / December 2021** – Share recommendations with public and seek community feedback (online open house and survey)
- **January 2022 CTF Meeting** – Share community feedback and confirm recommendations for Policy Group approval
- **January PG Meeting 2022** – Share community and CTF feedback and seek Policy Group approval and Mult Co BCC Revised PA adoption
- **March / April 2022** – Publication of Supplemental Draft EIS and public comment period
- **July 2022 CTF Meeting** – Review SDEIS feedback and mitigation strategies. Celebrate conclusion of CTF work!
- **September 2022** – Final EIS and Record of Decision



Thank you!

