



Policy Group Meeting #8

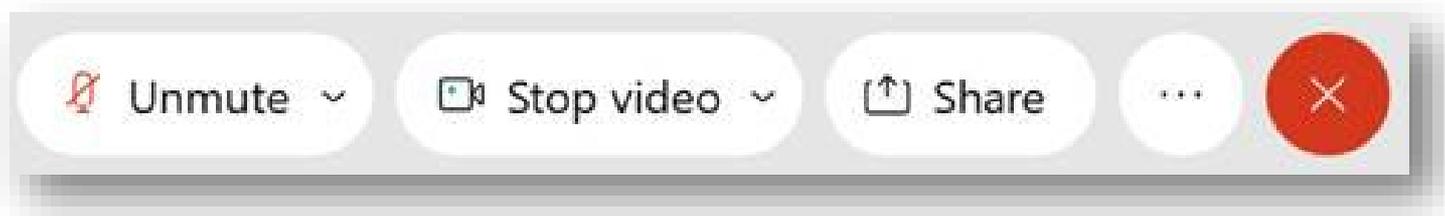
*Members join meeting via
WebEx link in calendar invite*

Multnomah County
Department of Community Services
Transportation Division
March 3, 2022

NOTE: Meeting is livestreamed to the public and recorded.

Meeting Protocols

Using WebEx participation features



For WebEx tech support call or email Paul Belton:

503.423.3787

Paul.Belton@hdrinc.com



Agenda

1. Welcome, Introductions & Housekeeping
2. Public Comment
3. Project Update
4. Review Cost Saving Refinements to Preferred Alternative & Community Input
 - CTF Recommendation & Testimony
5. Seek Policy Group Approval of Recommendations
6. Next Steps



Introductions and Roll Call

Policy Group Members

- **Chair Deborah Kafoury**, *Multnomah County*
- **Commissioner Jessica Vega Pederson**, *Multnomah County*
- **Chris Warner**, *City of Portland*
- **Councilor Mary Nolan**, *Metro*
- **Rian Windsheimer**, *ODOT Region 1*
- **Phil Ditzler**, *FHWA*
- **Steve Witter**, *TriMet*
- **Justin Douglas**, *Prosper Portland*
- **Councilor Sue Piazza**, *City of Gresham*
- **Oregon Representative Barbara Smith Warner**
- **Oregon Senator Kathleen Taylor**
- **Liv Brumfield** (delegate), *US Representative Earl Blumenauer's Office*
- **Al Bannan** (delegate), *US Representative Suzanne Bonamici's Office*
- **Kari Herinckx** (delegate), *US Senator Jeff Merkley's Office*
- **Grace Stratton** (delegate), *US Senator Ron Wyden's Office*



Opening Remarks

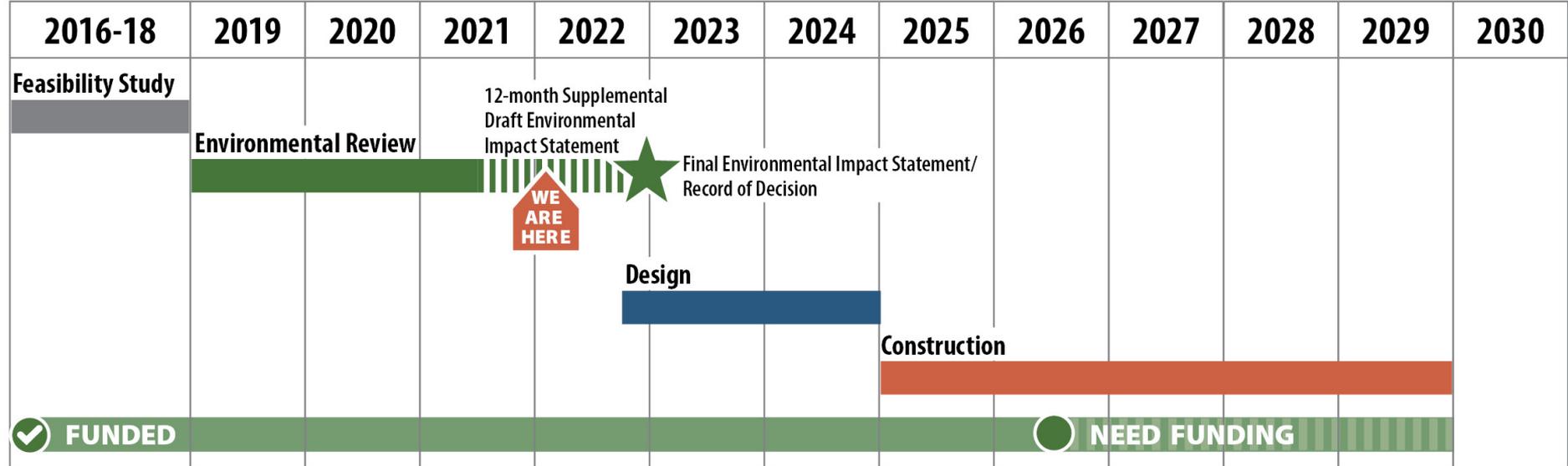




Project Update



Project Timeline



Policy Group will reconvene in Final Design for briefings on major design decisions and funding.



City Council Meeting

December 16, 2021

- **Unanimous support for the project**
- **Approved Intergovernmental Agreement** between City and Multnomah County to continue work on the project

Eastbank Esplanade Interest

- PBOT will be tasking a consultant to study ramp options
- Portland City Council approved funds to develop a cost estimate for the Human Access Project proposal
- City and County will continue to coordinate. More details and decisions on the connection will come in Final Design





When You Last Met

October 2020





You approved the Preferred Alternative:

- 1) Replacement Long Span Bridge
- 2) Full Bridge Closure for Traffic During Construction

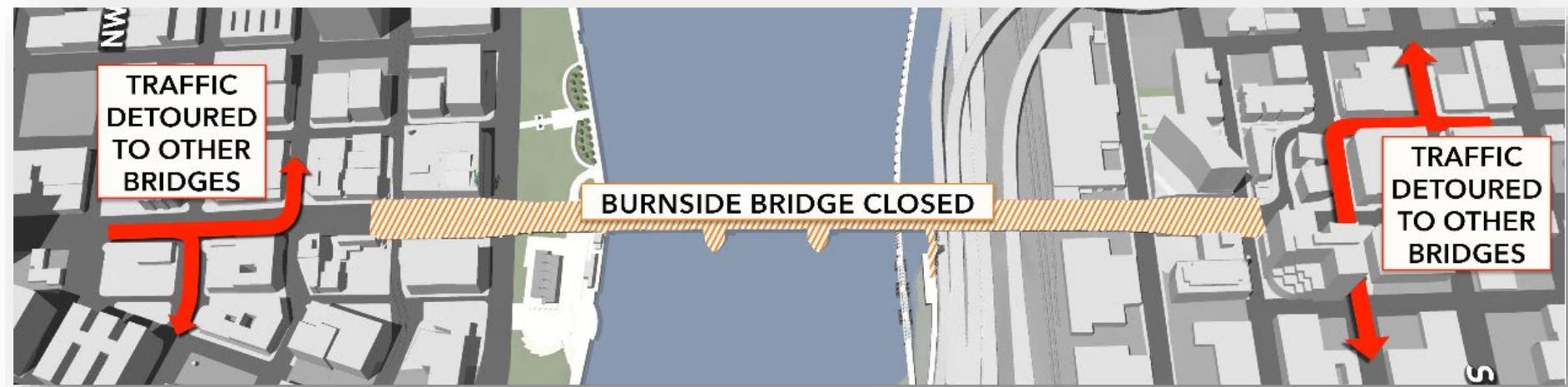


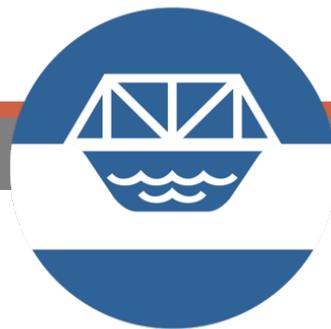
Preferred Alternative

Replacement Long Span



Full Bridge Closure





Cost Saving Refinements to the Preferred Alternative



Funding Context

Must achieve an affordable Project to be viable

- Cost considerations have changed over the last year
 - Failure of the 2020 Regional Transportation Bond Measure which would have allocated \$150 million to the project
 - High competition for funding of large infrastructure projects
 - Increasing labor and materials costs have emerged from the COVID-19 pandemic
- Despite funding challenges, the need for an earthquake ready bridge to serve the Portland region remains
- Seeking cost saving refinements to help ensure this project can be fully funded and built



Guiding Principles

- Moving forward with recommended Long Span Replacement Alternative
- Ensure the Purpose and Need is met
 - Seismic resiliency
 - Emergency response and regional recovery
 - Long term transportation needs
- Maintain County's equity lens





Today we are seeking Policy Group review and approval of a package of cost saving refinements to the Preferred Alternative, including:

- 1. Bascule movable span**
- 2. Westside girder**
- 3. Reduced bridge width**
 - Reduced from 5 to 4 vehicular lanes
 - Reduced from 20' to 14' – 17' of bike/ped space





Review PA Refinements and Community Input



Key Input Activities

1. Briefings
2. Online open house & survey
3. Diversity, Equity and Inclusion Outreach (CEL Program)



Discussion group with Latinx community members on December 9, 2021.

By the Numbers

2021 Outreach on Cost Saving Refinements to Preferred Alternative

45+

BRIEFINGS to agencies, individuals, and organizations

8

DIVERSE COMMUNITY DISCUSSION GROUPS

4,100+

UNIQUE VISITORS to the online open house and survey

1,500+

SURVEY RESPONSES

490+

BRIEFING PARTICIPANTS

6

Language **TRANSLATIONS** of the online open house and materials

21

Social media **POSTS** and **ADVERTISEMENTS**

3,466

Project E-newsletter **RECIPIENTS**

10

NEWS RELEASES AND E-NEWSLETTERS (from project & others)

11

MEDIA STORIES





Movable Span Bridge Type



Long Span Alternative (Bridge Type)

“Three bridges in one”



Long Span Alternative (Bridge Type)

Bridge Type Selection



Decision:
Final Design Phase

Decision:
Environmental Review
Phase



Movable Span Bridge Type

Lift



Bascule



Movable Span Bridge Type

(Concept images)

Bascule Type

With Cable Supported



With Tied Arch



Lift Type

With Cable Supported



With Tied Arch



Movable Span Bridge Type

Recommendation: Bascule Movable Bridge

**\$25 - \$35M
Savings**



- Meets permitting requirements and has least environmental impacts
- Provides highest cost savings of the options studied
- Has support from key stakeholder groups



(Concept image)

Recommendation: Bascule Movable Bridge



Community Input

Support: 80%

Neutral: 17%

Do Not Support: 3%

What we heard...

- Strong preference for bascule design over vertical lift
- Strong interest in preserving open views
- Interest in saving project costs





West Approach Bridge Type



West Approach Bridge Type Options

(Concept Images)

Tied Arch



Cable Supported



*Girder
(West Approach only)*



West Approach Bridge Type

Existing Girder Bridge



West Approach Bridge Type

Recommendation: Girder

(Concept image)

**\$20 - \$40M
Savings**



- Revised initial Girder concept to provide higher vertical clearance and more open views in Waterfront Park
- Meets permitting requirements and has least environmental impacts
- Provides highest cost savings of the options studied
- Has support from key stakeholder groups

Recommendation: West Approach Girder

Community Input

Support: 68%

Neutral: 24%

Do Not Support: 8%

What we heard...

- Strong support for how girder option preserves views
- Support for girder to save cost
- Support for girder to retain similar look and feel of current bridge



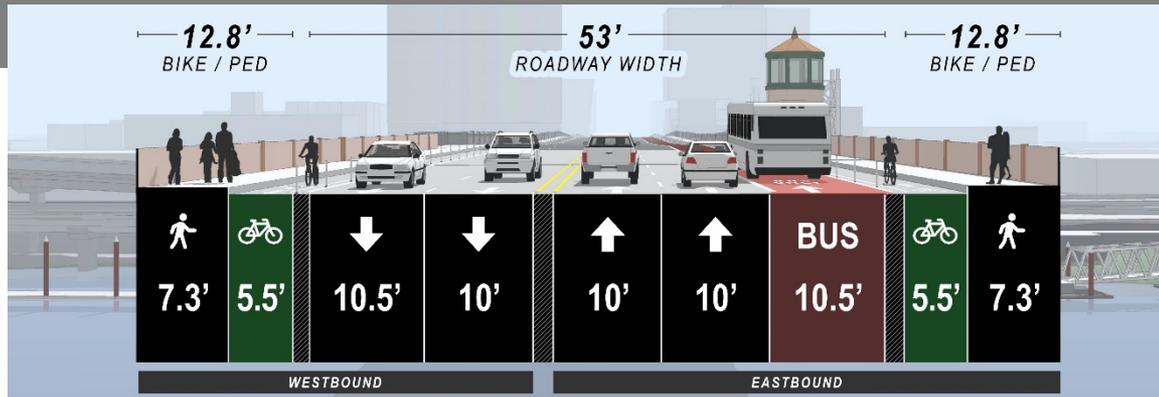


Bridge Width

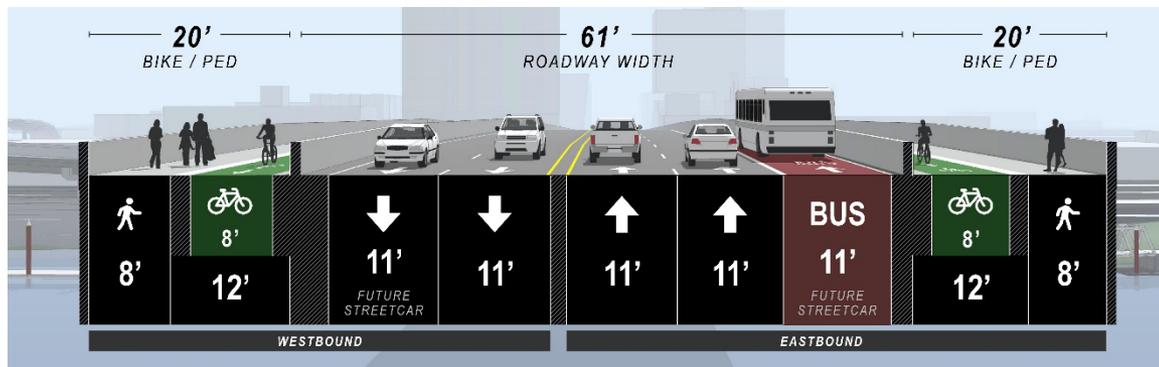


Bridge Width

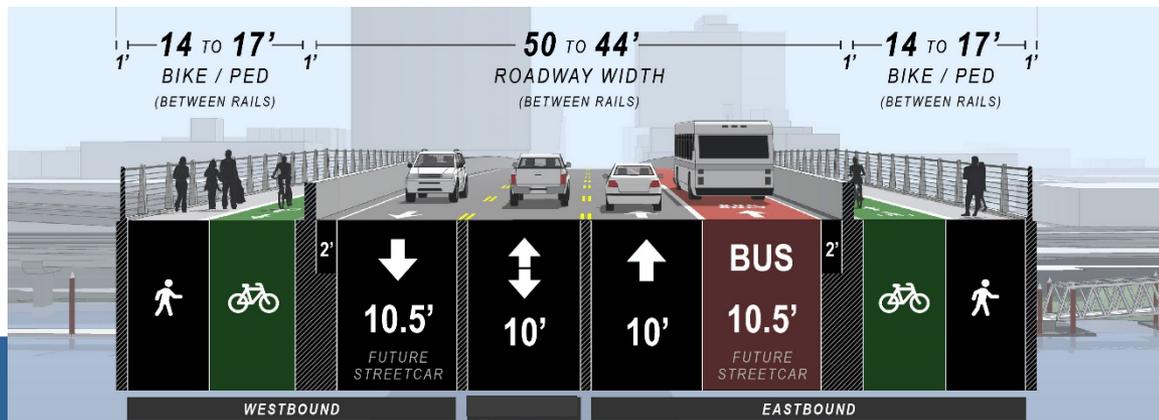
Existing Cross Section



DEIS Cross Section



Refined Cross Section

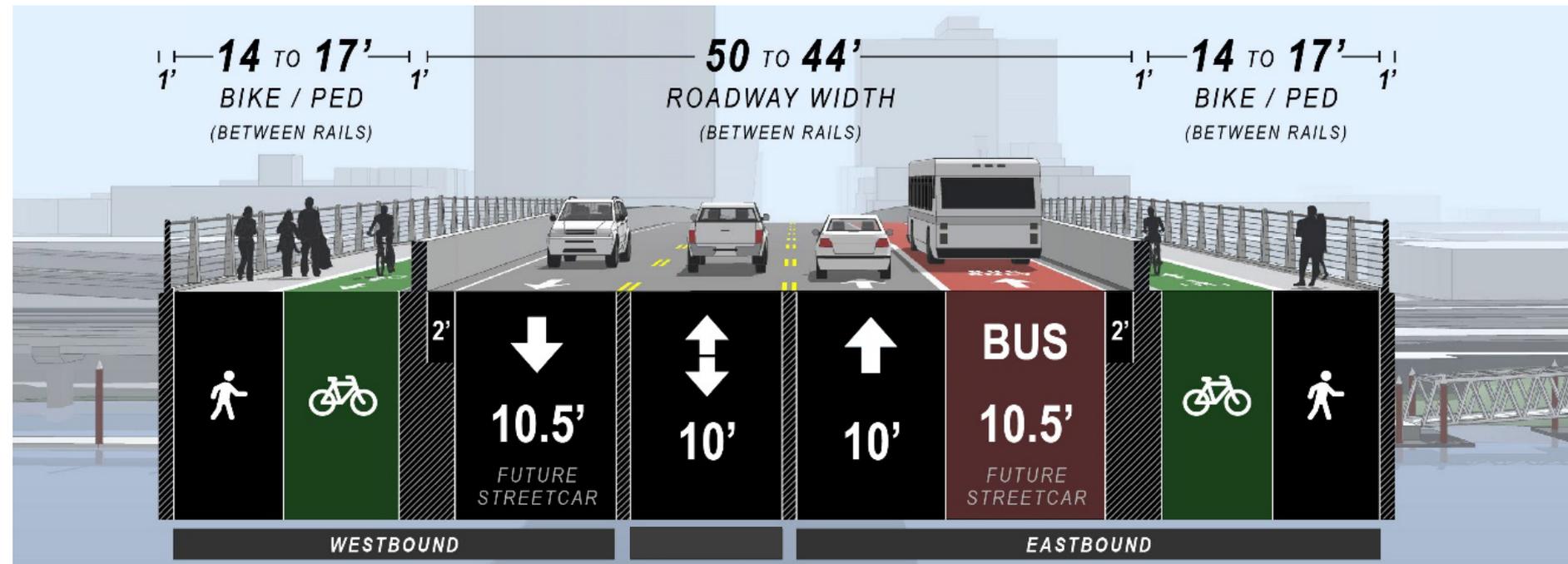


**\$140 - \$165M
Savings**

Bridge Width

Recommendation: Reduced Cross Section

**\$140 - \$165M
Savings**



Recommendation: Reduced Bridge Width

Community Input

Reduced from 5 to 4 vehicular lanes

Support: 49%

Neutral: 9%

Do Not Support: 42%

Reduced from 20' to 14' – 17' of bike/ped space

Support: 63%

Neutral: 13%

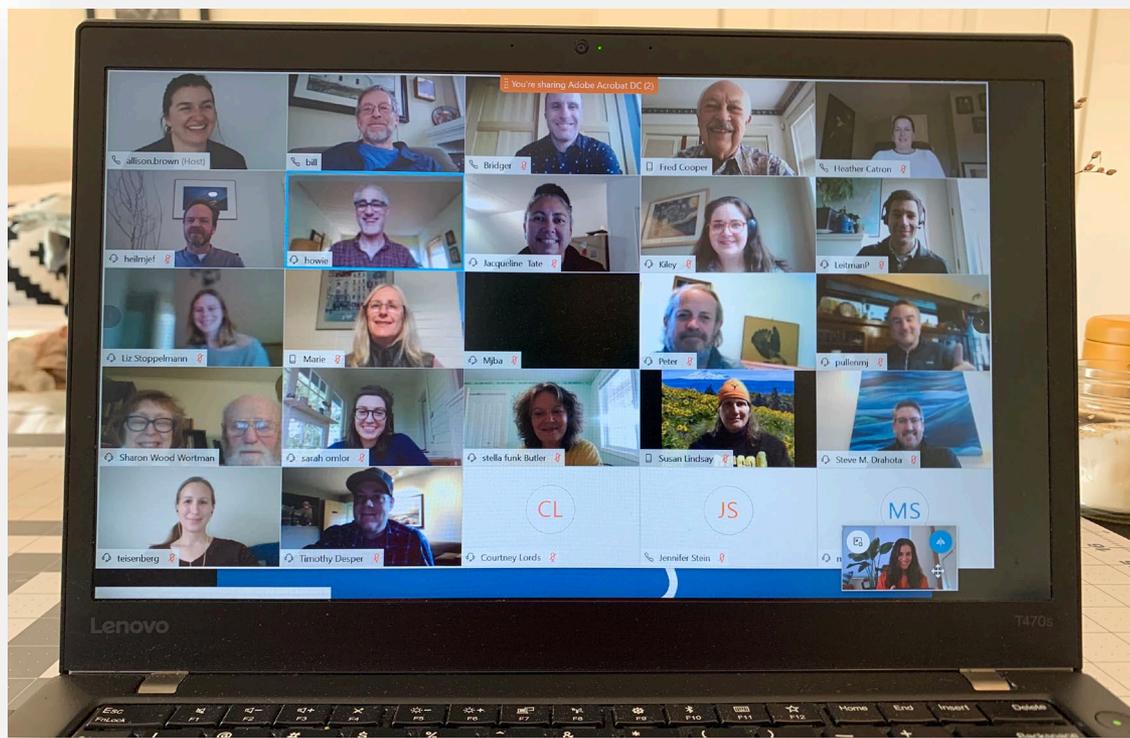
Do Not Support: 24%

What we heard...

- Support for reducing overall bridge width to get project built
- Concern with removing a vehicle lane because of safety, traffic, freight, and emergency response
- Strong interest in retaining a fifth vehicle lane pending funding
- Support for bike/ped reduction with some interest in 20' width



CTF Recommendation

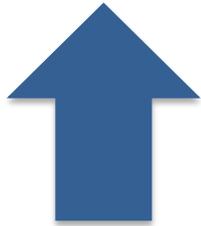


Do you recommend the Preferred Alternative refinements for Policy Group review and approval?

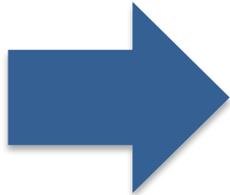
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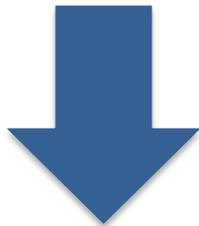
Voting Procedure



Thumb Up = Support Recommendation



Middle Thumb = I Can Live With Recommendation



Thumb Down = Do Not Support Recommendation



CTF Recommendation

Out of 16 members in attendance

1. **Bascule movable span:**



Unanimous Support

2. **Westside girder:**



Unanimous Support

3. **Reduced bridge width:**



4 - Support



9 – I can live with it



3 - Do not support



While the CTF supported the recommendations moving forward, they wanted to express their desire and preference for the wider bridge should funding be available, citing the following reasons:

- Maintaining a fifth lane to minimize traffic impacts
- Having more space for bike/ped facilities
- Having more space for emergency response needs following the earthquake





Open Discussion





Policy Group Decision

Do you approve the recommended cost saving refinements to the Preferred Alternative?

- 1. Bascule movable span**
- 2. Westside girder**
- 3. Reduced bridge width**
 - Reduced from 5 to 4 vehicular lanes
 - Reduced from 20' to 14' – 17' of bike/ped space



Next Steps



Project team has established a planning level not to exceed budget of \$895 million

- This approach will help ensure fiscal responsibility and stewardship of tax dollars
- Help control project spending
- Budget amount will be shared with County Board in March



Funding Strategy Overview

01

Federal

- RAISE Grant (\$15B, up to \$25M per project)
- Infrastructure Investment & Jobs Act
 - Bridge Investment Program Grant (\$12.5B)
 - Mega Projects Program (\$15B)
 - PROTECT Grant (\$8.7B)

02

State

- ODOT Local Agency Bridge Program
- New funding for resilient infrastructure
- Infrastructure Investment & Jobs Act
 - Formula funds

03

Local

- Regional Transportation Measure 2024?



ENVIRONMENTAL REVIEW PHASE

- **March 17th Mult Co BCC** – Revised PA adoption
- **May 2022** – Publication of Supplemental Draft EIS and public comment period
- **December 2022** – Final EIS and Record of Decision

DESIGN PHASE

- **October 2022** – Design Phase Kickoff



Thank you!

