



# Senior Agency Staff Group Meeting #17

*Members join meeting via  
WebEx link in calendar invite*

Multnomah County  
Department of Community Services  
Transportation Division  
February 23, 2022

# Meeting Protocols

## Using WebEx participation features



*For WebEx tech support call or email Cassie Davis:*

*503.333.7906*

*cassie@cdavisconsulting.com*



# Agenda

1. Welcome, Introductions & Housekeeping
2. Project Update
3. Review Community Input and CTF recommendation on PA Refinements
4. Review Policy Group Meeting Agenda
  - Managing Cost
  - Funding
5. Next Steps



# Introductions and Roll Call

## Senior Agency Staff Group and Project Management Team

- **Mark Lear**, Portland Bureau of Transportation
- **Brian Monberg**, City of Gresham
- **Chris Deffebach**, Washington County
- **Malu Wilkinson**, Metro
- **Mike Bezner**, Clackamas County
- **Steve Witter**, TriMet
- **Mike Morrow**, FHWA
- **Sam Hunaidi**, ODOT
- **Katie Morrison**, Sen. Kathleen Taylor's Office
- **Dan Bower**, Portland Streetcar
- **Greg Theisen**, Port of Portland
- **Brett Horner**, Portland Parks and Recreation
- **Tate White**, Portland Parks and Recreation
- **Liz Smith Currie**, MultCo
- **Chris Fick**, MultCo
- **Jessica Berry**, MultCo
- **Jeston Black**, MultCo
- **Jon Henrichsen**, MultCo
- **Emily Miletich**, MultCo
- **Jamie Waltz**, MultCo
- **Brendon Haggerty**, MultCo
- **Caitlin Reff**, PBOT
- **Sharon Daleo**, PBOT
- **Emily Cline**, FHWA
- **Shaneka Owens**, FHWA
- **Alex Oreschak**, Oregon Metro
- **Mike Baker**, DEA
- **Suzanne Carey**, DEA

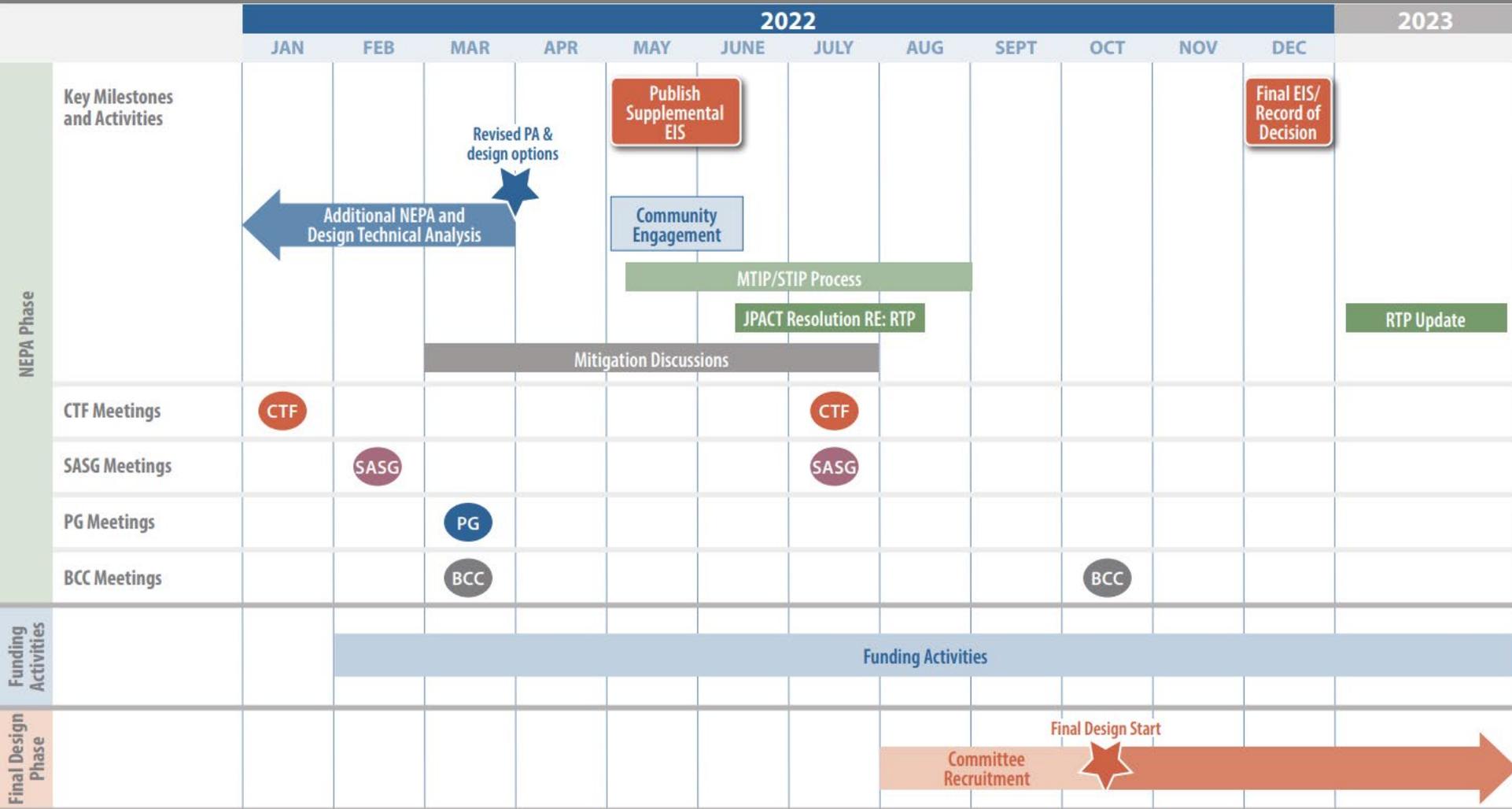




# Project Update



# 2022 Workplan



**Legend:** BCC - Board of County Commissioners    CTF - Community Task Force    EIS - Environmental Impact Statement    JPACT - Joint Policy Advisory Committee on Transportation    MTIP - Metro Transportation Improvement Program  
 NEPA - National Environmental Policy Act    PA - Preferred Alternative    PG - Policy Group    RTP - Regional Transportation Plan    SASG - Senior Agency Staff Group    STIP - Statewide Transportation Improvement Program



# 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



## Connection to Burnside Bridge



- 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



# Review Community Input on PA Refinements



We sought community feedback on the following recommendations:

- 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



# Community Input

## Key Input Activities

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



# 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**





# Community Input: Movable Span Bridge Type



# Community Input

Recommendation: Bascule Movable Bridge

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

**Bascule Type: Recommended**



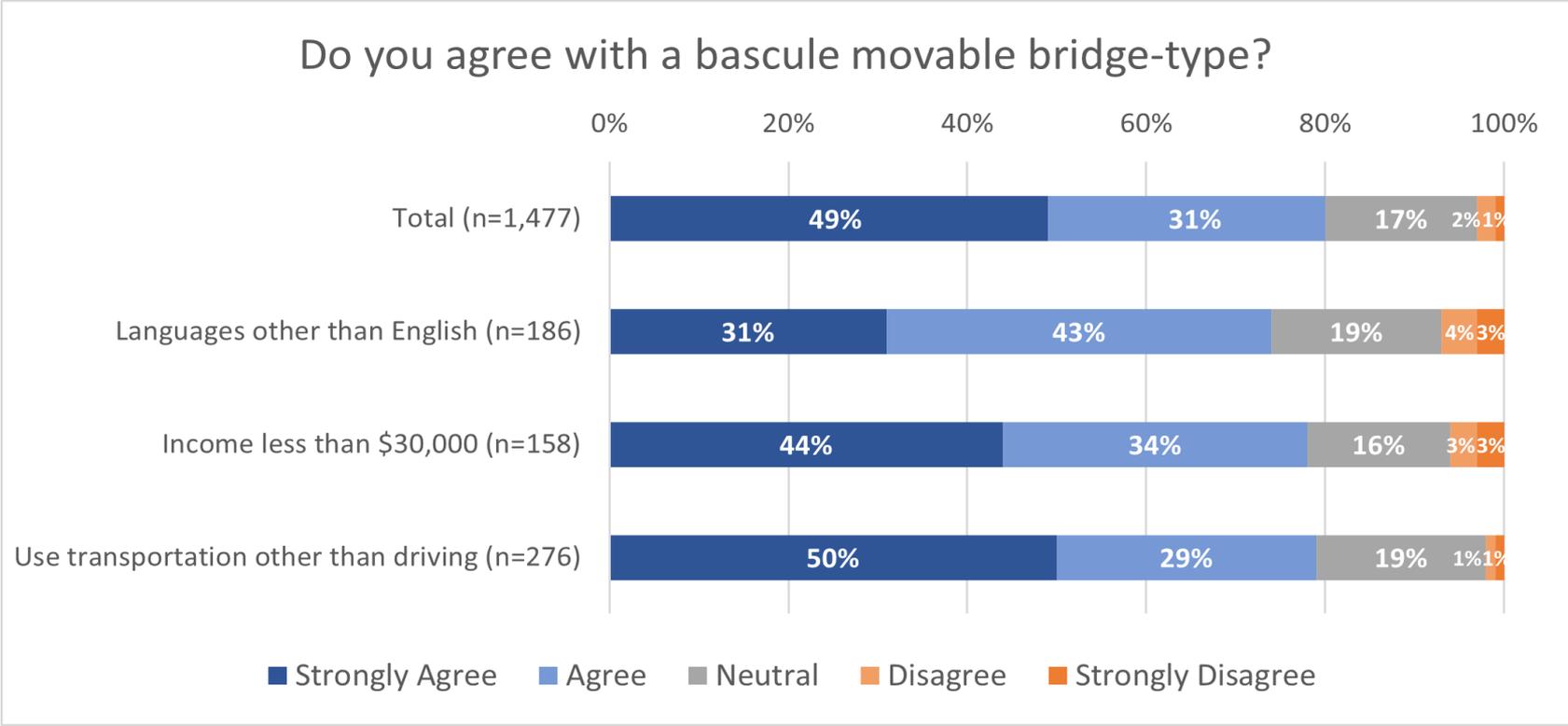
**Lift Type: Dismissed**



## Recommendation: Bascule Movable Bridge

### Data from Online Open House Survey Respondents:

*Given the cost savings and reduced environmental impact, do you agree with the recommendation for a bascule movable bridge type instead of the vertical lift option?*



# Community Input

## Recommendation: Bascule Movable Bridge

*What we heard....key themes:*

### Online Open House & Survey

Most participants supported the bascule movable span over the vertical lift, citing reasons including:

- Preference for the design
- Support for reduced cost
- Avoids visual impacts
- Match west-side girder and/or the existing bridge
- Reducing environmental impact
- Less navigation impact
- Improves permitting

### Briefings

- Most participants supported the bascule movable span
- Interest in preserving open views
- Interest in saving project costs
- Strong preference for bascule design in contrast to the vertical lift bridge

### DEI Discussion Groups

Most participants supported the bascule movable span, citing reasons including:

- Support reducing overall project costs
- Interest in providing an open view of the city skyline





# Community Input: West Approach Bridge Type



# Community Input

**Recommendation: West Approach Girder for all Bridge Compositions**

**Girder Type: Recommended**

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



**Cable Supported Type: Dismissed**



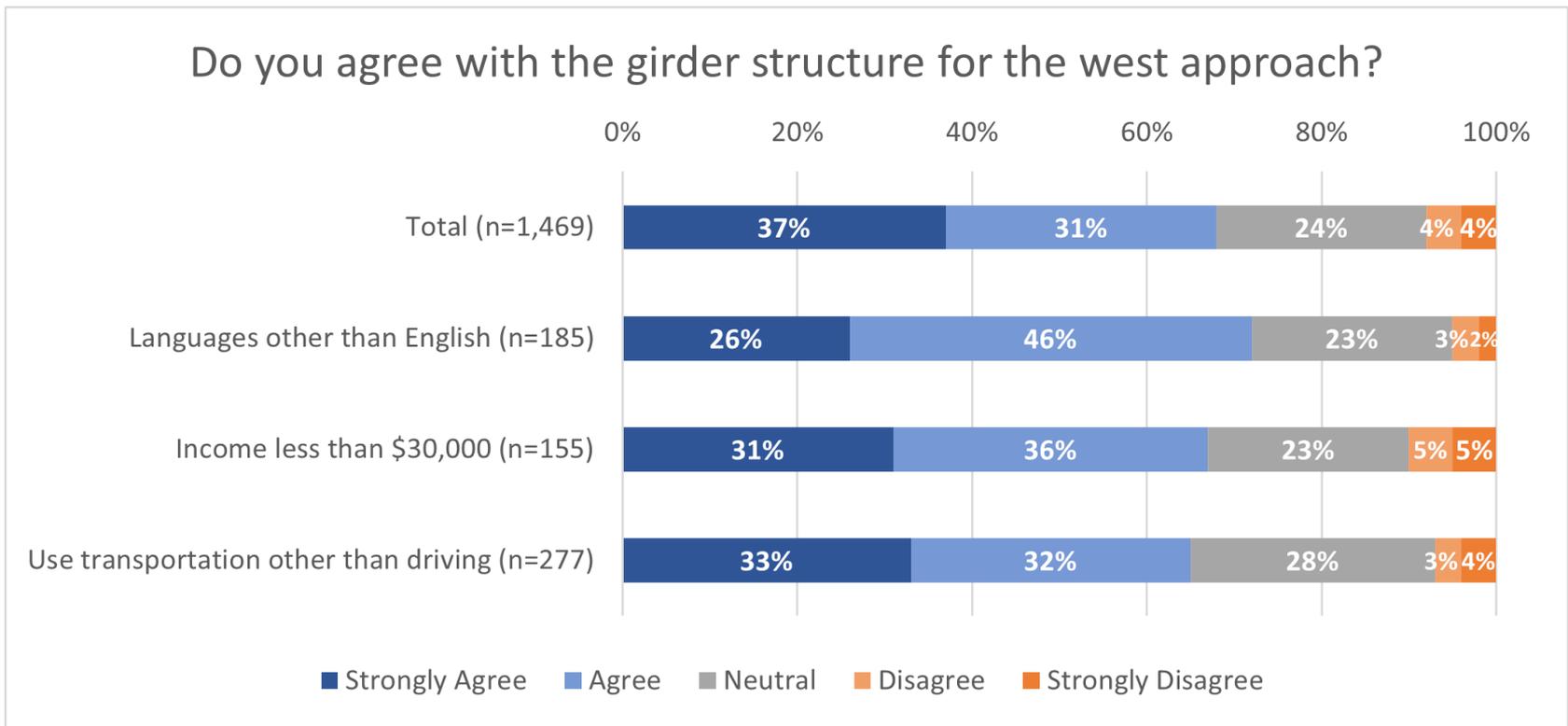
**Tied Arch Type: Dismissed**



## Recommendation: West Approach Girder

### Data from Online Open House Survey Respondents:

*Given the cost savings and open views, do you agree with the girder structure type recommendation for the west approach?*



# Community Input

## Recommendation: West Approach Girder for all Bridge Compositions

*What we heard....key themes:*

### Online Open House & Survey

Most participants supported the west side girder, citing reasons including:

- Preserving views
- Cost savings
- Preferred the girder design
- The girder retains some of the look and feel of the current bridge
- That it's a functional solution that doesn't compromise safety
- Provides additional clearance in Waterfront Park

### Briefings

- General support for west side girder for preserving views and cost savings
- High interest in ensuring the Portland Saturday Market facilities are preserved
- General support for greater vertical clearance below the bridge
- Comments about construction and traffic impacts

### DEI Discussion Groups

- Most participants agreed on the recommended girder bridge type for the West Approach
- Comments clarifying safety, and seismic resiliency of girder option





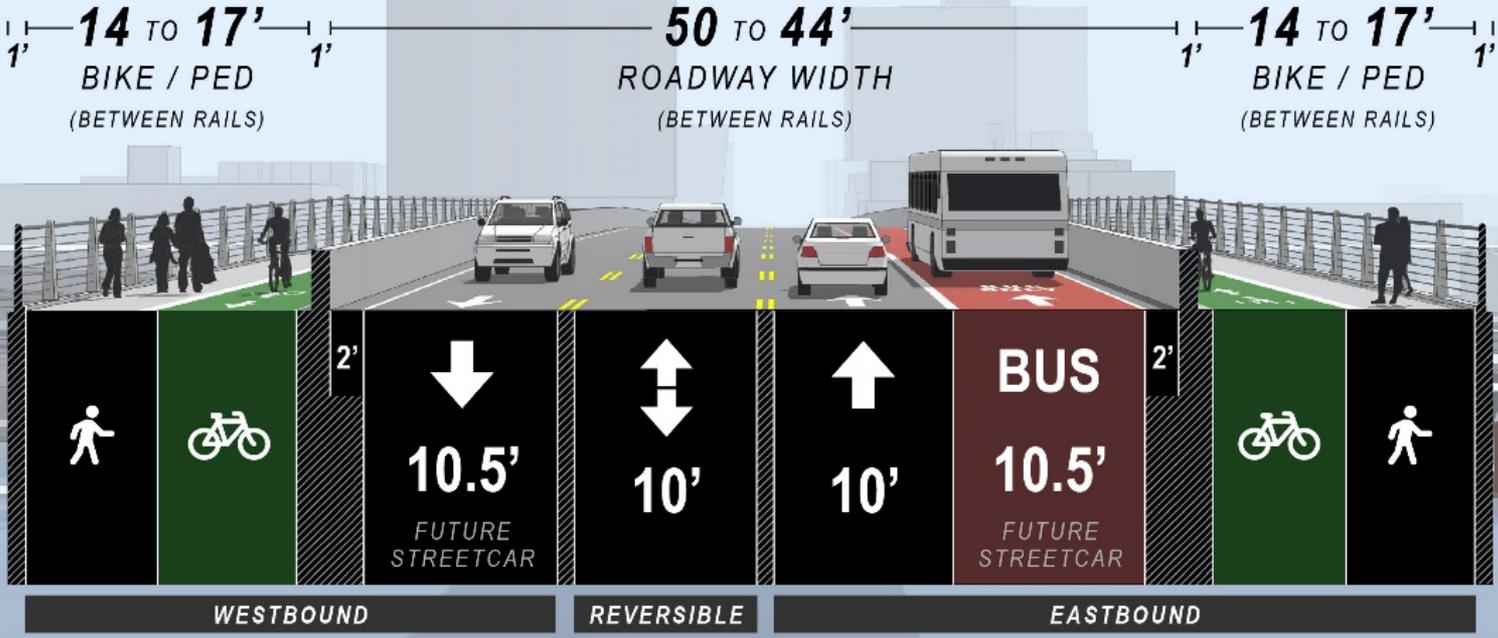
# Community Input: Bridge Width



# Community Input

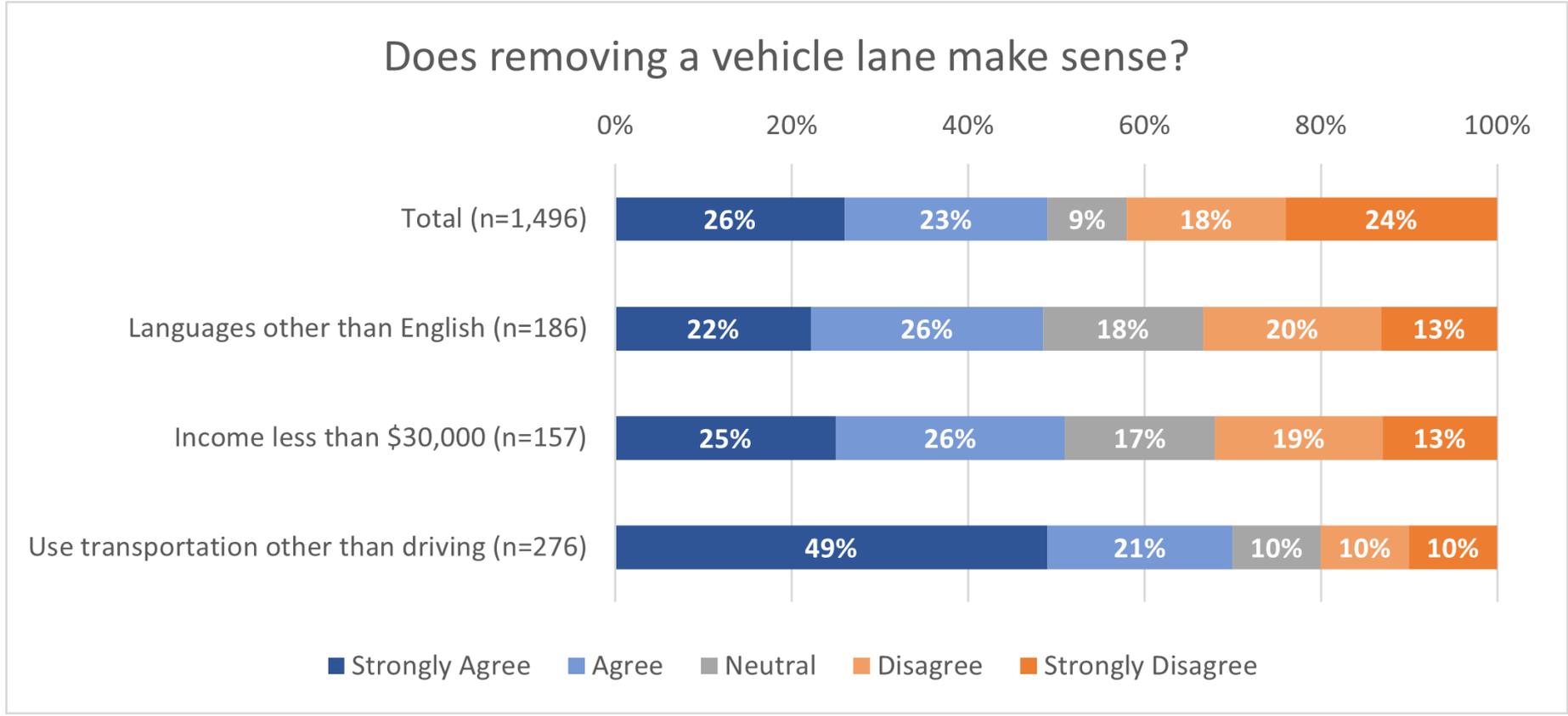
## Recommendation: Refined Cross Section

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



## Recommendation: Refined Cross Section

**Data from Online Open House Survey Respondents:**  
*Given the cost savings, do you think that removing a vehicle lane makes sense?*



# Community Input

## Recommendation: Refined Cross Section

*What we heard....key themes:*

### Online Open House & Survey

- General support for reducing the bridge width to aid project completion
- Concern with removing a vehicle lane because of safety, freight, and emergency response
- Strong interest in retaining a fifth vehicle lane if funding becomes available
- Some interest in preserving bike/ped spaces, with other suggestions to reduce it in favor of a fifth vehicle lane

### Briefings

- General support for reducing the bridge width to aid project completion
- Stakeholders are split in their support for reducing the number of travel lanes from five to four
- Concerns about reducing overall width of the bridge to reduce project cost
- Preference for a fifth lane if funding is provided
- Some Interest in prioritizing public transit options and addressing sustainability goals

### DEI Discussion Groups

- Some concern about increased traffic congestion from removing a vehicle lane
- Some participants preferred to postpone construction to find more funding to build a wider bridge
- Some participants shared concerns about safety and environmental impacts if costs were scaled back





# Community Input: Lane Configurations

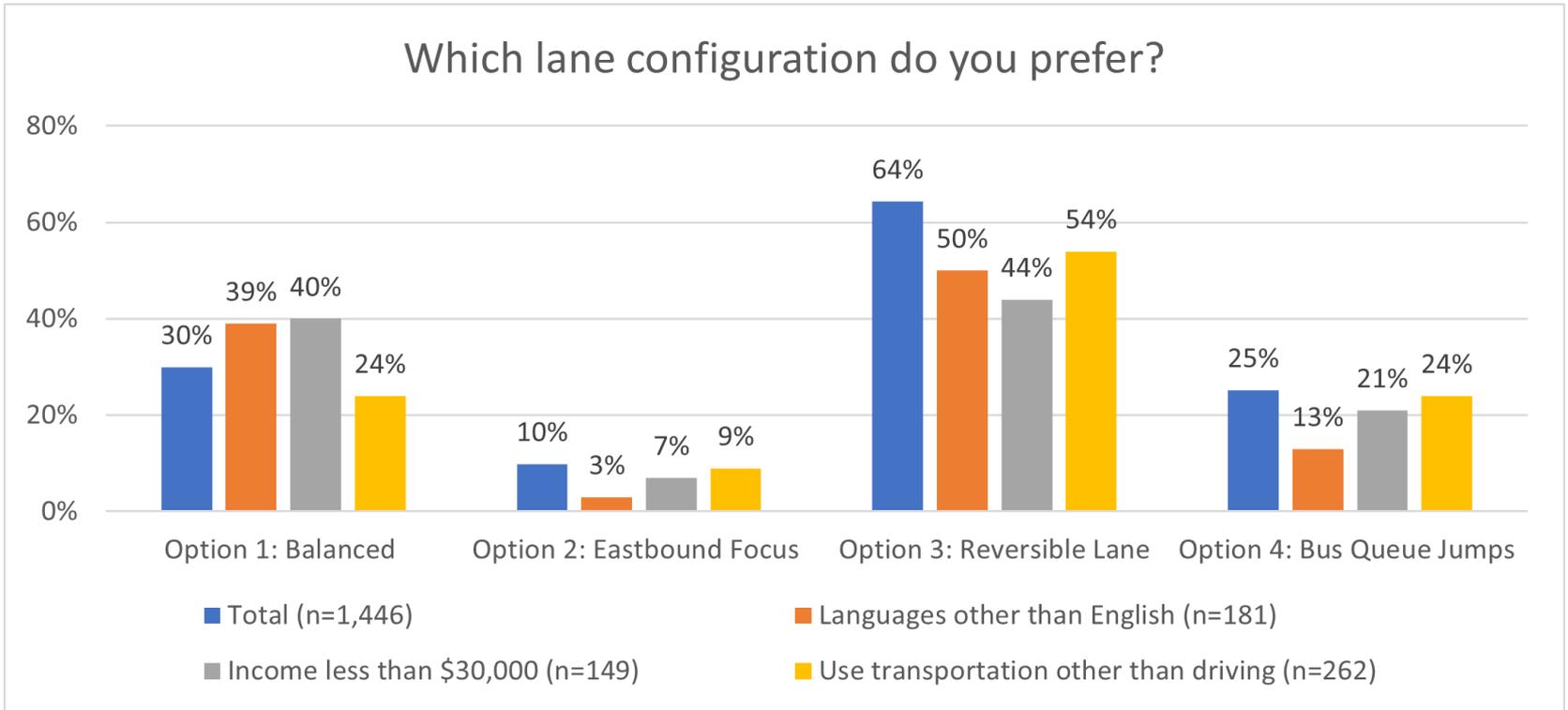


# Community Input

## Lane Configurations

### Data from Online Open House Survey Respondents:

*Each of the four-lane configuration options have traffic and transit operations that are different from the existing five-lane bridge we have today. Should the county only be able to fund a four-lane bridge, which of the following would you prefer?*



# Community Input

## Recommendation: Lane Configurations

*What we heard....key themes:*

### Online Open House & Survey

Most participants supported the reversible lane option, citing reasons including:

- Flexibility and versatility
- Manages/reduces congestion – addresses traffic needs during morning and evening peak commutes
- Prioritizes transit and benefits to public transit times
- Space efficiency – uses finite space in the most effective way
- Financial benefit

### Briefings

Most participants preferred the reversible lane option, citing reasons including:

- Need for educational opportunities to learn how the reversible lane option would be implemented
- Interest in prioritizing public transit options and addressing sustainability goals across lane allocation options

### DEI Discussion Groups

Most participants supported the reversible lane option, citing reasons including:

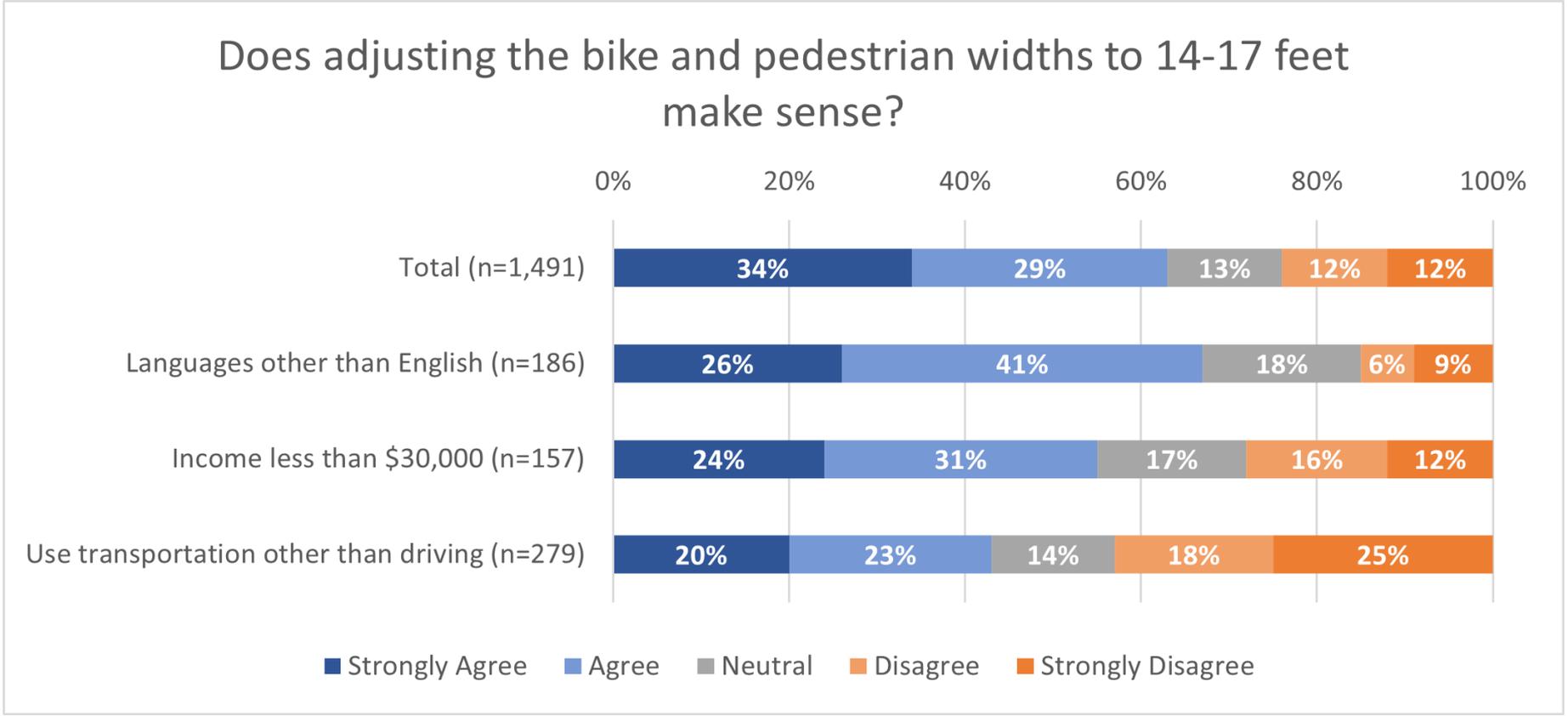
- Addresses traffic needs during morning and evening peak commutes
- Helps manage traffic congestion
- Flexibility of having lanes in both directions and a dedicated bus lane for those who commute on public transit
- Some participants preferred the least costly option



## Recommendation: Refined Bike/Pedestrian Width

### Data from Online Open House Survey Respondents:

*Given the cost savings, do you think that adjusting the bike and pedestrian widths from 20 to 14-17 feet makes sense?*



# Community Input

## Recommendation: Refined Bike/Pedestrian Width

*What we heard....key themes:*

### Online Open House & Survey

- Overall support for reducing the bike/ped width to 14 -17'
- Participants cited proposed width is sufficient space for pedestrians and cyclists
- Some preference for prioritizing vehicle space
- Participants that were undecided stated that they would understand the decision to adjust given the issue of cost

### Briefings

- Overall support for reducing the width of bike and pedestrian space in the initial Preferred Alternative to 14 -17'
- Some comments in opposition of narrowing bike/pedestrian width cited a need to prioritize active transportation

### DEI Discussion Groups

- Overall support for reducing the bike/ped width to 14 -17'
- Strong interest in ensuring adequate safety measures are in place for cyclists and pedestrians
- Some interest in allocating bike/ped space to expand vehicle lanes





# CTF Recommendation



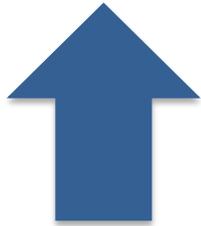
We asked the CTF...

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

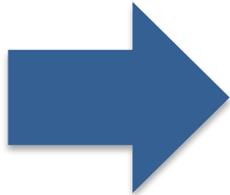
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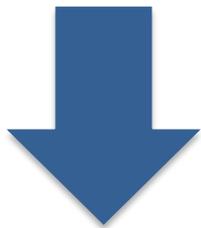
## Voting Procedure



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

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2. **Westside girder:**



Unanimous Support

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3. **Reduced bridge width:**



4 - Support



9 – I can live with it



3 - Do not support



# CTF Recommendation

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



# Comments/Questions





# Policy Group Meeting Review



# Policy Group Meeting

## Roster

- Multnomah County, Chair Deborah Kafoury, Commissioner Jessica Vega Pederson
- City of Portland, Chris Warner
- Metro, Councilor Mary Nolan
- ODOT, Rian Windsheimer
- FHWA, Phil Ditzler
- TriMet, Steve Witter
- Prosper Portland, Justin Douglas
- City of Gresham, Councilor Sue Piazza
- Oregon Representative Barbara Smith Warner's Office
- Oregon Senator Kathleen Taylor's Office
- US Representative Earl Blumenauer's Office
- US Representative Suzanne Bonamici's Office
- US Senator Jeff Merkley's Office
- US Senator Ron Wyden's Office



# Policy Group Meeting

## Agenda

- Public Comment
- Review Preferred Alternative Refinements
  - Community Input
  - CTF Recommendation and Testimony
- Seek Policy Group Approval of Recommendations
- Next Steps



# Managing Cost

Project team will establish a planning level not-to-exceed budget to control project spending.

- This approach will help ensure fiscal discipline and stewardship of tax dollars.
- Budget amount will be shared with PG and County Board in March.



# Project Funding

## Potential National Funding Opportunities (aka, “Biden Infrastructure Bill”)

\$12.5B FHWA

### **Federal Highway Administration competitive grants for nationally significant bridges and other bridges**

Grant funding program assisting state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts.

\$8.78B PROTECT

### **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program**

State formula and grant funding supporting resilient transportation systems. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, etc.

\$15B Megaprojects

### **Megaprojects Grant Program**

Dedicated funding to support large, multimodal, multijurisdictional projects that are critical to our economy, but too large or complex for existing funding programs.

\$15B RAISE

### **Rebuilding American Infrastructure with Sustainability and Equity**

Grant funding program supporting surface transportation projects of local and/or regional significance.



- **March 3<sup>rd</sup> PG Meeting** – Share community and CTF feedback and seek Policy Group approval before 3/17 MultCo BCC Revised PA Adoption
- **March to July** – Mitigation discussions
- **May/June** – Publication of Supplemental Draft EIS and public comment period
- **July CTF Meeting** – Review SDEIS feedback and mitigation strategies. Preparing for Final Design and committee recruitment. Celebrate conclusion of CTF Environmental Phase work.
- **July SASG Meeting** – Review SDEIS feedback and mitigation strategies. Prepare for Final Design and share committee workplan.
- **Nov/Dec** – Final EIS and Record of Decision



# Thank you!

