



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

BETTER – SAFER – CONNECTED

June 22, 2020

Senior Agency Staff Group Meeting #12

Meeting information

Project: Earthquake Ready Burnside Bridge

Subject: Senior Agency Staff Group, Meeting #12

Date: Monday, June 22, 2020

Time: 3:00 to 5:00 p.m.

Location: WebEx Video Conference Call

Attendees: SASG Members:
Patrick Sweeney, PBOT
Brian Monberg, City of Gresham
Malu Wilkinson, Metro
Mike Morrow, FHWA
Sam Hunaidi, ODOT
Katie Morrison, Sen. Kathleen Taylor's Office
Lucy Williams, Rep. Smith Warner's Office
Jean Senechal Biggs, City of Beaverton
Andrew Plambeck, Portland Streetcar
Tate White, Portland Parks
Morgan Steele, BDS

Project Team Members:
Ian Cannon, MultCo
Megan Neill, MultCo
Mike Pullen, MultCo
Heather Catron, HDR
Steve Drahota, HDR
Cassie Davis, HDR
Liz Stoppelmann, HDR
Jeff Heilman, Parametrix
Laura Peña, EnviroIssues
Joey Posada, EnviroIssues

Apologies: SASG Members:
Mark Lear, PBOT
Chris Deffebach, Washington County
Mike Bezner, Clackamas County
Steve Witter, TriMet
Dan Bower, Portland Streetcar
Greg Theisen, Port of Portland
Brett Horner, Portland Parks Bureau

Project Team Members:
Liz Smith Currie, MultCo
Chris Fick, MultCo



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Summary Notes

WELCOME AND INTRODUCTIONS

Heather Catron, HDR, welcomed the group and thanked them for joining the meeting. She reviewed the agenda and described the following meeting objectives:

- Review Community Task Force recommendation on Preferred Alternative and Traffic Management option.
- Provide an update on the project and key activities since the SASG last met.
- Review where the project is in the Environmental Review phase and look ahead to the upcoming Type Selection phase.
- Share and get input on summer outreach approach and tools.

CTF RECOMMENDATION

PREFERRED ALTERNATIVE: WHAT WE HEARD

Mike Pullen, Multnomah County, stated that the Community Task Force (CTF) recommended the Replacement: Long Span as the Preferred Alternative with a full bridge closure during construction. He provided a brief overview about why the CTF recommended the Long Span option at their 6/15 meeting including, best for seismic resiliency, lowest cost, and additional width and space below the bridge. The CTF recommended a full bridge closure because it has the least cost and shortest construction duration (see PowerPoint slides 6 and 7).

SCORING RESULTS: KEY DIFFERENTIATORS

Megan Neill, Multnomah County, described a graph that illustrates the evaluation scoring results (PowerPoint slide 8). She pointed out that the Replacement Long Span with the full closure ranked the highest among the four alternatives. Megan discussed the key differentiators that from the evaluation scoring and why the Preferred Alternative scored the highest. Differentiators included construction in geotechnical hazard zone, construction duration, and cost, among others (PowerPoint slide 9).

Steve Drahota, HDR, pointed out that this bridge option requires a superstructure, which was a major concern for several CTF members.

LONG SPAN FACT SHEET (PAGE 10)

Steve reviewed a fact sheet for the Long Span bridge option (see PowerPoint slide 10).

- Tate White, Portland Parks, asked when Multnomah County will select a bridge type for the Long Span alternative.



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- Heather responded that due to the federal permitting timeline under One Federal Decision, the team is advancing type selection work on the recommended alternative starting this fall with the CTF. They will go through a similar process to select the bridge type option as they did for recommending a Preferred Alternative – starting with interests, values and developing a robust set of selection criteria. Heather referenced the type selection phase timeline, which shows the bridge type selection being completed in Spring 2021 before moving into the permit application process (see PowerPoint slide 15).

CTF RECOMMENDATION COMMENTS FROM SASG MEMBERS

Heather asked the SASG members if they had any comments on the CTF recommendation.

- Patrick Sweeney, PBOT, expressed that he felt that this project is taking a good step forward, but there is a need to work on the active transportation elements.
- Morgan Steele, BDS, expressed concern about the impacts the Long Span bridge option will have on natural resources and that figuring out the details of the impacts will be important. Overall, they were glad that the team considered resource protection.
- Malu Wilkinson, Metro, expressed the importance of the Burnside Bridge being a regional lifeline route and emphasizing that the multimodal and regional aspects are important to Metro. She thanked the project team for all of the work going into this project.
- Andrew Plambeck, Portland Streetcar, thought that the recommendation makes sense.
- Jean Senechal Biggs, City of Beaverton and Brian Monberg, City of Gresham, did not have additional comments, but stated that the project was at a good milestone.
- Sam Hunaidi, ODOT, shared that he would have liked to see the Short Span as the recommendation, but understands the direction that is needed.

PROJECT UPDATE

Tech reports

Jeff Heilman, Parametrix, provided an update on the Draft EIS technical reports. He shared dates for when the batches will be ready for review and when comments are due (see PowerPoint slide 11). Each batch will have a three-week review period, similar to the last round of reviews.

Funding

Megan provided an update on project funding, stating that there have been questions about the impacts of COVID-19. She clarified that she did not expect funding to be impacted significantly by COVID-19. Even though people are driving less, there hasn't been a significant decrease in vehicle registrations, which will be a major source of funding. She also noted that the project team is



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considering opportunities for mitigating impacts of the vehicle registration fee for people with low incomes. Megan invited Malu to provide an update on Metro's Get Moving 2020 bond. Malu reported that the Metro bond is moving forward and scheduled to be referred as a ballot measure on July 19th.

NOI

Jeff reported that the Notice of Intent (NOI) was issued in mid-April with a 30-day comment period that followed. He shared that there was little public feedback. Jeff shared that this was not a concern due to the extensive feedback obtained during previous years through the planning and environmental linkages work.

Owner's Rep Contract

Megan shared that these SASG meetings may grow larger with the addition of new members when the Owner's Rep team is chosen, marking a new phase of the project. The Request for Proposal (RFP) was posted on May 22nd and submissions are due June 29th.

SUMMER OUTREACH

Cassie Davis, HDR, provided an overview on summer outreach (see PowerPoint slide 16), which are currently being planned by the project team. Outreach will feature an online open house where users will be able to learn about the recommend Preferred Alternative and traffic management option and provide feedback. Additional outreach will be done via ongoing stakeholder briefings, video tours and animations, and a direct mailer. She shared that the Diversity, Equity and Inclusion (DEI) Outreach effort is being set up in collaboration with the Community Engagement Liaisons (CELs) Program, who are organizing and sharing thoughts on how to implement creative outreach efforts for underserved and underrepresented communities in a time of social distancing.

UPCOMING MEETINGS AND NEXT STEPS

Heather shared upcoming meetings and next steps through the end of the year (see PowerPoint slide 17). The next SASG meeting will be in September. The group will get an update on any adjustments that the CTF makes on their recommendation after reviewing feedback from the public. Type Selection will kickoff in September and the Draft Environmental Impact Statement will be published in January.

ADJOURN

Heather thanked the group for their participation and adjourned the meeting.