

Attachment K

Summary of Public Involvement and Agency Coordination

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Attachment K. Summary of Public Involvement and Agency Coordination

Introduction

The Project's decision-making process includes a diverse group of project committees supported and informed throughout each Project phase. The following subsections present the decision structure and public involvement process.

Project Groups

The complexity of the project required establishing a planned decision-making process to set process milestones, community outreach goals, and technical insights. Three project committees were formed to help inform and guide the process. These committees were supported by the Project Management Team and Working Groups. Please visit the Earthquake Ready Burnside Bridge website at <https://multco.us/earthquake-ready-burnside-bridge/committees> for additional committee membership information.

Project Committees

1. Policy Group (PG)

The Policy Group consists of Elected officials and agency executives as shown in Table 1 (members listed are on the [EQRB website](#)). The Policy Group (PG) was tasked to set policy framework, represent issues of each member's respective agency or constituents, communicate progress to fellow elected/agency officials, review input from the Community Task Force and public, and make decisions at key process milestones (some of which are referred to local, state, or federal agencies for approval).

Table 1. Policy Group

Member	Agency/Jurisdiction
Chair Deborah Kafoury	Multnomah County
Commissioner Jessica Vega Pederson	Multnomah County
Chris Warner	City of Portland
Councilor Cate Arnold (pending replacement)	City of Beaverton
Councilor Karylinn Echols (retired)	City of Gresham
Councilor Sue Piazza	City of Gresham
Doug Kelsey (now retired)	TriMet
Steve Witter	TriMet
U.S. Senator Ron Wyden's Office	U.S. Senator's office
U.S. Senator Jeff Merkley's Office	U.S. Senator's office
Justin Douglas	Prosper Portland
Phil Ditzler (retired)	FHWA Oregon
Keith Lynch (interim)	FHWA Oregon
US Representative Earl Blumenauer's Office	U.S. Representative's office
US Representative Suzanne Bonamici's Office	U.S. Representative's Office
Councilor Craig Dirksen (retired)	Metro
Councilor Mary Nolan	Metro

Member	Agency/Jurisdiction
Oregon Representative Barbara Smith Warner's Office	Oregon State Legislature
Rian Windsheimer	ODOT
Oregon Representative Senator Kathleen Taylor's Office	Oregon State Legislature

2. Community Task Force (CTF)

The Community Task Force (CTF) is a collaboration of community members, advocacy group and business representatives as shown in Table 2 (members listed are from the [EQRB website](#)). The CTF represents constituents' perspectives and input, communicates project information to constituents, and works to develop consensus recommendations to the PG at each process milestone.

Table 2. Community Task Force

Member	Agency/Jurisdiction
Marie Dodds	AAA
Robert McDonald (retired from group)	American Medical Response
Susan Lindsay	Buckman Community Association
Gabriel Rahe	Burnside Skate Park
Jennifer Stein	Central City Concern
Peter Finley Fry	Central Eastside Industrial Council
Stella Funk Butler	Powell Valley Neighborhood Association
Jane Gordon	University of Oregon
Ed Wortman	Community At-Large Member
Jacqueline Tate	Community At Large Member
Sharon Wood Wortman	Community At-Large Member
Neil Jensen	Gresham Area Chamber of Commerce
Fred Cooper	Laurelhurst Neighborhood Association and Laurelhurst Neighborhood Emergency Team
Tesia Eisenberg	Mercy Corps
Art Graves	Multnomah County Bike and Pedestrian Citizen Advisory Committee
Peter Englander (retired from group)	Old Town Community Association
Paul Leitman	Oregon Walks
Timothy Desper (retired from group)	Portland Rescue Mission
Howie Bierbaum	Portland Saturday Market
William Burgel	Portland Freight Advisory Committee
Dennis Corwin	Portland Spirit
Amy Rathfelder	Portland Business Alliance

3. Senior Agency Staff Group (SASG)

The Senior Agency Staff Group (SASG) is comprised of senior level staff representatives from the Policy Group to provide individual technical insights and agency perspectives. The SASG members from the [EQRB website](#) are shown in Table 3.

Table 3. Senior Agency Staff Group

Member	Agency/Jurisdiction
Katie Morrison	Oregon State Senator Kathleen Taylor’s Office
Ashley Clark	Oregon State Representative Barbara Smith Warner’s Office
Brian Monberg	City of Gresham
Christina Deffebach	Washington County
Shelly Haack	Prosper Portland
Dan Bower	Portland Streetcar
Mike Morrow	Federal Highway Administration
Greg Theisen	Port of Portland
Jon Henrichsen	Multnomah County
Malu Wilkinson	Metro
Mark Lear	City of Portland
Mike Bezner	Clackamas County
Sam Hunaidi	Oregon Department of Transportation
Steve Witter	TriMet
Jean Senechal Biggs	City of Beaverton

Project Management Team

The Project Management Team (PMT) supported and facilitated the decision-making process. The PMT was comprised of Multnomah County, Oregon Department of Transportation, FHWA, City of Portland, METRO, and consultant team members. The team managed the scope, schedule, and budget, directed and provided quality assurance for technical and public involvement work, and staff support to the PG, SASG, CTF, and working groups.

Working Groups

Multiple Working Groups, consisting primarily of topical experts from various local, state, or federal agencies, met one or more times, and provided detailed input and work products to the PMT and CTF in their respective areas of expertise. The Working Groups are shown below.

Table 4. Working Groups

Name	Objective	Participants
Roadway / Transit (Motorized)	To provide early technical input on motorized design standards and preferences.	<ul style="list-style-type: none"> • City of Portland, PBOT • ODOT • Portland Streetcar • TriMet • Multnomah County • Consultant • CTF members

EARTHQUAKE READY BURNSIDE BRIDGE

Name	Objective	Participants
Multi-Modal	To provide technical input on the bridge uses, typical sections, and connections to the existing multi-modal networks.	<ul style="list-style-type: none"> • City of Portland, PBOT • Portland Streetcar • Metro • TriMet • ODOT • Multnomah County • Consultant • CTF members
Constructability / Estimating	To provide technical input on construction approach and cost estimates.	<ul style="list-style-type: none"> • City of Portland, PBOT • ODOT • FHWA • Multnomah County • Consultant • CTF members
Transportation	To provide technical input on traffic analysis and planning.	<ul style="list-style-type: none"> • City of Portland, PBOT: • Metro • Portland Streetcar • ODOT • FHWA • Multnomah County • Toole Design • Consultant • CTF members
Seismic	To provide early technical input on non-motorized design standards and preferences.	<ul style="list-style-type: none"> • City of Portland, PBOT • ODOT • Portland State University • FHWA • Multnomah County • Consultant • CTF members
Natural Resources	To collect input from natural resource regulatory agencies that will or may have permitting authority on the project, to integrate permitting considerations in the DEIS and alternatives design.	<ul style="list-style-type: none"> • City of Portland, BES • ODOT • EPA • State of Oregon • US Army • DEQ • ODFW • NMFS • USFW • DSL • FHWA • Multnomah County • Consultant • CTF members
Cultural Resources	To consolidate the coordination with and input from potential Section 106 consulting parties, as part of implementing the Section 106 process.	<ul style="list-style-type: none"> • City of Portland, BDS: • ODOT • FHWA • SHPO • Multnomah County • Consultant • Additional agencies being considered for potential consulting party status. • CTF members
Definition of Alternatives (No-Build)	To provide input on the definition of the build and no-build alternatives.	<ul style="list-style-type: none"> • City of Portland, PBOT; RDPO • ODOT • Metro • Clackamas County • Multnomah County • Consultant • CTF members

Name	Objective	Participants
Urban Design/Aesthetics	To inform early urban design and aesthetics considerations.	<ul style="list-style-type: none"> • Multnomah County • Consultant • PBOT • BPS • Parks Bureau; Parks Foundation; Parks Board • City of Portland • Prosper Portland • AIA • TriMet • CEIC • Social Services • ODOT • CTF members
Emergency Management	To provide insight on Emergency Management plans, and technical needs (access, capacity, etc.).	<ul style="list-style-type: none"> • PBEM • RDPO • OEM • Metro • ODOT Region 1 • Clackamas County • Washington County • Oregon State • USCG • City of Portland • Multnomah County • Consultant • CTF members
Social Services	To provide insight on access, housing, shelter, and service needs. Provide input on items relating to environmental justice and equity especially in regard to selecting a preferred alternative and mitigation ideas for impacts to their community and other historically disadvantaged groups.	<ul style="list-style-type: none"> • Portland Rescue Mission (CTF) • Central City Concern (CTF) • Bridgetown Night Strike • A Home for Everyone • Ride Connection • Mercy Corps (CTF) • Salvation Army • JOIN • Union Gospel Mission • Multnomah County • Consultant • CTF members
Diversity/Equity /Inclusion	To provide insight on diversity, equity and inclusion best practices and lessons learned amongst agencies. This group will also discuss how agency equity lenses are being applied to projects and insight on how to apply DEI best practices and an equity lens to the EQRB project.	<ul style="list-style-type: none"> • City of Portland • ODOT • TriMet • Port of Portland • Portland Streetcar • Metro • Multnomah County • Consultant
City TAC	To conduct inter- bureau coordination on the key issues of the month.	<ul style="list-style-type: none"> • City of Portland: PBOT-PPP, BDS; Attorney's Office; Traffic Safety; Streetcar; EI; Capital Project Delivery; Freight; PBEM • Multnomah County • Consultant
Sustainability	To provide input on the project's sustainability approach and track progress of work plan.	<ul style="list-style-type: none"> • City of Portland, BPS; BES; PPR • Consultant

Stakeholder Outreach

The project team started outreach efforts during the Feasibility Study and continued building on outreach efforts to a wide range of stakeholders during the stakeholder engagement process. Stakeholder groups are identified below by environmental topic areas that may be of interest or concern to them.

Table 5. Potential Areas of Interest for Stakeholder Groups

Potential Areas of Interest or Concern	Drivers	Freight	Cyclists	Pedestrians	Transit users	People with disabilities	Low income & homeless	Social services	People of Color	Native American	Non-English speaking	Senior citizens	Contracting community	Property owners	Developers	Businesses	Residents	Historic preservationists	Agencies	Park users	River users	Environmental preservationists
Land Use							x	x		x				x	x	x	x	x	x	x		x
Economics		x						x					x	x	x	x	x		x		x	
Right-of-Way							x	x	x	x				x	x	x	x	x	x	x		
Transportation (Traffic/ Mobility/ Access)	x	x	x	x	x	x	x	x	x		x	X		x	x	x	x		x	x	x	
Construction	x	x	x	x	x	x	x	x	x		x		x	x	x	x	x		x	x	x	x
River Navigation																			x		x	
Neighborhoods and Social Environment							x	x	x	x	x	X		x	x	x	x	x	x	x		x
Environmental Justice							x	x	x	x	x		x						x			x
Equity						x	x	x	x	x	x	X	x						x			
Visual Resources (Aesthetics)														x	x	x	x	x	x	x		
Parks and Recreation			x	x			x	x									x	x	x	x		x

Potential Areas of Interest or Concern	Drivers	Freight	Cyclists	Pedestrians	Transit users	People with disabilities	Low income & homeless	Social services	People of Color	Native American	Non-English speaking	Senior citizens	Contracting community	Property owners	Developers	Businesses	Residents	Historic preservationists	Agencies	Park users	River users	Environmental preservationists
Archaeological and Historic Resources										x								x	x	x		x
Public Services						x	x	x		x	x	X					x		x			
Utilities																			x			
Soils and Geology																			x			x
Hazardous Materials																			x			x
Air Quality														x	x		x		x			x
Noise and Vibration							x	x						x	x	x	x		x			x
Waters										x							x		x		x	x
Hydraulics																			x		x	x
Stormwater																			x			x
Vegetation																			x			x
Wildlife										x									x			x
Endangered Species										x									x			x

Potential Areas of Interest or Concern	Drivers	Freight	Cyclists	Pedestrians	Transit users	People with disabilities	Low income & homeless	Social services	People of Color	Native American	Non-English speaking	Senior citizens	Contracting community	Property owners	Developers	Businesses	Residents	Historic preservationists	Agencies	Park users	River users	Environmental preservationists
Costs																			x			
Sustainability			x	x	x					x									x			x
Climate Change			x	x	x														x			x
Public Health			x	x	x	x	x	x	x	x	x	x						x	x	x		x

Multnomah County identified four primary outreach goals which guided the community and stakeholder involvement process.

1. Awareness

Build awareness and share information through regular, meaningful, and consistent project communications about the important role this project plays in creating an earthquake-ready river crossing in downtown Portland.

2. Transparency

Inform all stakeholders and community of how the project team has thoroughly considered their feedback, interests, issues, and concerns in project solutions and transparently communicate how project decisions are being made.

3. Inclusion

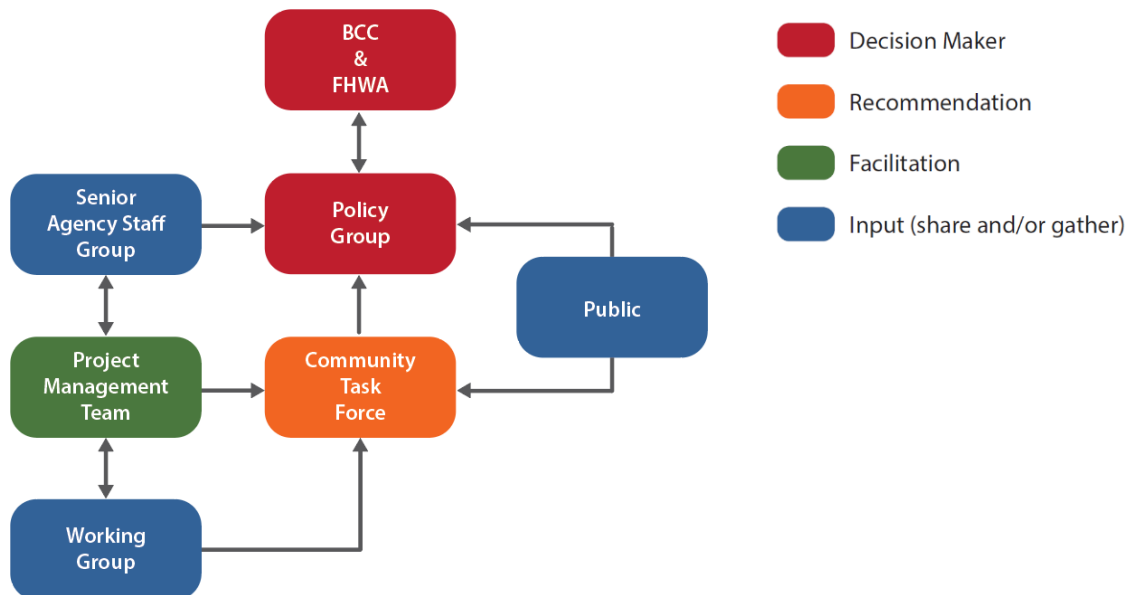
Provide equitable, inclusive, and accessible opportunities for stakeholders and community to influence and shape the project by reducing participation barriers, ensuring culturally responsive practices, and offering diverse ways for all people to participate in project conversations.

4. Coordination

Engage and build authentic relationships with agencies, industry stakeholders, and County departments, securing cross-government coordination, commitment, alignment, and industry readiness, to realize the Earthquake Ready Burnside Bridge in the future.

Decision Process and Structure

The decision process was guided by three project committees including a Policy Group, Community Task Force, and Senior Agency Staff Group. In addition to the Project Committees, stakeholder working groups and a Project Management Team supported the decision-making process. Input from agencies, the public and other stakeholders was solicited at each step. The following flowchart shows the roles of the different project groups during the decision-making process. The Multnomah County Board of County Commissioners (BCC) and the Federal Highway Administration (FHWA) in coordination with the Policy Group Project Committee were the key players in the decision-making role.



The decision process included several key stages and decision points:

1. Feasibility Study and Informal Scoping

This stage focused on establishing the Decision Process and Structure, defining the Purpose and Need of the project, identifying issues of concern, and screening a wide range of potential project solutions in order to identify those alternatives that would be recommended for detailed review in the EIS.

2. Definition of Alternatives

This stage developed more detailed descriptions and conceptual designs of the identified Project Alternatives and the construction assumptions for each.

3. Evaluation of Alternatives Method

In this phase, a rating system, evaluation criteria and measures, and criteria weightings/priorities, were developed to evaluate the Project Alternatives.

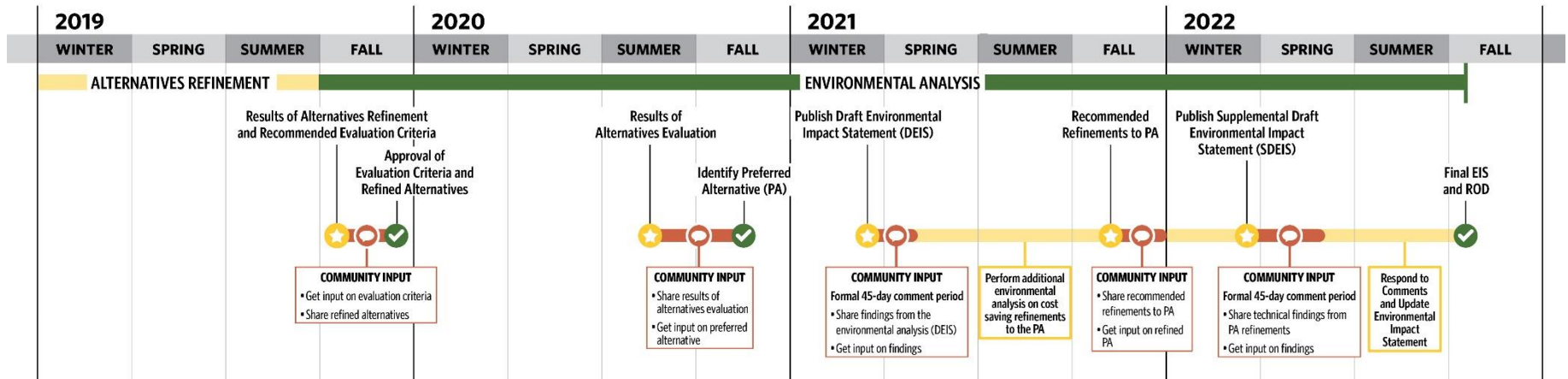
4. Preferred Alternative Identified

After 18 months of work, the Burnside Bridge Community Task Force recommended the Replacement Long-span Alternative with No Temporary Bridge as their preferred Alternative on June 15, 2020. The Public was invited to provide input via an online open house and survey during the public comment period in August 2020. The results were presented to the Burnside Project's Policy Group on October 2, 2020 for a vote on the preferred alternative and was approved.

5. Refinements to the Preferred Alternative

Following publication of the Draft EIS, and the failure of a regional transportation bond measure, the County determined that the estimated construction costs were likely too high to be able to fund the project, and so set about identifying ways to reduce the cost of the Preferred Alternative. Input was sought from Project Committees and from the general public. The proposed refinements were evaluated in detail in a supplemental Draft EIS.

Environmental Review Process



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Multnomah County followed a Planning and Environment Linkages (PEL) process to help inform and guide the environmental review process. PEL is a collaborative and integrated approach to decision-making that engages the public, agencies, and tribes, and considers environmental, community and economic goals starting early in the planning process and continuing through project development and delivery. FHWA guidance, issued November 2016, prescribes a PEL approach based on 23 U.S.C. 168 as amended by the FAST (Fixing America's Surface Transportation) Act. The EQRB project's PEL strategy and compliance are described in *EQRB Draft Environmental Impact Statement Attachment N, EQRB Planning and Environment Linkages Report* (Multnomah County 2021h).

Informing and engaging the community has been an important focus throughout the EQRB project. The Feasibility Study conducted from 2016-2018, obtained feedback and insight from local, regional, and state agencies, as well as the local community, to advise the process. A broad stakeholder engagement process was implemented to inform the community and solicit input. Stakeholder committees, interviews, briefings, presentations, stakeholder workshops, booth tabling, online surveys and briefings, project videos and simulations, and a project website were key elements of the stakeholder engagement plan. Small group interviews and briefings were effective methods for engaging key stakeholders. Emails and social media were utilized to publicize meetings and project news while the project website provided a central hub for public information.

Following the Feasibility Study, public outreach continued in 2019 beginning with the first phase of outreach for the Environmental Review phase, Round 1 Engagement, during the early and formal scoping period for the EIS (January through September 2019). Round 1 Engagement focused on informing the public of the status of the project and to seek input on the range of alternatives to carry into the EIS as well as on draft evaluation criteria that would help inform the selection of a preferred alternative (please refer to the Key Findings section later in this document for additional information).

At the time of NOI issuance and the 30-day comment period, a notification was sent to the stakeholder list which provided information on the website with the environmental topics, purpose and need statement, and range of alternatives, and encouraged the community to submit input through an online comment form.

Round 2 Engagement occurred throughout 2020 and concluded with an online survey in September 2020. The focus of this round of engagement was to share early findings of the environmental review and gather community feedback on the range of alternatives, and ultimately, the CTF recommended preferred alternative.

Agency Review and Coordination

Much of the agency coordination has occurred through the Project Committees and Working Groups described above, as well as through topic-specific meetings and communication with the relevant agencies. The EQRB Agency Coordination Plan outlines the fundamentals of the approach as well as the agencies and milestones.

The NEPA co-lead agencies for the EIS are the Federal Highway Administration (FHWA), Multnomah County, and the Oregon Department of Transportation (ODOT). In addition, three other federal agencies – the US Coast Guard, the Army Corps of Engineers, and NOAA Fisheries, have accepted cooperating agency status under NEPA because of their permitting or approval roles on the project.

Additionally, many Participating Agencies have been included throughout the review process:

City of Beaverton	Clackamas County	Portland Streetcar
City of Gresham	Metro	Prosper Portland
City of Portland	TriMet	USFWS
- BDS	Oregon State	EPA
- BES	- DEQ	FEMA
- BPS	- ODSL	
- PBOT	- OEM	
- PPR	- OSMB	
- PWB	- SHPO	

Tribal Review and Coordination

The Oregon Department of Transportation (ODOT) and Federal Highway Administration (FHWA) met with the Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes of the Umatilla Indian Reservation, and Nez Perce Tribe in 2019. These meetings provided an opportunity for the tribes and agencies to discuss alternatives proposed for the Earthquake Ready Burnside Bridge project, progress of current cultural resource surveys, and the proposed potential effects. Additionally, the tribes are recognized as a Participating Agency for the NEPA process. Presently, no specific feedback has been received although one tribe expressed concern that there be early archaeological investigations. The Nez Perce Tribe requested to end its consultations for the EQRB project. The Cowlitz Tribe and the Confederated Tribes and Bands of the Yakama Nation did not respond to invitations for face-to-face consultation meetings in 2019.

Because of COVID 19 travel restrictions and precautions, as well as limited availability, no in-person meetings have occurred with the Tribes in 2020. However, in July 2020, ODOT and FHWA had telephone conference calls with the Confederated Tribes of the Warm Springs Reservation of Oregon and the Confederated Tribes of the Umatilla Indian Reservation. They also had a video conference meeting with the Confederated Tribes of the Grand Ronde Community of Oregon who expressed concerns that the project area has a high probability for archaeological resources, particularly historic archaeology, and requested a detailed treatment plan and an approach for identifying intact archaeological resources prior to impacts by construction, as well as an opportunity to review and comment on both the methodology and treatment plan.

Tribes were invited to the Section 106 Consulting Parties Meeting in late November 2020. Confederated Tribes of Siletz Indians and Confederated Tribes and Bands of the Yakama Nation attended the video conference meeting.

Input continued to be solicited from Tribes through 2020 and 2021, partly through the regular government to government coordination with FHWA and ODOT, as well as through the Section 106 Consulting Party process.

Key Findings

Broad input was received encompassing a large range of perspectives during four key rounds of public engagement. Please refer to the Round 1, Round 2, Round 3 and Round 4 Engagement Summary Reports for more details on the engagement activities performed and feedback received located on the Earthquake Ready Burnside Bridge website: <https://multco.us/earthquake-ready-burnside-bridge/project-library>.

Round 1 Engagement

The first round of engagement was implemented from January through September 2019 to inform the public of the status of the project and seek input on the draft evaluation criteria. The feedback received helped inform the selection of a preferred alternative and preferred traffic management options during construction. The initial round of engagement sought to connect with and understand the perspectives of the stakeholders, including organizations and neighbors, located near the project and the community members identified in the project's Diversity, Equity, and Inclusion (DEI) plan. Key activities included an online open house and survey, over 50 virtual project briefings with community groups and agencies, and focus group meetings with diverse community groups including Black / African American, Vietnamese, Spanish, Latinx, Chinese and Arabic.

The following summarizes Round 1 Engagement feedback:

- Support for the project purpose to create a crossing that will withstand a large earthquake in downtown Portland was heard through all outreach methods.
- Strong support for the draft evaluation criteria was heard across engagement activities.
- Strong support for removing the High Fixed Bridge from further consideration came through input received.
- Many comments related to impacts to people biking, walking, and taking transit. The active transportation community promoted engagement with the online survey through bikeportland.org.
- Although there were differing opinions and concerns regarding whether to implement a temporary detour bridge, more respondents supported a full closure of the bridge, often citing concerns about cost and construction duration.
- Participants reached through the Diversity, Equity, and Inclusion outreach generally agreed with the input and themes from the aggregate survey respondents, however, they elevated themes related to safety, economics, and fiscal responsibility more often.

More details about R1 engagement and feedback received can be found in the [R1 Engagement Summary](#) online.

Round 2 Engagement

The second round of engagement was conducted from January through September 2020. The objectives of the second round were to inform the public of the status of the project and seek feedback regarding the Recommended Preferred Bridge Alternative, the Replacement Long Span Alternative, and the recommended traffic management option of fully closing the bridge during construction without constructing a temporary bridge. Round 2 also sought to establish contact with and understand the needs and perspectives of the stakeholders, including organizations and neighbors located near the project and members of communities who are historically underserved and underrepresented (as identified in the project's DEI Plan). Key activities included an online open

house and survey provided in seven different languages, over 70 virtual project briefings with community groups and agencies, and DEI engagement activities performed through the project's Community Engagement Liaisons Program.

The following summarizes Round 2 Engagement feedback:

- Strong public support for the recommended Preferred Bridge Alternative: Replacement Long Span.
- Strong public support for the recommendation to fully close the bridge during construction.
- High levels of engagement among the skating community who support the preservation of the Burnside Skatepark.
- Similar levels of support for the two recommendations among DEI respondents as all survey respondents.

More details about R2 engagement and feedback received can be found in the [R2 Engagement Summary](#) online.

Round 3 Engagement

The third round of engagement was conducted from December 2020 through February 2021. This engagement round intended to keep stakeholders and interested parties up-to-date and engaged with the project, continue to build meaningful relationships, and gather community input to inform the project and process. The focus of this round of engagement was to gather feedback on Bridge Type Selection. Key activities included an online open house and survey provided in seven different languages, over 60 virtual project briefings with community groups and agencies, and DEI engagement activities performed through the project's Community Engagement Liaisons Program.

The following summarizes Round 3 Engagement feedback:

- Strong and about equal levels of support for the Cable Supported and Tied Arch bridge options
- Some support for a Girder option on the west side approach of the bridge
- Strong preference for a Bascule movable span over a vertical lift movable span
- Similar survey results from non-English speaking survey respondents with the exception of placing a higher emphasis on project cost than total respondents as a whole

More details about R3 engagement and feedback received can be found in the [R3 Engagement Summary](#) online.

Round 4 Engagement

In spring 2021, County leadership directed the project team to identify and evaluate potential cost-saving measures to apply to the project to ensure an affordable project can be built. In response, a fourth round of engagement occurred from summer through winter 2021 to share information and seek community feedback on recommended cost-saving refinements to the Preferred Alternative.

Principal topics for community discussion focused on reducing the overall bridge width of the Preferred Alternative, using a refined 'girder' structure type for the west span, and using a 'bascule' style structure type for the center movable span.

The primary engagement activities included an online open house and survey in seven different languages, a project webinar, discussion group meetings with members of communities identified in

the project's DEI Plan, and over 45 virtual briefings with community organizations, agencies, and neighborhood stakeholders.

The following summarizes Round 4 Engagement feedback:

- General understanding and support for cost savings to ensure the project can be funded and built.
- General support for reducing the bridge width to aid project completion.
 - Stakeholders are split in their support for reducing the number of travel lanes in the initial Preferred Alternative from five to four lanes.
 - Many shared that although a narrower bridge would not be their preference, they understood the tradeoffs of the cost savings and ultimately valued having at least one seismically resilient river crossing.
 - 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.
- Strong preference for the reversible vehicle lane traffic configuration option, including among DEI communities.
 - Respondents also provided additional comments about the need for educational opportunities to learn how to properly use the reversible lane option.
 - Interest in prioritizing public transit options and addressing sustainability goals across lane allocation options.
- Overall support for reducing the width of the bike and pedestrian space in the initial Preferred Alternative from 20 feet to 14-17 feet, with opposing views about removing bike and pedestrian space to allocate more space for vehicle lanes.
- Strong preference for the girder structure type for the west approach, including among DEI communities.
- Strong preference for a bascule option rather than a vertical lift option for the movable span, including among DEI communities.
- High interest in active transportation ramp connections to the bridge with separate facilities to accommodate bicycles and pedestrians. Respondents who stated support for ramp connections also prioritized public safety and accessibility.
- Results for those who took the survey in languages other than English were similar to the overall results and did not have significant variations.

More details about R4 engagement and feedback received can be found in the [R4 Engagement Summary](#) online.