

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. 2022-020

Adopting the Recommended Preferred Alternative for Inclusion in the Supplemental Draft Environmental Impact Statement of the Earthquake Ready Burnside Bridge Project.

The Multnomah County Board of Commissioners Finds:

- a. Multnomah County owns and maintains the Burnside Bridge, a 96-year-old structure that is nearing the end of its service life and was not designed to withstand a major earthquake.
- b. In March 1996, Metro designated Burnside Street a primary “East-West emergency transportation route” thereby establishing the Burnside corridor as a regional “lifeline” route.
- c. In April 2015, Multnomah County adopted the Willamette River Bridges Capital Improvement Plan, whereby making the existing Burnside Bridge seismically resilient, either through a retrofit or full replacement, was listed as the highest priority project in the 2015-2034 timeframe.
- d. A seismically resilient Burnside Bridge will support the region’s ability to provide rapid and reliable emergency response, rescue, and evacuation after a major earthquake, as well as enable post-earthquake economic recovery.
- e. In September 2016, Multnomah County initiated a Burnside Bridge Seismic Feasibility Study whose purpose was to create a range of options for a seismically resilient Burnside Bridge that will remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone earthquake. The outcomes of this study were adopted by the Board on November 1, 2018.
- f. In October 2018, Multnomah County convened a Policy Group made up of elected and appointed representatives of jurisdictions and agencies with an interest in the Burnside Bridge to make recommendations at project milestones during the Environmental Review Phase.
- g. The Policy Group has met five times during the Environmental Review Phase to review the project progress and to formalize their recommendation for a Preferred Alternative for inclusion into the publication of the draft Environmental Impact Statement.
- h. The Policy Group currently consists of:
 - Co-chair, Multnomah County Chair Deborah Kafoury
 - Co-chair, Multnomah County Commissioner Jessica Vega Pederson
 - Steve Witter, TriMet

- Chris Warner, Portland Bureau of Transportation Director
- Rian Windsheimer, Oregon Department of Transportation (Region 1)
- Phil Ditzler, Federal Highway Administration (Oregon)
- Justin Douglas, Prosper Portland
- Councilor Mary Nolan, Metro
- Councilor Sue Piazza, City of Gresham
- Oregon State Senator Kathleen Taylor (District 21)
- Oregon State Representative Barbara Smith Warner (District 45)
- U.S. Senator Jeff Merkely's Office
- U.S. Senator Ron Wyden's Office
- U.S. Representative Earl Blumenauer's Office
- U.S. Representative Suzanne Bonamici's Office

- i. In October 2018, a Community Task Force of 21 citizens was formed as part of the Environmental Review Phase. The Community Task Force has since met twenty-nine times.
- j. In fall of 2020, the Community Task Force, Policy Group and Board of County Commissioners recommended a Preferred Alternative to be included in the publication of the draft Environmental Impact Statement. The recommended Preferred Alternative consists of the Long Span Alternative and the closure of the bridge to traffic during the construction phase. The alternatives not selected include the Enhanced Seismic Retrofit, the Short Span Replacement Alternative, and the Couch Extension Replacement Alternative. The installation of a temporary movable bridge during the construction phase was not selected. A Draft Environmental Impact Statement was published Feb 5, 2021 for public review and comment, documenting the benefits and impacts of the range of alternatives considered.
- k. In spring of 2021, the two Board of County Commissioners who Co-Chair the project Policy Group, Chair Deborah Kafoury and Commissioner Jessica Vega Pederson, requested that the project team explore ways to bring the overall cost of the project down to better ensure a new bridge gets funded and built. Any proposed changes were to be included in the publication of a Supplemental Draft Environmental Impact Statement for public review and comment.
- l. On January 24th, 2022, the Community Task Force recommended a range of cost saving measures to be applied to the Long Span Alternative, resulting in an update to the recommended Preferred Alternative. The range of cost saving measures included the selection of a conventional girder style structure type for the west approach span over Tom McCall Waterfront Park, a bascule style structure type for the movable span in the river, and the narrowing of the overall bridge width resulting in the reduction of one vehicular lane of traffic.
- m. On March 3rd, 2022, the Policy Group approved the Community Task Force's recommendation for the refinements to the recommended Preferred Alternative. The Policy Group forwarded these recommendations to the Multnomah County Board of Commissioners for approval.

The Multnomah County Board of Commissioners Resolves:

1. The work of the Community Task Force is appreciated. The Board thanks them for their service to the public.
2. The work of the Policy Group is appreciated. The Board thanks them for their service to the public.
3. To include the recommended Preferred Alternative in the publication of the Supplemental Draft Environmental Impact Statement.
4. To direct staff in the Department of Community Services to work with the Federal Highway Administration to publish the Supplemental Draft Environmental Impact Statement as soon as is practicable.

ADOPTED this 17th day of March, 2022.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Deborah Kafoury

Deborah Kafoury, Chair

REVIEWED:
JENNY M. MADKOUR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By *Courtney Lords*
Courtney Lords, Senior Assistant County Attorney

SUBMITTED BY: Jamie Waltz, Director, Department of Community Services