

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

RESOLUTION NO. _____

Approving the Sellwood Bridge Final Design Elements and Funding Plan.

The Multnomah County Board of Commissioners Finds:

- a. Multnomah County owns and maintains the Sellwood Bridge in the City of Portland which is nearing the end of its service life and in the long-term requires either major rehabilitation or replacement.
- b. In June 2006, the Board convened a Policy Advisory Group (PAG) made up for elected and appointed representatives of jurisdictions with an interest in the Sellwood Bridge.
- c. By Resolution 06-084, the Board also appointed a Community Task Force (CTF) of 20 citizens to assist in selecting and recommending project elements for the Sellwood Bridge to the PAG. The CTF is now known as the Community Advisory Committee.
- d. The PAG is now known as the Public Stakeholder Committee (PSC) and has met four times during the current public process to review the work of the current Community Advisory Committee (CAC).

The PSC consists of:

- Co-Chair, Multnomah County Chair Jeff Cogen
 - Co-Chair, Multnomah County Commissioner Deborah Kafoury
 - Mayor Sam Adams of the City of Portland
 - Metro Councilor Carlotta Collette
 - Neil McFarlane, General Manager of TriMet
 - Oregon State Representative Carolyn Tomei
 - Oregon State Senator Diane Rosenbaum
 - Jason Tell of the Oregon Department of Transportation
 - Phillip Ditzler of the Federal Highway Administration
- e. The PSC considered the recommendations of the CAC and formed its own recommendation on July 16, 2012.
 - f. The Board considered the recommendations of the CAC and the PSC with respect to the final design elements and funding plan set forth in the Attached Exhibit A.

The Multnomah County Board of Commissioners Resolves:

1. The work of the Community Advisory Committee is appreciated. The Board thanks them for their many hours of service to provide for improved safety and transportation on behalf of the public.

2. The work of the Public Stakeholder Committee is appreciated. The Board thanks them for their many hours of service to provide for improved safety and transportation on behalf of the public.
3. County staff is directed to perform the following tasks:
 - a. Look for ways to provide enhanced streetscape on Tacoma Street between SE Grand Avenue and SE 6th Avenue;
 - b. Work closely with interested stakeholders to refine the design of the proposed asymmetric cross section with particular focus on the West and East end connections
 - c. Work closely with interested stakeholders to refine the design of the Macadam Bay access road and the regional trail on SW Miles Place
 - d. Continue to actively manage project costs
4. To adopt the Final Design Elements and Funding Plan set forth in the Attached Exhibit A.

ADOPTED this 19th day of July, 2012.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

REVIEWED:

JENNY MORF, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By

Matthew O. Ryan, Assistant County Attorney

SUBMITTED BY: Commissioner Deborah Kafoury

EXHIBIT A

The Multnomah County Board of Commissioners (the Board) adopts the following elements into design of the Sellwood Bridge Project and to direct staff as appropriate:

- Steel Deck Arch
- Compressed Signalized Grade Separated Interchange at Highway 43, with one turn lane from OR 43 Northbound to the Sellwood Bridge Eastbound
- Concrete Arch Culvert over Stephens Creek
- Storm-water treatment utilizing bio-swales on the east and west sides of the river
- Community Advisory Committee recommended design elements to include:
 - Structural element surface treatments including staining of the outside faces of concrete beams,
 - Gateway feature near SE Tacoma Street and SE Grand Avenue to be delivered through the Regional Arts and Culture Council, as funded by the City of Portland.
 - Colored bridge roadway shoulder/bike lane and clear marking of bicycle and pedestrian areas on the raised multiuse path/sidewalks,
 - Architectural lighting of the bridge arch ribs and river piers,
 - Belvederes located over the two river piers on both sides of the bridge (4 total),
 - Cost effective benches in the belvederes,
 - Aesthetic enhancements to required fencing on bridge deck (reduce areas where fencing is provided if possible),
 - And enhanced street lighting poles to provide appropriate pedestrian scale and to allow comfortable use at night by all modes.
- Change main bridge pier columns to reinforced concrete
- Shift west interchange retaining walls out of the hillside approximately 6 feet to reduce wall height and excavation
- A Macadam Bay access road located in the southern portion of the parking lot adjacent to the south side of Freeman Motors, including replacement of the existing lattice electrical tower with a monopole
- A regional trail alignment that connects to SW Miles Place
- An asymmetrical cross section on the roadway deck to include an approximately 23-foot wide multi-use path facility grade separated between bicycle areas and pedestrian areas and a crash barrier separating this multi-use path facility from motor vehicles (see attached schematic)
- Elimination of the previously proposed Multi-Use Path bridge near the west end of the Sellwood Bridge (see attached drawing)

Funding Plan

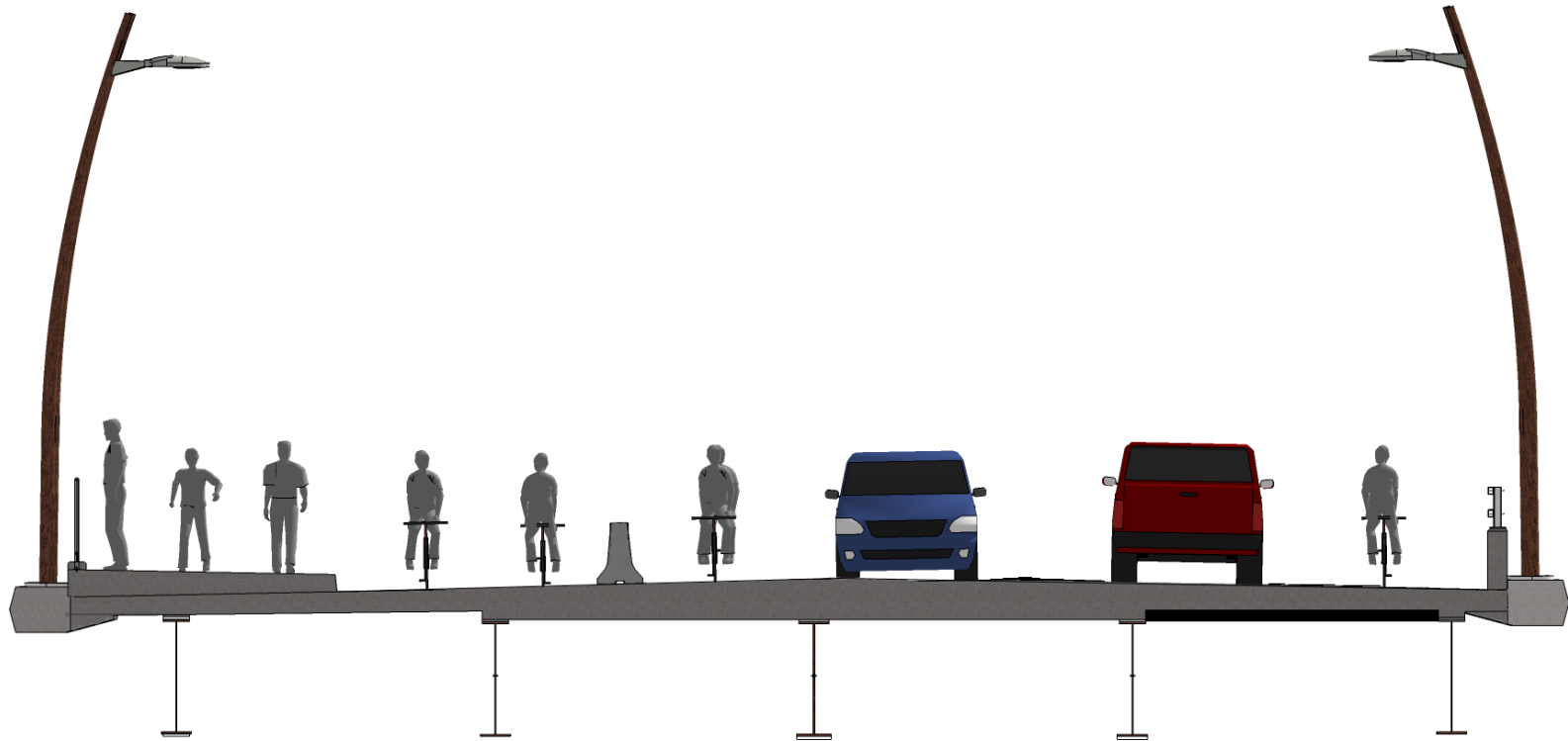
The PSC recognizes that the project cost estimate is \$299 million including the elements listed above.

The PSC recommends the following funding plan:

MultCo VRF (collected)	\$18,000,000
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MultCo VRF (bond)	\$128,142,000
Federal	\$15,658,000
State (JTA)	\$30,000,000
State (SB 1543)	\$5,000,000
Portland (IGA)	\$84,500,000
Federal TIGER III	\$17,700,000
Total	\$ 299,000,000

Asymmetric Bridge Cross Section Schematic



Interchange (Eliminate MUP Bridge)

