

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

RESOLUTION NO. _____

Approving the Public Stakeholder Committee's Recommendation for Sellwood Bridge 60% Design Elements.

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 a locally preferred alternative (LPA) for the Sellwood Bridge to the PAG. The CTF reached consensus on its recommendations to the PAG on January 19, 2009.
- d. The PAG considered the recommendations of the CTF and adopted its own recommendations with conditions on February 9, 2009.
- e. On February 19, 2009, by Resolution 09-022, the Board approved the PAG recommendations with conditions and resolved to continue the work outlined in the LPA decision. The final recommendation approved by the Board will be considered by ODOT and the Federal Highway Administration which has final authority in the matter of the LPA.
- f. The PAG is now known as the Public Stakeholder Committee (PSC) and has met three 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
- Jim Bernard, Clackamas County Commissioner
- Mayor Jeremy Ferguson of the City of Milwaukie
- Neil McFarlane, General Manager of TriMet
- Oregon State Representative Carolyn Tomei
- Oregon State Senator Diane Rosenbaum
- Johnell Bell of the Office of U.S. Senator Jeff Merkley
- Jason Tell of the Oregon Department of Transportation
- Phillip Ditzler of the Federal Highway Administration

- g. The PSC considered the recommendations of the CAC and formed its own recommendation on September 12, 2011. The PSC recommends the design elements and funding plan as described in Exhibit A.

The Multnomah County Board of Commissioners Resolves:

1. The recommendations of the Public Stakeholder Committee are accepted with gratitude.
2. The work of the Community Task Force and 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. The Board concurs with the Public Stakeholder Committee's "Recommendation for Sellwood Bridge 60% Design Elements" set forth and attached as Exhibit A.
4. With respect to the specific matters relating to the Sellwood Bridge Project addressed in Exhibit A, County staff is directed to perform all such matters in accordance with the recommendations set forth therein.
5. With respect to the funding gap issue, if the gap still remains at approximately \$22.7 million in March of 2012, absent any material information with respect to addressing the funding gap not known at this time, the Board intends to adopt the Interim Interchange Strategy shown in Exhibit A to reduce the current project cost to allow the project to move forward with construction.

ADOPTED this 6th day of October, 2011.

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Jeff Cogen, Chair

REVIEWED:

HENRY H. LAZENBY, JR., COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By

John S. Thomas, Assistant County Attorney

SUBMITTED BY: Commissioner Deborah Kafoury

EXHIBIT A

The PSC recommends:

- Steel Deck Arch
- Compressed EIS Signalized Grade Separated Interchange at Highway 43
- Concrete Arch Culvert over Stephens Creek
- Storm-water treatment utilizing bio-swales on the east and west sides of the river
- Community Advisory Committee (CAC) recommended design elements with an estimated cost of \$4.1 million to include:
 - Structural element surface treatments including staining of concrete beams and rusticated approach span column bases,
 - Gateway feature near SE Tacoma Street and SE Grand Avenue,
 - 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 and luminaires to provide appropriate pedestrian scale and to allow comfortable use at night by all modes.

The PSC further recommends that the project team look for ways to provide enhanced streetscape on Tacoma Street between SE Grand Avenue and SE 6th Avenue.

Funding Plan

The PSC recognizes that the 60% project cost estimate is \$268.8 million including the elements listed above, and the PSC recognizes that this exceeds currently secured project funding by \$22.7 million. The PSC recommends that the Board direct staff to continue with project design based on the Project Elements listed above and look for additional resources to fully fund the project.

If the funding gap remains at approximately \$22.7 million in March of 2012, the PSC recommends that the Board adopt the Interim Interchange Strategy as shown on the attached drawing to reduce the current project cost to allow the project to move forward with construction.

If the funding gap is significantly different from \$22.7 million in March of 2012, the PSC recommends that the Board direct staff to reinvestigate the most appropriate strategy to close the funding gap and report back to the PSC so that the PSC can make a recommendation to the Board.

In any case, the PSC recommends that the Board direct staff to continue to look for ways to deliver the project as cost efficiently as possible and to report back to the PSC at the 90% design milestone about project progress, design, and finances.

Interim Interchange Strategy

