

**Minutes of the Board of Commissioners  
Multnomah Building, Board Room 100  
501 SE Hawthorne Blvd., Portland, Oregon  
Tuesday, December 9, 2014**

**BOARD BRIEFING**

Vice-Chair Diane McKeel called the meeting to order at 10:06 a.m. with Commissioners Loretta Smith and Jules Bailey present. Chair Deborah Kafoury and Commissioner Judy Shiprack were excused.

Also attending were Jenny Madkour, County Attorney, and Lynda Grow, Board Clerk.

[ALL CAPS TEXT IS THE BYPRODUCT OF CAPTIONING THIS PROGRAM.]

**B.1 Sellwood Bridge Project Briefing. Presenters: Ian Cannon, Sellwood Program Manager & Mike Baker, David Evans & Assoc. Owner's Representative.**

Vice-Chair McKeel: WELCOME TO OUR BOARD BRIEFING THAT IS NOW IN ORDER.

Mr. Cannon: GOOD MORNING, I'M IAN CANNON, THE PROGRAM MANAGER FOR THE BRIDGE REPLACEMENT AND I'M JUST GETTING OVER A COLD SO I'M A LITTLE CROAKY THIS MORNING.

Mr. Baker: GOOD MORNING, I'M MIKE BAKER WITH DAVID EVANS AND ASSOCIATES. WE'RE GOING TO START WITH OUR PROJECT DASHBOARD AND EQUITY DASHBOARD AND WE'LL MOVE INTO CONSTRUCTION UPDATE AND IN RESPONSE TO A REQUEST FROM LAST OCTOBER -- FROM THE RECENT OCTOBER BRIEFING, SOME UPDATE ON SUSTAINABILITY ON THE PROJECT. FIRST PAGE OF THE PROJECT MANAGEMENT DASHBOARD, I'LL BEGIN IN THE LOWER LEFT CORN WE'RE STAKEHOLDER ISSUES. IN THE LAST MONTH OR SO THEY CENTERED AROUND THE NEED TO CLOSE THE BRIDGE TO ADVANCE SOME WORK ON THE EAST APPROACH. ALTHOUGH TWO PIECES OF GOOD NEWS, ONE IT WAS REOPENED SOONER THAN ORIGINALLY ANTICIPATED BY THE CONTRACTOR AND SECONDLY, WE WERE ABLE TO AVOID THE HOLIDAY MORATORIUM SEASON WHICH WAS IMPORTANT TO SELLWOOD AREA BUSINESS INTERESTS. SO THE CONTRACTOR'S ABILITY TO ACCELERATE THAT WORK HAS BEEN HELPFUL WE DISCUSSED -- I WANT TO CLARIFY, AS YOU'LL SEE AS OF OCTOBER 31st WE SPENT \$217.4 MILLION, AND WE ANTICIPATE THE FINAL PROJECT COSTS WHEN IT COMES IN WILL BE ANYWHERE BETWEEN 0% ABOVE OUR AGGREGATE OF 3 -- OR 3% ABOVE THAT AS MUCH AS 317.5 MILLION. AND THE REASON REALLY STEMS FROM SOME SIGNIFICANT COST DRIVERS.

Mr. Baker: A COUPLE OF EXAMPLES ARE THE COMPLEXITY OF THE WEST INTERCHANGE RETAINING WALLS THAT HAVE BEEN BUILT, AND STILL UNDER CONSTRUCTION, AND THEN SECONDLY, THE AMOUNT OF FLAGGING AND TRAFFIC CONTROL BEING REQUIRED, PRIMARILY IN INTERCHANGE AREAS BUT THROUGHOUT THE PROJECT SITE THAT WE'RE WORKING WITHIN. SO WE'RE CONTINUING TO MANAGE THE PROJECT CLOSELY AND LOOK FOR AREAS TO REDUCE COSTS, THIS RECENT BRIDGE CLOSURE AND ACCELERATING SOME OF THE EAST APPROACH WORK IS A WAY WE MIGHT BE ABLE TO PICK UP SCHEDULING COSTS GOING FORWARD. OUR FUNDING PLAN SHOWS 307.5 MILLION, APPROVED IN DECEMBER 2012. AND THE COUNTY'S VRF RECEIPTS HAVE BEEN STRONG AND PROVIDE ADEQUATE FUNDING TO COVER POTENTIAL COST INCREASES WITHOUT INCREASING THE FEE OR EXTENDING THE DURATION OF TIME THE VRF HAS TO BE IN PLACE TO COVER UP TO WHAT WE'RE PROJECTING AS PERHAPS 3% ABOVE THE ORIGINAL COSTS. I'M NOT GOING TO COVER SOCIAL EQUITY, WE HAVE SEPARATE SLIDES ON THAT.

OTHER NEWS IN THE HEADLINES HAS BEEN ONGOING WORK WITH THE FABRICATION OF THE STEEL AND IAN WILL COVER MORE ABOUT THAT IN HIS CONSTRUCTION SLIDES. THERE'S EXCITING WORK COMING UP. IN TERMS OF CONSTRUCTION ACCOMPLISHMENTS WE'VE BEEN WORKING WITH THE MILES PLACE NEIGHBORHOOD AND MUCH OF THE WORK IN RECONSTRUCTING THEIR STREET IS BEHIND US NOW AND FOR THE MOST PART WENT VERY WELL. IT'S BEEN REOPENED AND BEING USED BY RESIDENTS AND BICYCLE AND PEDESTRIANS. AND JUST ONGOING WORK IN THE INTERCHANGE AREA ON HIGHWAY 43. I WANT TO UPDATE YOU ON DIVERSITY, DMWESB PROGRAM. THE LOWER LEFT LARGE AREA YOU'LL SEE THAT WE ARE CONTINUING TO MAKE PROGRESS TOWARD OUR OVERALL 20% CONTRACTING GOAL, WE'RE AT 16.5%. WHICH MEANS WE STILL HAVE SEVERAL MILLION TO GO. WE WILL BE MEETING THAT 20% GOAL. THERE'S MORE WORK TO BE CONTRACTED BACK.

THUS FAR OF THE 209 CONTRACTS AWARDED TO SUBCONTRACTORS IN THE PROJECT, 113 HAVE BEEN AWARDED TO THOSE FIRMS, REPRESENTING JUST UNDER \$36 MILLION SO FAR ON OUR WAY TOWARD 43 MILLION. WE REMAIN WELL ABOVE OUR GOAL OF 20% MINORITY COMPOSITION OF THE WORK FORCE AT 29%. WE DID THOUGH THIS MONTH DIP JUST BELOW OUR FEMALE PARTICIPATION GOAL OF 14%, WE'RE AT 13. SO OUR PRIME CONTRACTOR IS WORKING VERY CLOSELY WITH MAJOR SUBS THAT HAVE A LOT OF HOURS ON THE PROJECT AND REMINDING THEM OF THE IMPORTANCE TO DO THEIR BEST TO GET FEMALES ON THE PROJECT SITE AND WE EXPECT THIS WILL TREND BACK UP TOWARD 14% HERE IN THE NEXT COUPLE MONTHS. ALL OF THE INDIVIDUAL CRAFTS ARE ABOVE THE 20% THRESHOLD FOR APPRENTICESHIP. SO THERE'S BEEN A LOT OF WORK AND ACTIVITY TO WORK WITH THE SUBS AND MAKE SURE THEY'RE BRINGING APPRENTICES OUT TO THE PROJECT. SO

WE'RE INDIVIDUALLY AND AN AGGREGATE ABOVE OUR 20% TARGET WHICH IS GOOD NEWS FOR THE PROJECT.

Mr. Cannon: IN TERMS OF CONSTRUCTION WE'RE 70% COMPLETE, SO THAT ALSO INCLUDES WORK THAT'S HAPPENING OFF SITE. THAT WILL BE COMING ONSITE. WE ANTICIPATE TRAFFIC ON THE NEW SPAN A LITTLE OVER A YEAR FROM NOW, ABOUT A YEAR FROM NOW, WITH THE FINAL WORK ON THE EAST APPROACH AND OTHER STUFF -- OTHER THINGS HAPPENING TOWARD THE FALL OF 2016. THIS SLIDE SUMMARIZES WHERE WE'RE AT ON VARIOUS ELEMENTS. AREAS WHERE WE'RE STILL SEEING A FAIR AMOUNT OF WORK GOING ON, THE OREGON 43 WALLS AND THE BRIDGE AND INTERCHANGE, THOSE WERE MAKING GOOD PROGRESS B. 60% COMPLETE ON ACTUAL -- ON THE BRIDGE FOR A TOTAL JUST A HAIR UNDER 70% COMPLETE. AND IN TERMS OF PAID TO DATE ON CONSTRUCTION PROJECT, ABOUT 151 MILLION DOLLARS AS OF THE END OF NOVEMBER.

THIS IMAGE COURTESY OF ODOT FILM AND VIDEO, SHOWS THE PROJECT IN THE MIDDLE OF NOVEMBER. STILL LOTS OF WORK GOING ON IN ALL AREAS OF THE PROJECT, SO I'LL GET INTO THOSE AS WE -- AS I MOVE FORWARD. AND THIS SLIDE JUST SUMMARIZES THE THINGS I'M GOING TO TALK ABOUT, SO I'LL GET INTO THAT. THE IMAGE SHOWS MILES PLACED, AS IT'S -- AS IT IS PRETTY MUCH RIGHT NOW WE'VE COMPLETED THE PAVING ON THAT. IT'S COME OUT REALLY WELL, IT ALL DRAINS, THAT WAS ONE OF THE BIG CHALLENGES, IT'S ESSENTIALLY FLAT AND ACTUALLY GETTING IT TO DRAIN WITHOUT MAKING ADJOINING PROPERTY OWNERS GET MORE WATER WAS ONE OF THE DESIGN CHALLENGES. WE RAN INTO SOME UNEXPECTED UTILITIES AS WE WERE TRENCHING THROUGH HERE, WORKED WITH THE CONTRACTOR TO COME UP WITH SOLUTIONS FOR THAT. THIS IS GOING TO BE PART OF THE REGIONAL BIKE-PED TRAIL, AND IT'S COME UP WITH A REALLY NICE FINISH.

ONE AREA THAT'S STILL A LITTLE BIT OUT IN THE FUTURE IS EXACTLY WHAT WE'RE GOING TO DO FOR PAVEMENT MARKINGS IN HERE, AND WE'RE WORKING WITH THE NEIGHBORS AND WITH THE CITY OF PORTLAND TO COME UP WITH A SOLUTION THAT HOPEFULLY WILL BE SATISFACTORY TO ALL PARTIES. THE IMAGE SHOWS THE WALL WE CALL NW2, WHICH IS THE ONE THAT'S JUST ON THE NORTHWEST END OF THE INTERSECTION WITH THE BRIDGE. JUST NORTH OF THE BRIDGE, WE'VE PRETTY MUCH COMPLETED ALL THE GEO TECHNICAL WORK, ALL OF THE ANCHORS ARE IN. THE SOIL MILLS ARE IN, AND OUR CONTRACTOR IS STARTING TO PUT THE FACING ON IT SO IT LOOKS LIKE A FINISHED PRODUCT. ONE OF THE BIG THINGS ABOUT THIS IS AS SOON AS THEY GET THE FASCIA ON HERE, WE'LL BE MOVING THE TRAFFIC JUST NORTH OF THE BRIDGE FARTHER TO THE WEST, SO THE TRAFFIC WILL BE RUNNING RIGHT UP AGAINST THIS WALL, AND THAT WILL ALLOW US TO START GETTING MORE OF THE WORK ON THE INTERCHANGE DONE ON KIND OF -- ON THE EAST SIDE OF THAT AREA WHERE THE HIGHWAY IS NOW.

Mr. Cannon: THIS IMAGE SHOWS THE BENT AND THE ABUTMENT FOR THE NORTHEAST RAMP, SO THIS WOULD BE THE RAMP IF YOU'RE COMING ACROSS THE BRIDGE WESTBOUND, CAN YOU'D TURN RIGHT AND HEAD ON TO THIS RAMP TO GET ONTO OREGON 43. SO THERE'S A COUPLE THINGS THAT ARE TYING IN THE SCHEDULE ON THIS, SO WE ANTICIPATE THE GIRDERS WILL PROBABLY COME OUT FOR THIS IN MAYBE APRIL OR MAY OF NEXT YEAR. OVERHEAD VIEW, YOU CAN SEE IN THE IMAGE TOWARD THE UPPER LEFT A LITTLE BIT WHERE THAT BENT IN THE ABUTMENT IS, ALSO THEN AT THE CENTRAL THING IN THE IMAGE IS THE APPROACH BRIDGE, OR THE FIRST TWO SPANS OF THAT ARE ALL THE GIRDERS ARE IN AND THE REBAR IS ALL IN FOR THE DECK. THEY'RE WAITING ON A LITTLE BIT OF ELECTRICAL WORK BEFORE THOSE CONCRETE GETS POURED FOR THOSE. FARTHER SOUTH, THIS IS A RETAINING WALL THAT WILL SUPPORT THE RAMP. IF YOU'RE DRIVING NORTH ON OREGON 43, THIS -- YOU'D COME ONTO THIS RAMP AND UP ON TO STRUCTURE TO GET ON THE BRIDGE HEADING EASTBOUND. SO WE'RE MAKING PROGRESS THERE. AND THIS KIND OF -- LOOKING THE OTHER DIRECTION, STANDING UP ON TOP OF THAT RETAINING WALL LOOKING TOWARD THE NORTH, WE CAN SEE THE BEAMS THAT WILL SUPPORT THE GIRDERS FOR THE APPROACH STRUCTURE. AND WE ANTICIPATE THE GIRDERS COMING IN FOR THIS STRUCTURE IN THE MIDDLE OF JANUARY, SO THAT WILL START TO LOOK MORE LIKE A BRIDGE AND LESS LIKE RANDOM THINGS STANDING UP IN THE MIDDLE OF NOWHERE. AND THEN ON THE RIVER PEERS, WE'RE MAKING GOOD PROGRESS.

THE IMAGE SHOWS THE PIER FIVE, THIS IS THE ONE IN THE RIVER TOWARD THE WEST SIDE OF THE MAIN CHANNEL. YOU CAN NOW SEE KIND OF THE SHAPE AS THE BIG CONCRETE ARMS THAT REACH OUT WHERE THE ARCH, THE STEEL ARCHES WILL LAND AND THE COLUMNS ON THE TOP TO SUPPORT THE ROADWAY DECK ABOUT 60 FEET ABOVE THE STRUCTURE. THIS IS A PRETTY MASSIVE PIECE OF WORK, I DON'T THINK I HAVE ANY PEOPLE IN HERE FOR SCALE, BUT THE RAILS GIVE AN IDEA ABOUT HOW BIG THINGS WOULD BE. THIS IMAGE SHOWS A CONSTRUCTION OF THE COLUMNS ON TOP OF BENT FIVE, WHICH IS THE OTHER PEER, MORE ON THE EAST SIDE OF THE RIVER. THERE ARE UP ON THE TOP THERE, PEOPLE PUTTING THE CONCRETE DOUBT MIDDLE OF THE COLUMN AND MAKING SURE IT GETS COMPACTED APPROPRIATELY SO THAT WE GET A GOOD PRODUCT. IT'S ABOUT -- TO FILL THAT COLUMN TAKES -- THEY TOOK ABOUT 14 HOURS TO DO THAT CONCRETE POUR.

OTHER WORK ON THE EAST APPROACH, WE'VE FINISHED THE SOUTH HALF OF THAT STRUCTURE AND ACTUALLY BEEN ABLE NOW TO MOVE TRAFFIC SO IT'S DRIVING ON THERE. WE GOT A COUPLE IMAGES THAT SHOW WHAT WE'RE DOING THERE, SO THE FIRST ONE SHOWS TRAFFIC, SO THE GREEN LINE SHOWS WHERE THE TRAFFIC IS RUNNING NOW. WE'VE TAKEN IT OFF THE OLD EAST APPROACH STRUCTURE, WHICH IS THE STRUCTURE A LITTLE BIT LOWER IN THE IMAGE THERE. AND THAT'S FREEING UP TO ALLOW US TO

DEMO WHERE THE YELLOW STRIPE IS, ESSENTIALLY, SO WE'VE REMOVED ALL OF THAT STRUCTURE NOW, THE LAST LITTLE BITS THAT CAME DOWN YESTERDAY. AND THAT WILL ALLOW US THEN TO MOVE IN AND RECONSTRUCT WHERE THE BLUE STRIPE IS, BASICALLY. SO WE'LL BE ABLE TO GET A FAIR AMOUNT OF THIS EAST APPROACH DONE BEFORE THE MAIN SPANS TO THE BRIDGE ARE COMPLETE. WHEN THAT HAPPENS, WE'LL BE MOVING THE TRAFFIC ACTUALLY ON TO THE MAIN SPANS OF THE BRIDGE, THAT WILL ALLOW US TO FILL IN THIS LAST TWO SPANS OF THE EAST APPROACH, SO THAT HAS TO HAPPEN AFTER THE MAIN BRIDGE IS COMPLETE. SO THIS TRAFFIC MOVE IS BASICALLY CUT IN HALF, OR A LITTLE BIT MORE CUT IN HALF THAN HALF, THE AMOUNT OF WORK THAT HAS TO BE COMPLETED AFTER THE MAIN SPAN, SO THAT SHOULD SHORTEN OUR SCHEDULE SOMEWHAT.

Mr. Cannon: THIS SHOWS THE BIKE-PED FACILITY THAT'S ON THE NEW EAST APPROACH. IT'S ABOUT A FOOT WIDER THAN THE OLD SIDEWALK WAS, AND IT'S PROTECTED BY BARRIERS, SO IT'S NOT AS WIDE AS THE FACILITY WILL BE ULTIMATELY, BUT IT'S DEFINITELY A MORE COMFORTABLE PLACE TO RIDE THAN IT WAS BEFORE. AND THERE IS ROOM FOR CYCLISTS COMING OPPOSITE DIRECTIONS TO PASS EACH OTHER. THIS SHOWS THE BEND IN THE ROAD, BASICALLY, KIND OF A MOVE LEFT TO GET ONTO THE EAST APPROACH, AND THEN THE DISTANCE YOU MOVE BACK RIGHT TO GET ONTO THE DETOUR BRIDGE. ONE OF THE THINGS MIKE MENTIONED, WE DID GET THE BRIDGE CLOSURE DONE BEFORE THE HOLIDAY TRAFFIC MORATORIUM. WE REALLY APPRECIATE THE PATIENCE OF OUR NEIGHBORS AND THE NEIGHBORHOOD BUSINESSES, AND AS THE BANNER SAYS, THE BUSINESSES ARE OPEN AND WE SUPPORT THE LOCAL COMMUNITY THERE. AND THE BRIDGE WON'T BE CLOSED NOW AGAIN DURING THE HOLIDAYS. WE WILL BE CLOSING IT IN THE SPRING AS WE DO MORE TRAFFIC REALIGNMENT ON THE WEST END, BUT THAT'S NOT FOR A WHILE.

THIS SHOWS THE OLD EAST APPROACH AS IT WAS ABOUT LAST WEDNESDAY. AND THAT'S KIND OF WHAT IT LOOKED LIKE BY FRIDAY. BIG CHUNK GONE. AND NOW ACTUALLY ALL THAT STRUCTURE AT THE FAR END IS BEEN TAKEN DOWN. SO THERE'S ABOUT TWO SPANS NOW OF THE OLD BRIDGE IS ALL THAT'S LEFT. STEEL FABRICATION CONTINUES UP AT THOMPSON METAL FABRICATION IN VANCOUVER. THE EXCITING THING ABOUT THAT IS WE'RE VERY CLOSE TO GETTING THESE BIG STEEL CHUNKS LOADED ONTO BARGE TO COME UP TO THE SITE. WE ANTICIPATE THAT WILL HAPPEN IN THE NEXT WEEK OR TWO WEEKS. SO WE'LL BE SEEING STEEL COMING UP THE RIVER DEFINITELY BEFORE THE END OF THIS MONTH. IN ANTICIPATION OF THAT, IN ADDITION TO GETTING THE CONCRETE PIERS POURED SO THAT THEY'RE READY TO RECEIVE THE STEEL, ALSO BEEN PUTTING IN TEMPORARY TOWERS THAT WILL SUPPORT THE ARCH AS IT'S BEING ERECTED, THAT'S WHAT THE ORANGE ARROWS ARE POINTING TO, SOME OF THESE TEMPORARY TOWERS.

SO WE'RE JUST A SHORT TIME AWAY FROM SEEING THE MAIN SPANS OF THE BRIDGE START TO GET ERECTED.

Mr. Cannon: IN RESPONSE TO SOME QUESTIONS ABOUT SUMMARIZING WHAT WE'VE BEEN DOING ON SUSTAINABILITY ON THE PROJECT, YOU'VE GOT A FEW SLIDES THAT TALK ABOUT THAT. IN TERMS OF DESIGN ELEMENTS, THINGS WE'VE DONE, WHAT WE'RE DOING IS WE CONSTRUCT THE BRIDGE TO BE AS -- TO MINIMIZE THE IMPACT OF CONSTRUCTION. WHAT WE'VE DONE WITH SOME OF OUR OUTREACH AND ALSO OUR DEGREE -- THE GREEN ROADS CERTIFICATION WE'RE WORKING TOWARD. SO DURING DESIGN OR THE DESIGN ELEMENTS OF THE PROJECT, WE'RE FILLING IN A BIG CHUNK OF THE REGIONAL TRAIL ON THE WEST SIDE. THERE HAS BEEN SORT OF A TRAIL THERE, BUT IT'S BEEN PRETTY SMALL AND MILES PLACE WAS PART OF THAT. IT HAD MANY POTHOLES, SO WITH THE COMPLETION OF THE MILES PLACE, WE'VE REBUILT THAT AND WE STILL GOT ABOUT 2,000 MORE FEET OR A LITTLE MORE THAN 2,000 MORE FEET OF TRAIL THAT WILL CONNECT THE BRIDGE UP TO MILES PLACE. SO WHEN WE'RE DONE, WE'LL HAVE MUCH BETTER CONNECTIONS FOR CYCLIST AND PEDESTRIANS TO GET ONTO THE TRAIL SYSTEM. AND ACTUALLY THE BRIDGE ITSELF WILL BE A SIGNIFICANTLY IMPROVED FOR BIKE-PED ACCESS. AND REALLY CLOSING THAT LOOP IN THE TRAIL SYSTEM.

IN ADDITION TO THAT, WE'RE ADDING BUS STOPS IN AT THE WEST END OF THE BRIDGE. SO THAT PEOPLE CAN -- AND MY UNDERSTANDING IS THAT TRIMET IS PLANNING TO RESTART THEIR SERVICE ACROSS THE BRIDGE, SO WHEN THE PROJECT IS DONE, WE'LL BE ABLE TO GET PEOPLE ACROSS THE BRIDGE IN A NUMBER OF WAYS, OTHER THAN JUST DRIVING CARS. SO ACTUALLY WE ANTICIPATE A SIGNIFICANT INCREASE IN THE NUMBER OF PEOPLE CROSSING THE BRIDGE, BUT NOT A SIGNIFICANT INCREASE IN THE NUMBER OF CARS GOING ACROSS THE BRIDGE. WE HAVE ALSO IN THE BRIDGE BUILT THE DECK SO THAT IT CAN SUPPORT STREETCAR IN THE FUTURE SHOULD THE CITY DECIDE TO MOVE FORWARD WITH THAT. SO REALLY TRIED TO MAKE IT A STRUCTURE THAT IS KIND OF FORWARD LOOKING IN HOW WE GET PEOPLE MOVED AROUND THE CITY. STORM WATER MANAGEMENT IN THE PAST, ALL OF THE STORM WATER OUT OF THIS AREA WENT STRAIGHT INTO THE RIVER UNTREATED. WHEN OUR PROJECT IS COMPLETE, ALL THE STORM WATER FROM THE INTERCHANGE AREA AND ALSO OFF THE BRIDGE AND -- WILL BE TREATED PRIOR TO GETTING RELEASED INTO THE WILLAMETTE RIVER. SO SIGNIFICANT IMPROVEMENT IN WATER QUALITY. AT STEVENS CREEK WE'VE BUILT A NEW CULVERT. WHAT THIS HAS DONE HAS REMOVED A FISH PASSAGE BARRIER AND A WILDLIFE PASSAGE BARRIER AND CONNECTED THAT STEVENS CREEK A LITTLE FARTHER UPSTREAM. THERE'S STILL ANOTHER CULVERT UNDER OREGON 43 THAT WILL HAVE TO GET ADDRESSED IN THE FUTURE TO FULLY OPEN UP THAT STREAM, BUT OUR PROJECT HAS DONE OUR PART TO IMPROVING THAT

STREAM AND ACTUALLY I'VE SEEN OUT THERE LITTLE FISHIES SWIMMING UP IN THE CULVERT. SO IT'S DEFINITELY WORKING.

Mr. Cannon: ALTHOUGH LOOKING AT IT RIGHT NOW IT'S A LITTLE HARD TO VISUALIZE, WHEN THE PROJECT IS COMPLETE, WE'LL BE PUTTING IN OVER 1500 TREES, ALMOST 16,000 SHRUBS, SO DRAMATICALLY RE--VEGETATING THE AREA, REMOVING A LOT OF INVASIVE SPECIES, AND THEN MONITORING AND -- SO WE ACTUALLY MAKE SURE THESE NEW PLANTS ARE SUCCESSFUL. SO THIS WILL IMPROVE THE HABITAT FOR WILDLIFE, IMPROVE WATER QUALITY, AIR QUALITY, AND IT WILL MINIMIZE THE MAN MADE LOOK OF THE AREA WHEN ALL IS DONE WITH THE GREEN WALLS AND THE TREES AND THAT SORT OF STUFF. SO PRETTY IMPRESSIVE, ACTUALLY, THE AMOUNT OF LANDSCAPE AND VEGETATION THAT WE'RE GOING TO BE PUTTING IN WITH THE PROJECT.

DURING CONSTRUCTION, WE'VE DONE A NUMBER OF THINGS TO REDUCE THE IMPACT, OUR PERCH BOX CAISSONS, WHICH I'VE LECTURED ON AND ON ABOUT ON A NUMBER OF OCCASIONS, SO I WON'T GO INTO TOO MUCH DETAIL, BUT THIS IS ONE OF THE BENEFITS THAT IT'S DRAMATICALLY REDUCED THE ILL PACT ON THE BOTTOM OF THE RIVER AND THE IN-WATER IMPACTS OF THE PROJECT. THE WAY WE'RE REMOVING THE PIERS, ORIGINALLY WAS PLANNED TO BE BUILDING BIG CAISSONS AROUND THE PIERS AND THEN TAKING THEM OUT. THOSE CONSTRUCTION OF THOSE LARGE CAISSONS HAS A LOT OF IMPACT ON THE RIVER BOTTOM. WE'RE ACTUALLY JUST USING DIAMOND WIRE SAW, WHICH HAS A MINIMAL IMPACT IN THE WATER, AND IT -- REMOVING THEM IN LARGE CHUNKS. SO THIS ONCE AGAIN DECREASING OUR IMPACT AS WE DO THE PIER REMOVAL.

EROSION CONTROL, WE HAVE A HUGE FOOTPRINT OUT, THERE ALL ADJACENT TO THE RIVER, AND WE'RE ACTIVELY MANAGING THAT SO WE HAVE NEGLIGIBLE IMPACT OR EROSION GOING INTO THE RIVER. THE SPECS ARE UP THERE FOR THOUSANDS OF FEET OF THIS AND HUNDREDS OF THOUSANDS OF SQUARE YARDS OF THAT, BUT IT'S ACTUALLY A BIG JOB ON AN ONGOING BASIS, PARTICULARLY THIS TIME OF YEAR AS WE'RE STARTING TO GET BIG DOWNPOURS MANAGING THIS AND STAYING ON TOP OF IT. AND OUR CONTRACTOR HAS REALLY WORKED WELL WITH US TO JUST HELP STOP THE MUD GOING INTO THE RIVER. THE DETOUR BRIDGE WAS ANOTHER THING THAT HAS ALLOWED US TO REUSE THE EXISTING STRUCTURE FOR -- AND NOT HAVE TO BUY NEW MATERIALS TO BUILD A DETOUR BRIDGE WITH. SO WE DECREASE OUR IMPACT THAT WAY. ALSO BY USING THE DETOUR STRUCTURE IT ALLOWS US TO CONSTRUCT THE BRIDGE IN ONE -- THE RIVER SPANS IN ONE -- THE WHOLE WIDTH AT THE SAME TIME, WHICH MADE THAT STRUCTURE MORE EFFICIENT. DECREASING THE AMOUNT OF WORK BRIDGES WE HAVE TO CREATE IN THE RIVER, SO ALL AROUND DECREASING GREENHOUSE GASSES AND DECREASING OUR IMPACT IN THE RIVER.

Mr. Cannon: OUR CONTRACTOR IS -- THROUGH THEIR SUSTAINABILITY PLAN IS WORKING TO RECYCLE A VAST MAJORITY OF THE CONSTRUCTION MATERIALS AS WE MOVE FORWARD. AND ONCE AGAIN THAT RECYCLING JUST DECREASES THE OVERALL IMPACT OF THE PROJECT. AND IN ADDITION TO REUSING MATERIALS WHERE WE CAN, PARTICULARLY THE CONCRETE AS WE'VE CRUSHED OUT OF THINGS, WOOD CHIPS FOR EROSION CONTROL, WE'VE DONATED SOME OF THE TREES THAT WE'VE TAKEN DOWN TO LOCAL TRIBES, AND OTHER -- THE TREES WERE KEEPING TO USE AS RIPARIAN MODIFICATIONS WHEN WE GET TO THE CONSTRUCTING THAT. AND ONE OF THE CHALLENGES OF THE PROJECT IS THAT WE FOUND A LOT OF BOULDERS IN THE EXCAVATION, AND THE PLUS SIDE OF THAT IS WE'VE HAD BOULDERS THAT WE CAN SHARE WITH OUR PROJECT PARTNERS WHERE THEY NEED THEM IN THE PARKS OR OTHER PLACES.

SO WE'VE BEEN WORKING ON THAT TOO. THE PROJECT HAS HAD A BIG IMPACT LOCALLY. 129 CONTRACTORS FROM OREGON, 23 FROM WASHINGTON, SO BIG LOCAL FOOTPRINT FOR THE CONTRACTORS. THIS HAS BENEFITS TO LOCAL ECONOMY, AND IN ADDITION TO A LOT LESS PEOPLE BILLING LONG DISTANCES TO WORK ON THE PROJECT. AND IT ADDS LOCAL CAPACITY IN OUR CONSTRUCTION COMMUNITY. OUR EQUITY PROGRAM ALSO HAS A SUSTAINABILITY COMPONENT, SO IF WE'VE GOT DIVERSITY GOALS, APPRENTICESHIP, MENTORING AND CONTRACTOR, MIKE TALKED A LITTLE BIT ABOUT THAT, BUT IT ADDS TO THE DIVERSITY OF OUR COMMUNITY'S WORK FORCE, IT HELPS DEVELOP THE SKILL SET IN OUR COMMUNITY, AS WE'VE GOT PEOPLE FROM ALL WALKS OF LIFE AND ALL BACKGROUNDS WHO CAN CONTRIBUTE TO OUR COMMUNITY AND BENEFIT FROM PROJECTS LIKE THIS. IT DEVELOPS OUR SMALL CONTRACTORS AND ALSO PROVIDES LIVING WAGE JOBS FOR A LOT OF PEOPLE.

WE'VE ALSO BEEN ACTIVE WITH OUR OUTREACH IN TERMS OF GOING OUT TO VARIOUS PUBLIC ORGANIZATIONS AND TALKING ABOUT THE PROJECT AND SUSTAINABILITY ON THE PROJECT. WE FOCUSED ON SUSTAINABILITY SO WE'RE TRYING TO GET THE WORD OUT ABOUT SUSTAINABILITY AND HOW IT CAN BE INCORPORATED INTO A PROJECT LIKE THIS. AND WE'RE ALSO WORKING ON GETTING CERTIFICATIONS, SO GREEN ROAD CERTIFICATION IS SIMILAR TO WHAT LEED IS FOR BUILDINGS, GREEN ROADS IS FOR TRANSPORTATION PROJECTS. OURS WILL BE THE FIRST PROJECT OR IS THE FIRST PROJECT REGISTERED IN THE STATE OF OREGON. THE SECOND LARGEST PROJECT IN TERMS OF DOLLARS THAT THE GREEN ROADS PROGRAM HAS CERTIFIED AND WE'RE IN THE PROCESS OF DOCUMENTING ALL THE WORK THAT WE'VE DONE AND WE ARE TARGETING WHAT THEY CALL A SILVER CERTIFICATION FOR THIS PROJECT. SO THAT WILL BE GOOD RECOGNITION OF THE COUNTY'S VALUES AND THE WORK THE COUNTY HAS DONE TO CREATE A SUSTAINABILITY PROJECT. SO AT THE END OF THE DAY ALL THIS WORK MATTERS. IT'S IMPORTANT STUFF FOR THE COMMUNITY, IMPROVING ACCESS, MANAGING STORM WATER, IMPROVING HABITAT FOR



WILDLIFE. REUSING AND RECYCLING AND THEN DEVELOPING OUR COMMUNITY IN TERMS OF THE WORK FORCE AND THE CONTRACTORS. SO, ANY QUESTIONS?

Commissioner Smith: YES, MADAM VICE-CHAIR. THANK YOU FOR YOUR COMMENTS TODAY. CURIOUS TO KNOW IN REGARDS TO THE WORK FORCE, DO YOU HAVE THE PERCENTAGE OF MWESBs INSIDE THE WORK FORCE, NOT JUST CONTRACTORS?

Mr. Cannon: IN ITEMS OF DIVERSITY IN THE WORK FORCE, WE DO HAVE THAT. WE'LL GET THE OPPORTUNITY TO SEE ALL THOSE CONSTRUCTION SLIDES AGAIN. [LAUGHTER]

Mr. Baker: IN REVERSE.

Commissioner Smith: WHILE WE'RE LOOKING FOR THIS, COULD YOU GIVE ME SOME KIND OF TEMPERATURE GAUGE OF THE NEIGHBORHOOD, THE COMMUNITY AND HOW WE'RE INTERACTING WITH THEM? I KNOW AT SOME POINT WE HAD SOME ISSUES AROUND THE CLOSING OF THE BRIDGE, BUT WHAT IS OUR RELATIONSHIP TO DATE?

Mr. Baker: I WOULD CHARACTERIZE IT AS VERY GOOD, VERY STRONG. PRIMARILY, I GIVE A LOT OF CREDIT TO A NUMBER OF PEOPLE, BUT PRINCIPALLY MIKE PULLEN, WHO CONTINUES TO DO SUCH A GREAT JOB OF COMMUNICATING EXPECTATIONS OUT TO THE PUBLIC, AND THEN MAKING SURE THAT WE AS A PROJECT TEAM DELIVER ON THOSE EXPECTATIONS. IT'S THE NUMBER ONE TRUST BUILDER, SO HE SENDS OUT A WEEKLY EMAIL TO ABOUT A THOUSAND RECIPIENTS WHO HAVE ASKED TO BE INFORMED WEEK IN AND WEEK OUT OF WHAT WILL BE HAPPENING ON THE PROJECT, SO OUR RESIDENTS IN THE CONDOMINIUMS THAT LIVE NEARBY AND SOME OF THE BUSINESSES THAT LIVE VERY NEARBY, IT'S IMPORTANT TO THEM TO KNOW FOR THEIR QUALITY OF LIFE WHAT TO EXPECT FROM A NOISE STANDPOINT, DUST STANDPOINT, TRAFFIC IMPACT STANDPOINT. AND SO WHEN SOMETHING DOESN'T GO QUITE RIGHT, THERE'S BEEN SOME GOODWILL SO WHEN WE CORRECT IT QUICKLY AND APOLOGIZE FOR IT AND MAKE IT BETTER, WE GET RIGHT BACK ON WITH BUSINESS. SO I THINK DAILY IT'S A DAILY EFFORT TO MAINTAIN THAT TRUST, BUT WE'RE IN A GOOD PLACE I THINK WITH THE COMMUNITY OVERALL.

Commissioner Smith: I FIGURED SO, BECAUSE I HADN'T GOTTEN ANY TELEPHONE CALLS. SO I WAS HAPPY ABOUT THAT. I JUST WANT TO MAKE SURE THAT WAS GOOD INTELLIGENCE. WE WERE OVER THERE, I DON'T KNOW IF YOU WERE OVER THERE FOR LABOR DAY, COMMISSIONER BAILEY, AT OAKS PARK? I WAS SO AMAZED BY HOW EFFICIENT AND PROFESSIONAL THE FOLKS WERE. IT WAS CLEARLY A VERY LONG LINE IN HOW THEY REROUTED IT. IT WAS GREAT. IN FACT I HAD A BETTER PARKING SPACE BECAUSE I COULDN'T

PARK DOWN BELOW IN OAKS PARK FOR THE LABOR DAY PICNICS, AND SO IT WAS REALLY GOOD. SO I WAS VERY, VERY PLEASED WITH WHAT WAS GOING ON. I SEE THESE NUMBERS, AND THIS IS TOTAL WORK FORCE?

Mr. Baker: THIS IS THE ETHNICITY OF THE TOTAL WORK FORCE. AND THE PREVIOUS SLIDE HAS THE BREAKDOWN OF THE CONTRACTORS. SO IF YOU LOOK AT THE 133 SUBCONTRACTS HAVE BEEN AWARDED THAT TOTAL ABOUT 36 MILLION, 9 MILLION OF THAT TO MBEs, ALMOST 7 MILLION TO WBE, 2.5 TO ESB AND THE MAJORITY OVER 17 MILLION TO DBE, THE COMPOSITION IS IN THE LOWER RIGHT. I THINK -- MY SENSE IS THAT'S THE QUESTION YOU ASKED?

Commissioner Smith: I WANTED TO SEE WHAT THE WORK FORCE NUMBERS WERE, YES. THAT'S IT. THAT IS IT. THAT'S WHAT I NEEDED TO SEE. WE'RE PAST THE 20%. THANK YOU.

Commissioner Bailey: I THINK IT'S IMPORTANT -- FIRST A COMMENT AND THEN A QUESTION. I THINK IT'S IMPORTANT TO CONTINUE TO EMPHASIZE THE LOCAL SOURCING OF A LOT OF THE MATERIALS THAT ARE BEING USED IN THIS BRIDGE. I THINK -- I CERTAINLY WAS SURPRISED WHEN I SAW THAT SO MANY OF THE MATERIALS, NOT JUST THE LABOR BUT THE MATERIALS ARE BEING SOURCED FROM THE PACIFIC NORTHWEST REGION ARE MANUFACTURED HERE. IT IS NEVER EASY FOR FOLKS TO PAY AN ADDITIONAL AMOUNT ON THEIR VEHICLE REGISTRATION. BUT IT'S IMPORTANT TO CONTINUE TO COMMUNICATE AS PART OF THAT MESSAGE, NOT ONLY ARE THEY GETTING A SEISMICALLY STABLE, SUSTAINABLE BRIDGE WITH CAPACITY FOR THE FUTURE, BUT THAT IT'S ALSO REBOUNDED TO THE ECONOMY OF THE REGION. THE DOLLARS THAT ARE SPENT HERE. LOCALLY. AS WE LOOK AT THE OVERALL IMPACT OF THAT, I THINK WE'LL CONTINUE TO BE -- IT WILL BE AN IMPORTANT POINT TO EMPHASIZE. SWITCHING GEARS, AS WE LOOK AT POTENTIAL CONTINGENCY FUNDS THAT ARE SET ASIDE FOR POTENTIAL OVERRUNS SHOULD THEY MATERIALIZE, CAN YOU TALK ABOUT WHAT THE COUNTY SET ASIDE AND GIVEN THE JOINT PROJECT, WHAT THE CITY HAS SET ASIDE?

Mr. Baker: SO THERE IS A FUNDING INTERGOVERNMENTAL AGREEMENT IGA BETWEEN THE COUNTY AND THE CITY, AND IT SPELLS OUT HOW COST SHARES ARE TO BE SPLIT IF THERE ARE INCREASES IN BUDGET OVER THE ORIGINAL AMOUNT. WE'VE UPDATED THE CITY OVER TIME AND THEY'RE AWARE OF THE PRESSURES THAT THE PROJECT IS, AND THE COMPLEXITY. IN TERMS OF THE ACTUAL DOLLARS, UNTIL THE PROJECT IS COMPLETE, WE'RE NOT GOING TO KNOW WHAT THE FINAL BILL IS. I'M NOT SURE IF THAT GETS TO YOUR QUESTION OR NOT.

Commissioner Bailey: I THINK THAT'S RIGHT. THEN THE IGA, THE CITY HAS NOT --

IS IT CORRECT -- NECESSARILY IDENTIFIED POTENTIALLY A SPECIFIC CONTINGENCY PARAMETER, IS THAT CORRECT?

Mr. Cannon: SO CURRENTLY THE IGA CAPS THE CITY'S CONTRIBUTION AT A CERTAIN POINT, WHICH WOULD BE WELL BEYOND WHAT WE ANTICIPATE THE PROJECT'S FINAL COST WILL BE.

Commissioner Bailey: THANK YOU.

Vice-Chair McKeel: THANK YOU FOR THIS PRESENTATION, AND I ALSO WANT TO COMMENT ARE OR YOUR COMMUNITY OUTREACH. I KNOW YOU HAVE JUST DONE A VERY -- A GREAT JOB WITH THAT THROUGHOUT THE PROJECT, AND I DID APPRECIATE THE SIGN YOU HAVE THAT THE BRIDGE IS OPEN, AND SUPPORT YOUR LOCAL BUSINESSES. COMING FROM A CHAMBER OF COMMERCE BEFORE I BECAME A COMMISSIONER, I KNOW HOW IMPORTANT IT IS TO THE BUSINESSES THAT ALL THE ACCESS IS THERE, PARTICULARLY DURING THE TIME, DURING THE SUMMER MONTHS, DURING THE HOLIDAYS, DURING THE TIMES THAT WOULD IMPACT THEM THE MOST. SO THANK YOU FOR THAT. AND PUTTING UP THE SIGNS, SO PEOPLE KNOW THAT. SO THANK YOU VERY MUCH. DO WE HAVE ANY OTHER QUESTIONS OR COMMENTS? IF NOT, THANK YOU AND WE ARE ADJOURNED.

## **ADJOURNMENT**

The meeting was adjourned at 10:40 a.m.

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Submitted by:

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Board of County Commissioners  
Multnomah County