



SELLWOOD BRIDGE

Project

MULTNOMAH COUNTY

Project Funding Update

Board of County Commissioners

June 14, 2011

PURPOSE OF PRESENTATION

- Funding update and potential cost saving options

PROJECT FUNDING UPDATE

	<u>Secured</u>	<u>Unsecured</u>
Federal (carryover from EIS)	\$11mil	
Federal Request (other)		\$20mil
Multnomah County (VRF revenue)	\$127mil	
Oregon (JTA)	\$30mil	
Clackamas County (VRF revenue)		\$22 mil
City of Portland*	<u>\$80mil</u>	
TOTAL	\$248mil	
Identified project cost at 30% design	\$290mil	
GAP	\$42mil	

*Funded by state gas tax increase on a sliding scale as proportion of project cost.

MAJOR PROJECT ELEMENTS

- New Bridge
- New interchange at OR 43
- New signal at SE Tacoma & SE 6th Street
- New storm water treatment facilities
- New, fish-friendly, culvert over Stephens Creek
- New regional path on west shore
- Mitigation (environmental and parks)

ACTIVITIES TO ADDRESS FUNDING GAP

Options to address the funding gap currently fall into the following categories:

- Potential Additional Funding Sources
- Potential Project Scope Reductions/Phasing
- Updated Cost Estimates

POTENTIAL ADDITIONAL FUNDING SOURCES

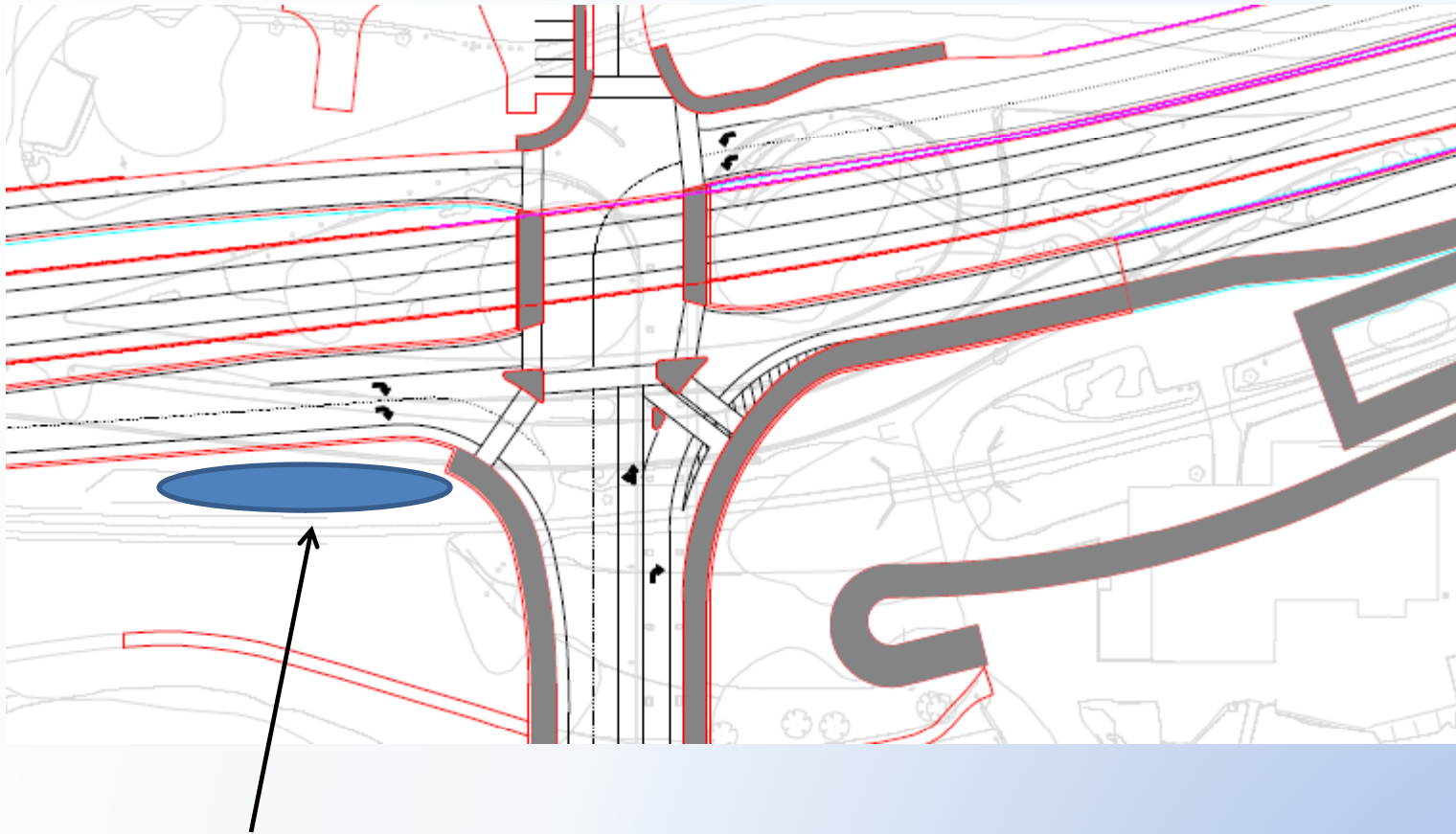
The County is pursuing several strategies to close the funding shortfall:

- Seeking unallocated state and federal transportation funds
- Applying for a competitive federal transportation grant
- Possibly shifting federal funds from a future County bridge capital project
- Continuing to seek funds from federal Reauthorization legislation

POTENTIAL SCOPE REDUCTIONS/PHASING

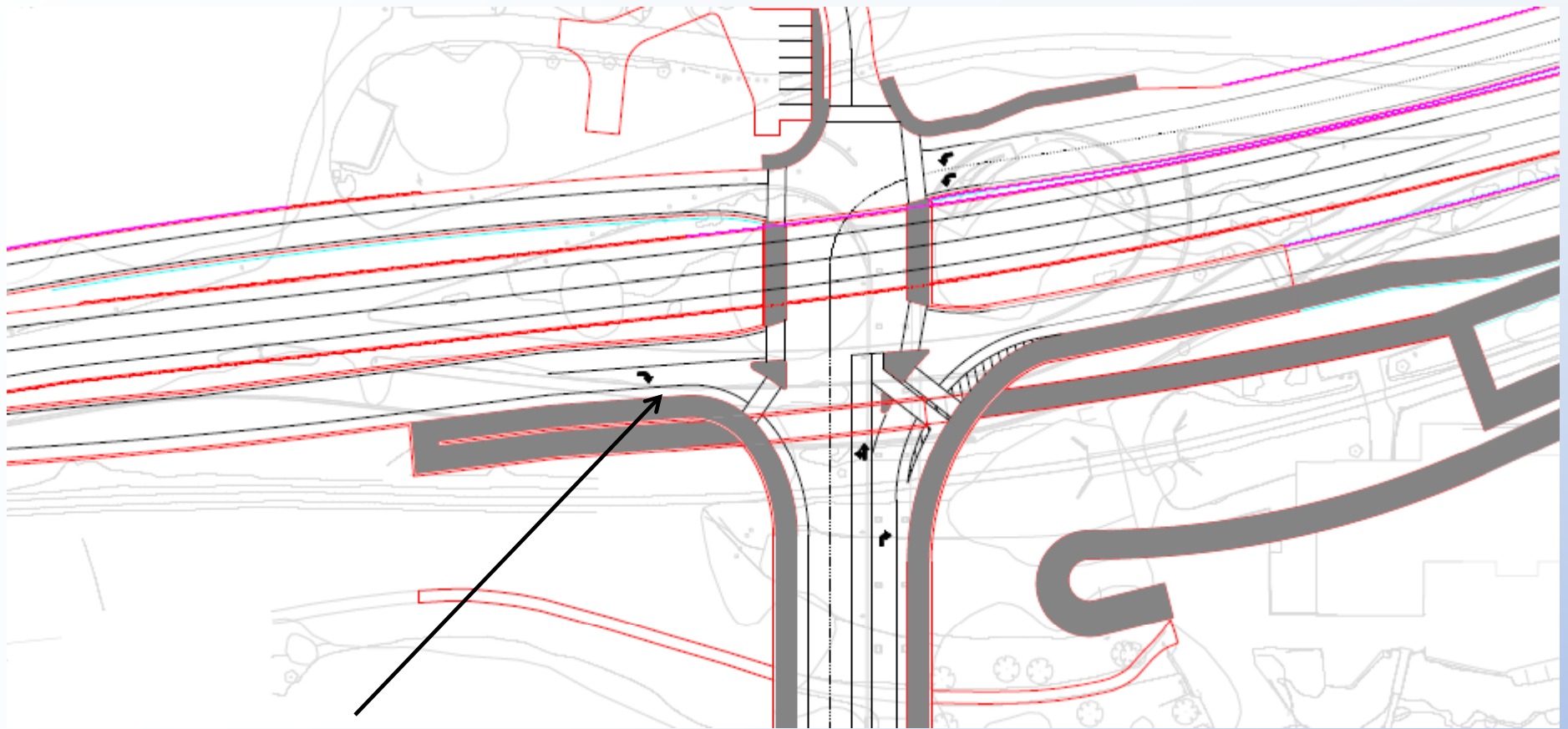
- Build a shoo-fly detour bridge (save up to \$10 mil)
- Explore Ideas for Phasing
 - Minor phasing of interchange- up to \$15 million in savings
 - Interim interchange- up to \$40+ mil
- Explore Other Ideas for Cost Savings

MINOR PHASING EXAMPLES



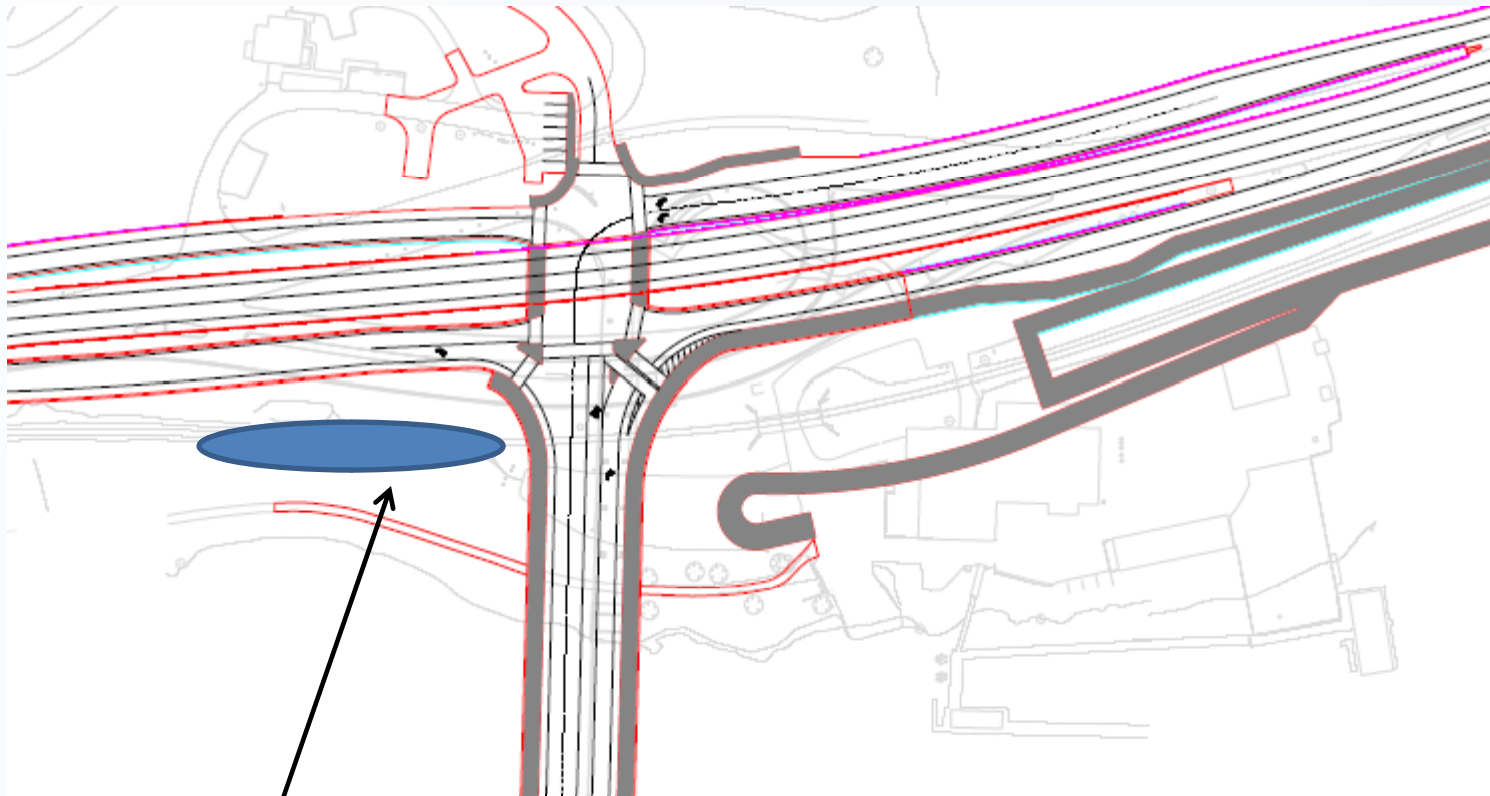
Eliminate bike/ped
switchback

MINOR PHASING EXAMPLES



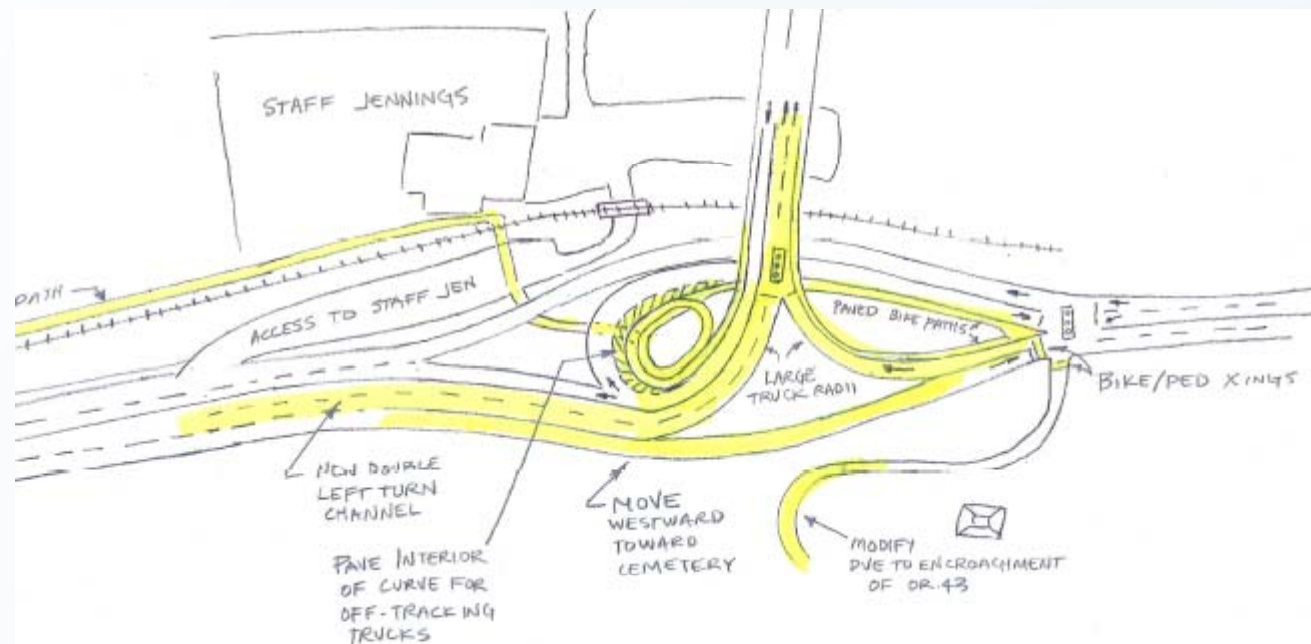
Eliminate 2nd turn lane

MINOR PHASING EXAMPLES



Eliminate 2nd turn lane &
bike/ped switchback

INTERIM INTERCHANGE EXAMPLE

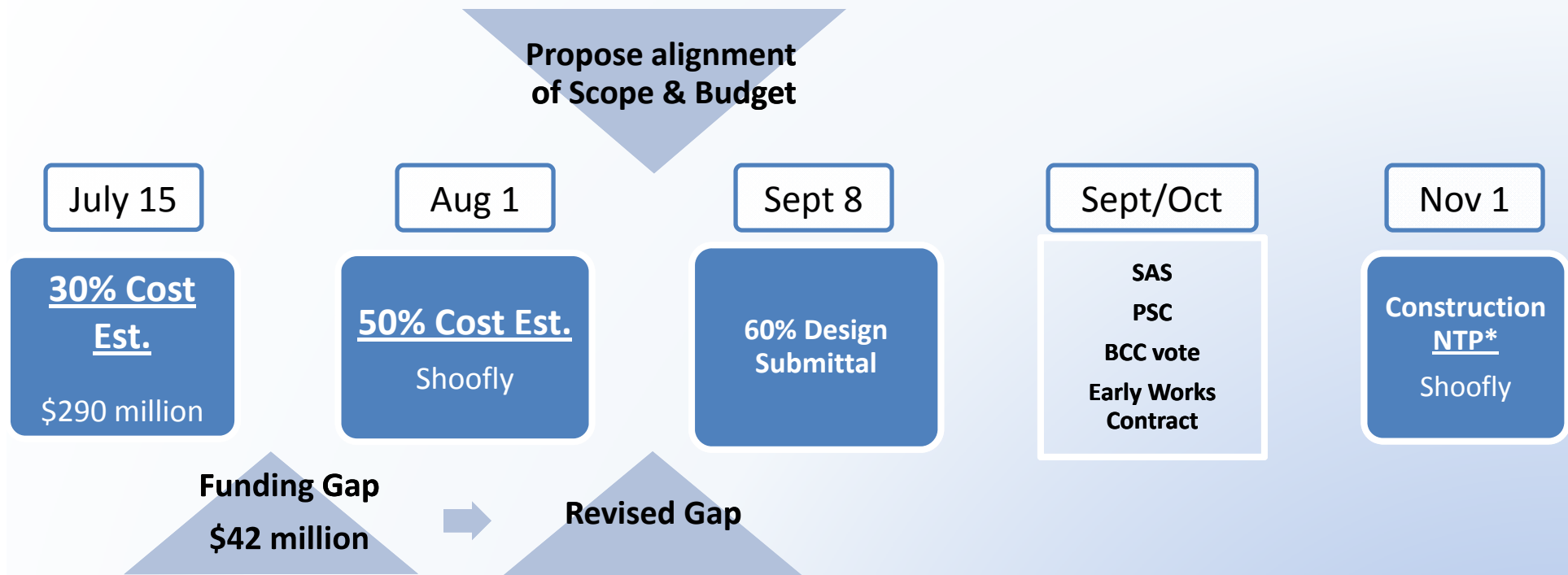


- Provide same movements and functions as today
- Increase capacity and storage for southbound access to bridge
- Better control flow of eastbound traffic onto bridge
- Enhance bike/ped access compared to today

UPDATED COST ESTIMATES

- Receive 30% design cost from CM/GC and independent check from owner's representative in July
- Receive 50% design cost from CM/GC and independent check from owner's representative in August
 - account for shoo-fly and design progression since 30% design
- Based on 50% Cost Estimates:
 - Assess alignment of project cost and funding
 - Account for any funding increases
 - Identify project scope reductions/phasing
- Suggest Necessary Changes in 60% Design Package for PSC and Board Consideration and Vote

PATH TO 60% DESIGN- 2011



* NTP- Notice to Proceed

PROJECT COST & FUNDING REFINEMENT

- To receive authorization from FHWA to begin construction of the shoo-fly near 60% design, the project must submit a funding plan that aligns project funding and scope
- At 60% design, the project scope will be reduced to align with identified funding
- If future funding becomes available, scope elements can be added back to the project
- Scope and budget alignment will be revisited with project partners and the Board of County Commissioners at 90% design