

# Earthquake Ready Burnside Bridge Project

**Location:** Burnside Bridge between Northwest 2<sup>nd</sup> Avenue and Southeast Martin Luther King, Jr. Boulevard

**Transit project category:** First/Last Mile; Transit Vehicle Priority

**Bond proceeds support:** Construction

**Project sponsor:** Multnomah County

**Description:** The project will replace the existing Burnside Bridge with a seismically resilient structure with enhanced transit, pedestrian and bicycle access. The project includes construction of an eastbound bus-only lane on the bridge to improve speed and reliability for TriMet Lines 20, 19 and 12. The project also includes the construction of an area for buses to pull over at the west end of the bridge, 17-foot-wide protected bike lanes and sidewalks on both sides, and modified traffic signals. Safe access to transit will be increased on the Burnside corridor, including new and reconstructed bus stops, pedestrian refuge islands, sidewalk reconstruction, bike lanes and upgrades for accessibility.

[Learn more about this project](#)

## Project Funding – Current Assumptions Regarding Sources and Commitment

- **Total project cost:** \$895 million
- **Proposed regional flexible funding bond allocation:** \$10 million

### Capital Funding Sources

Sources, type of funds	Dollar amount	Level of commitment	Committed Date* (MM/YY)	Phase Applicable
State and Federal grants	\$310,000,000	Planned	*2026-2032	Construction
Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan	\$298,000,000	Budgeted	*07/2026	Construction
Multnomah County Vehicle Registration Fees (VRF)	\$250,000,000	Committed	12/2019	Project Development & Construction
Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant	\$5,000,000	Committed	01/2025	Project Development
Federal Congressionally Directed Spending grant	\$2,000,000	Committed	08/2024	Project Development
State Lottery Bonds	\$20,000,000	Committed	06/2023	Project Development
Regional Flexible Fund Bonds	\$10,000,000			Construction
<b>Total</b>	<b>\$895,000,000</b>			

\*If not committed, anticipated date of commitment

## Level of commitment

	Percentage of total project cost
Committed	\$277M / \$895M = 31%
Budgeted	\$298M / \$895M = 33%
Planned	\$310M / \$895M = 35%
Uncertain	-
Unspecified	-

## Funding Level of Commitment definitions

**Committed**: Committed sources are programmed capital funds that have all the necessary approvals (legislative or referendum) to be used to fund, and finance, the proposed project **without any additional action**. These capital funds have been formally programmed in the MPO's TIP and/or any related local, regional, or state CIP or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the transit agency to the proposed project.

**Budgeted**: This category is for funds that have been budgeted and/or programmed for use on the proposed project, but remain uncommitted, i.e., the funds **have not yet received statutory or municipal approval**. Examples include debt financing in an agency-adopted CIP that has yet to receive final legislative approval, or state capital grants that have been included in the state budget, but are still awaiting legislative approval. These funds are almost certain to be committed in the near future.

**Planned**: This category is for funds that are identified and have a **reasonable chance of being committed**, and are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, reasonable requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

**Uncertain**: This category is applied when it is unclear from the agency's submission whether or not a funding source is committed, budgeted, or unavailable. **Instances where the plan to secure committed funds is deemed to be unreasonable may be classified as uncertain**. This category applies to funding sources that the agency describes as committed or budgeted but for which no supporting documentation is provided. Also, funding proposals that have repeatedly failed (more than once), such as failed local referendums or repeated denial of state grants, will be classified as uncertain.

**Unspecified**: This category is applied when the proposed non-federal funding sources are not sufficient to cover the proposed local share or have not been clearly identified

## Proposed Programming

Sources, type of funds	FY23-FY25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY33	Total
PROJECT DEVELOPMENT										
Multnomah County Vehicle Registration Fees (VRF)	\$60,000,000	\$9,500,000	\$46,400,000	\$700,000						\$116,600,000
Federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant	\$5,000,000									\$5,000,000
Federal Congressionally Directed Spending grant	\$2,000,000									\$2,000,000
State Lottery Bonds		\$20,000,000								\$20,000,000
<b>SUBTOTAL</b>	<b>\$67,000,000</b>	<b>\$29,500,000</b>	<b>\$46,400,000</b>	<b>\$700,000</b>						<b>\$143,600,000</b>
CONSTRUCTION										
Multnomah County Vehicle Registration Fees (VRF)			\$16,600,000	\$88,700,000	\$28,100,000					\$133,400,000
RFFA Bonds			\$10,000,000							\$10,000,000
State and Federal grants							\$164,600,000	\$129,800,000	\$15,600,000	\$310,000,000
Federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan					\$140,000,000	\$158,000,000				\$298,000,000
<b>SUBTOTAL</b>			<b>\$26,600,000</b>	<b>\$88,700,000</b>	<b>\$168,100,000</b>	<b>\$158,000,000</b>	<b>\$164,600,000</b>	<b>\$129,800,000</b>	<b>\$15,600,000</b>	<b>\$751,400,000</b>
<b>Totals</b>	<b>\$67,000,000</b>	<b>\$29,500,000</b>	<b>\$73,000,000</b>	<b>\$89,400,000</b>	<b>\$168,100,000</b>	<b>\$158,000,000</b>	<b>\$164,600,000</b>	<b>\$129,800,000</b>	<b>\$15,600,000</b>	<b>\$895,000,000</b>

## Schedule by Phase

EWP = Early Work Package

EWP A = Detour Route Safety Improvements

EWP B = Bridge Demo and Foundation Package

Main Package = Main Bridge Construction

Project Phases	FY23-FY5	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY33	Key Milestone Dates (MM/YY) in Phase w/Description
Project Development	X	X	X	X						100% EWP A = 01/27 100% EWP B = 08/27 100% Main = 06/28
Right-of-Way		X	X	X						ROW Certification = 06/28
Utilities Relocation			X	X						Utility Certification = 01/28
Construction			X	X	X	X	X	X	X	EWP A = 4/27 to 12/27 EWP B = 11/27 to 6/33 Main = 10/28 to 6/33
Other										