# Leaburg Transportation Alternatives Analysis and Triple Bottom Line Update

May 5, 2025

DOWL

Parametrix

*let's create tomorrow, together*

# Agenda

- Introductions
- Overview and Purpose
- Options
- Costs
- Triple Bottom Line (TBL) Framework
- Timeline
- Feedback Opportunities
- Comments and Questions

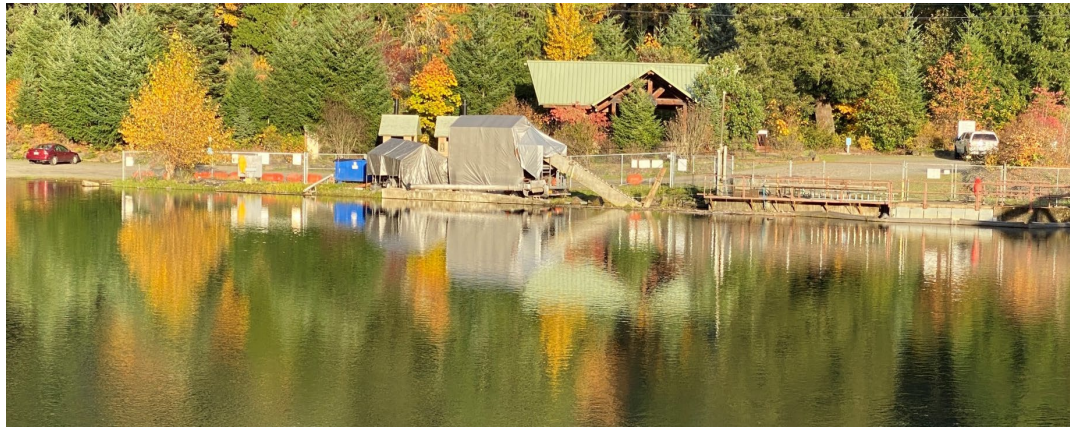
# Overview

## Removing Leaburg Dam will impact the existing river crossing:

EWEB is collaborating with Lane County to develop a suite of transportation alternatives to help facilitate the decision-making process for a long-term solution

Includes a Triple Bottom Line (TBL) analysis of the alternatives: Social, Environmental and Economic attributes

The alternatives and TBL framework are being developed by DOWL and Parametrix

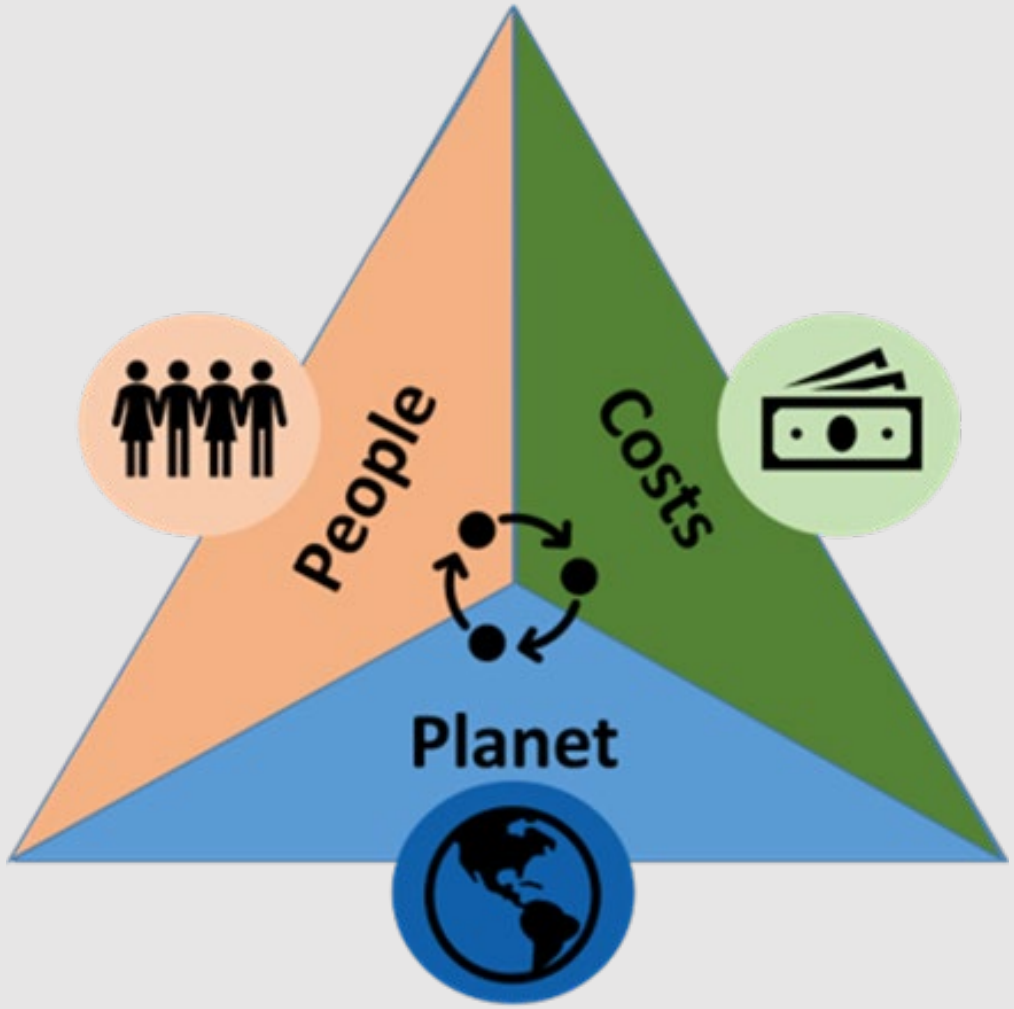


# Purpose


## WHY ARE WE HERE TODAY?

- Explain the alternatives under evaluation
- Initiate the collection of feedback from the public for incorporation into the Triple Bottom Line

# Triple Bottom Line




## What is a Triple Bottom Line (TBL)?

- Comparative assessment and decision-making tool typically applied in complex circumstances when the outcome of a selection among options has significant and broad consequences
- The theoretical foundation for this tool is that improved decision-making will result if the full spectrum of issues are objectively and comprehensively considered
- The Social, Environmental and Economic attributes are identified and evaluated

# Base Options

**Base Options include:**

Option 1 - Rehabilitate the Existing Bridge on the Existing Dam

~~Option 2 - Replace existing bridge superstructure and modify substructure~~

Option 3 - Leaburg Dam Road to Leashore Drive Connection

~~Option 4 - Connect Fish Hatchery Road to Deerhorn Road~~

Option 5 - New bridge immediately downstream of the dam

Option 6 - New bridge connection from OR-126 to Fish Hatchery Road

*Options 2 and 4 are no longer being considered due to social, economic and environmental constraints.

# Combined Options

**Potential Combined Options:**

- Option 1+3 - Rehabilitate existing bridge + Leaburg Dam Road to Leashore Drive construction and emergency access

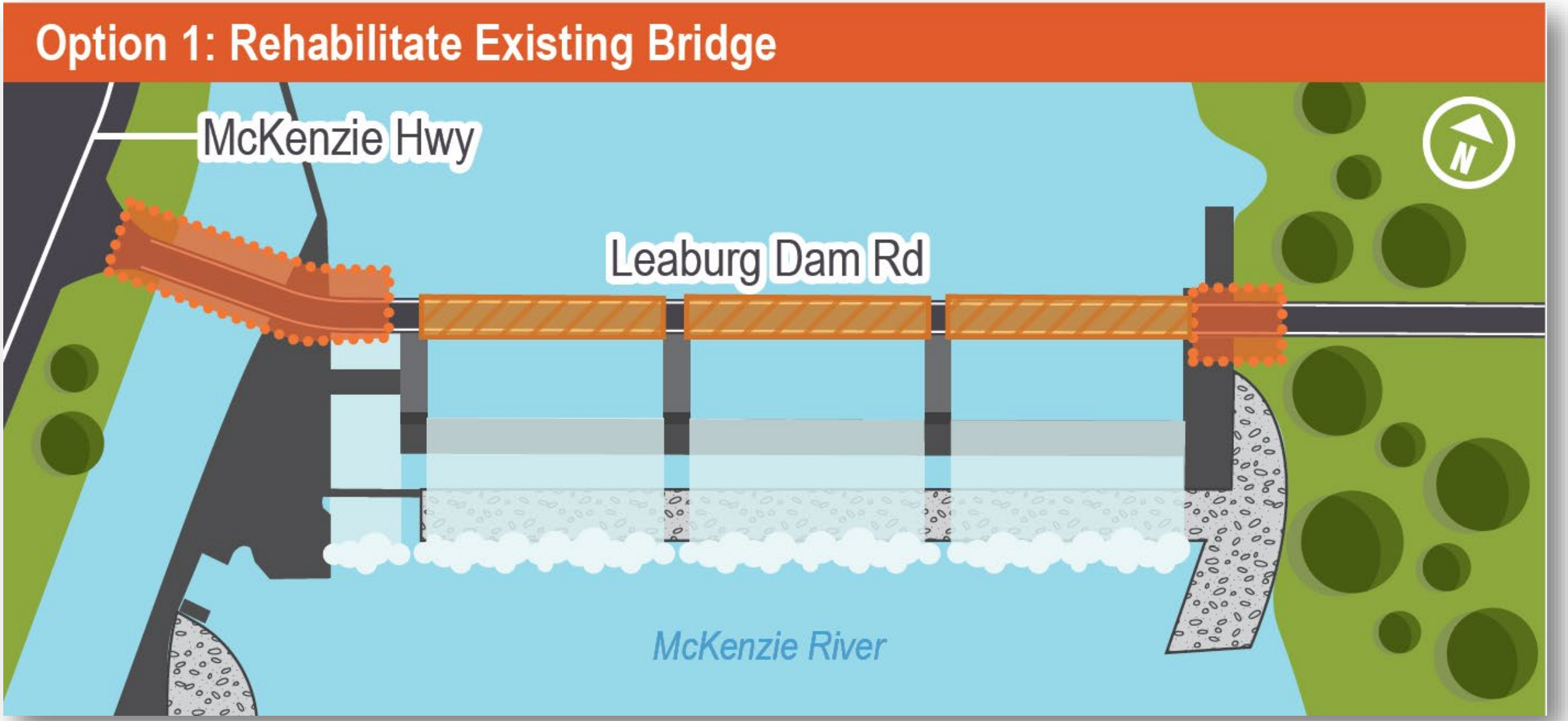
- Option 5+3 - New bridge immediately downstream of dam + Leaburg Dam Road to Leashore Drive construction and emergency access

# Preliminary Cost

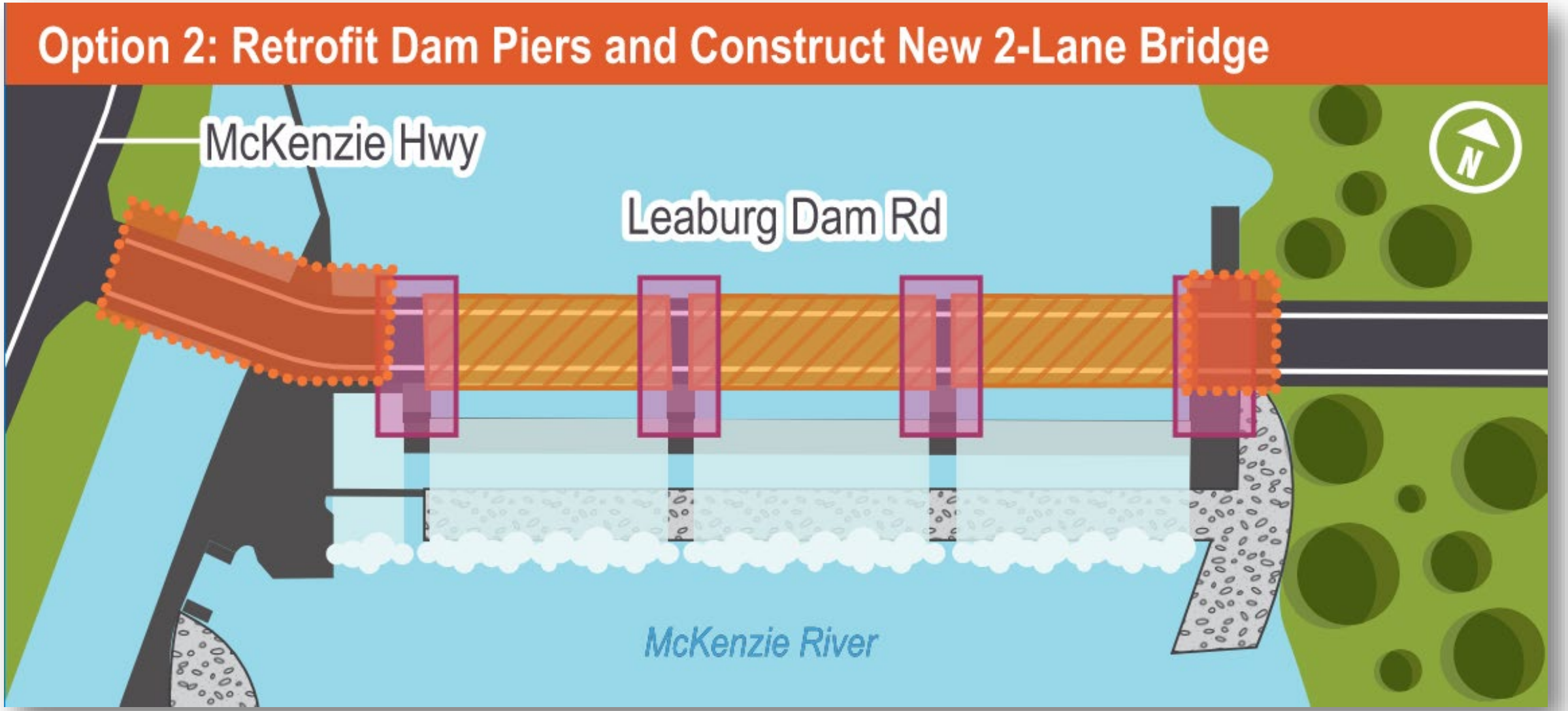
| Options | Low (-30%) | Baseline | High (+50%) |
|---|---|---|---|
| 1: Rehabilitate Existing Bridge | $12,180,000 | $17,400,000 | $26,100,000 |
| 2: ~~Retrofit Existing Piers and Construct New 2-Lane Bridge~~ | ~~$21,180,000~~ | ~~$30,250,000~~ | ~~$45,370,000~~ |
| 3: Connect Leaburg Dam Rd. to Leashore Dr. | $8,240,000 | $11,780,000 | $17,660,000 |
| ~~4: Connect Leaburg Dam Rd. to Deerhorn~~ | ~~$33,350,000~~ | ~~$47,640,000~~ | ~~$71,460,000~~ |
| 5: New Bridge Adjacent the Existing Bridge / Dam | $15,650,000 | $22,360,000 | $33,540,000 |
| 6: New Bridge approx. 1.25 Miles Downstream | $15,220,000 | $21,740,000 | $32,610,000 |
| Options 1 and 3 Combined | $19,140,000 | $27,340,000 | $41,010,000 |
| Options 5 and 3 combined | $22,040,000 | $31,480,000 | $47,210,000 |

* American Association of Cost Engineering Class 4 (AACE)

# Option 1 – Base Cost: $17,400,000



# Option 2 – Base Cost: $30,250,000



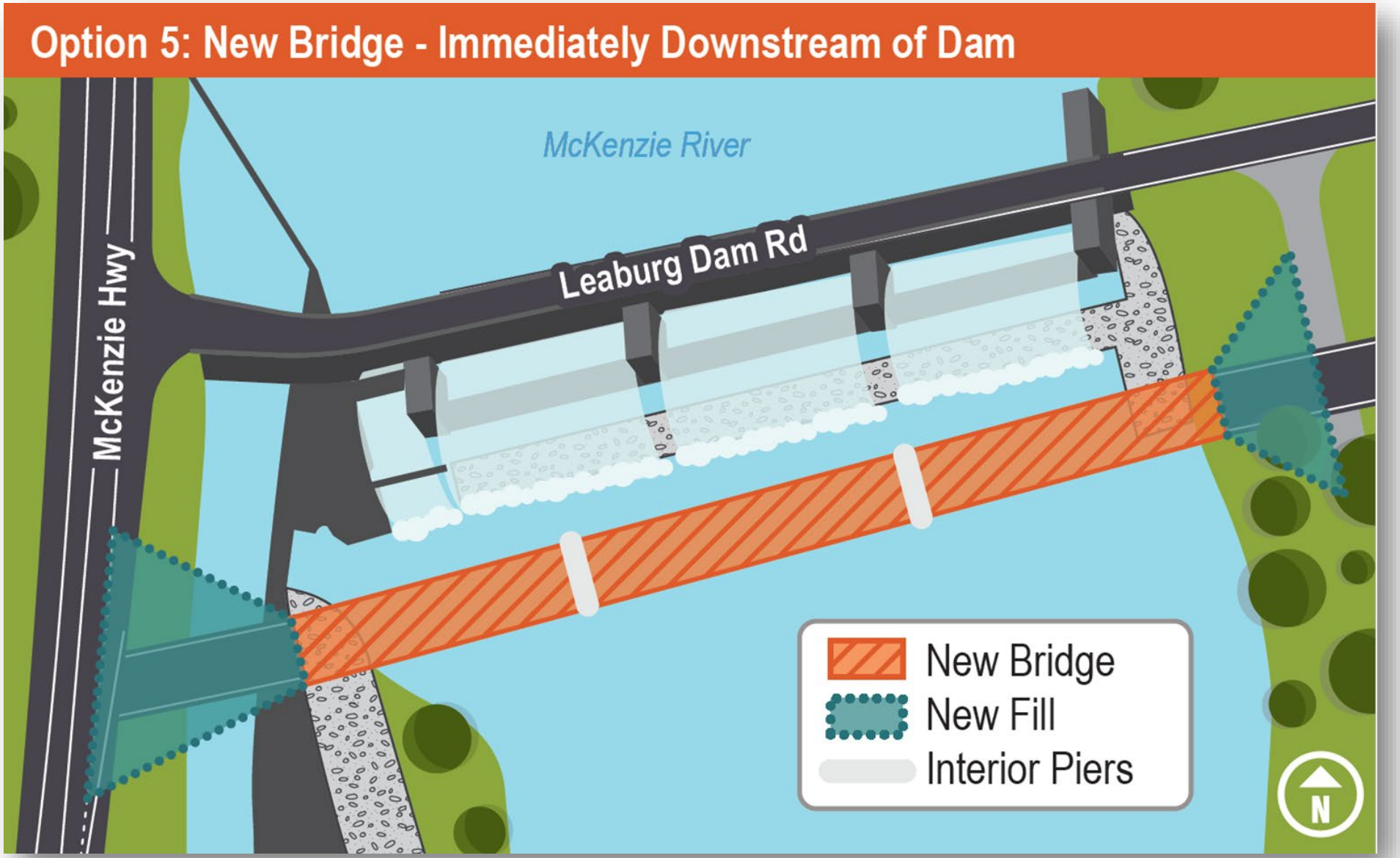

*** Option 2 is no longer under consideration**

# Option 3 – Base Cost: $11,780,000

# Option 4 – Base Cost: $47,640,000


*** Option 4 is no longer under consideration**

# Option 5 – Base Cost: $22,360,000



# Option 6 – Base Cost: $21,740,000

# TBL Framework - Social

| SOCIAL | |
|---|---|
| Construction Safety | Crew |
| Travel safety | During Construction<br>Operating Phase |
| Resiliency - Major Event safety and recovery | During Construction<br>Operating Phase |
| Recreation | During Construction<br>Operating Phase |
| Local Livability | During Construction<br>View - Operating Phase<br>Traffic and noise - Operating Phase<br>Utility access - Operating Phase |

*** Stakeholder feedback will be incorporated into the final TBL**

# TBL Framework - Economic

| ECONOMIC | |
|---|---|
| Local Economic Activity | During Construction<br>Operating Phase |
| Construction Economic Impact | Construction Jobs<br>Economic Multiplier |
| Resident Travel | During Construction<br>Operating Phase |
| Facility Total cost of Ownership | Capital<br>O&M<br>Risk Costs<br>Grant Opportunities |

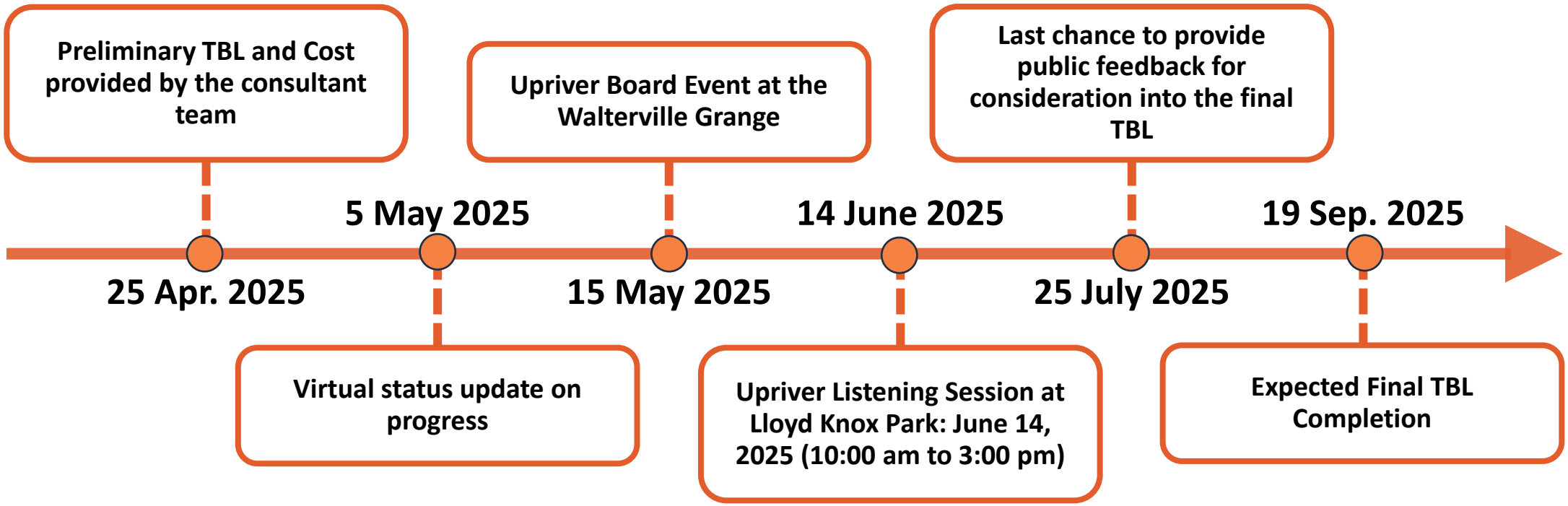
*** Stakeholder feedback will be incorporated into the final TBL**

# TBL Framework - Environmental

| ENVIRONMENTAL | |
|---|---|
| Stormwater | During Construction<br>Operating Phase |
| Erosion | During Construction<br>Operating Phase |
| Wetlands, Riparian Zone and Floodplain | During Construction<br>Operating Phase |
| Vegetation | During Construction<br>Operating Phase |
| Fisheries and wildlife Impacts | During Construction<br>Operating Phase |
| Archeological and Cultural importance | Life Cycle |
| Carbon Footprint | During Construction<br>Life Cycle |

*** Stakeholder feedback will be incorporated into the final TBL**

# Timeline – Transportation Analysis



# Feedback Opportunities

1. Update and Outreach events: This evening and June 14th
2. Upriver EWEB Board Meeting: May 15th
3. Upriver Listening Session at Lloyd Knox: June 14th
4. By Email anytime through July 25, 2025: leaburginfo@EWEB.org
5. By Phone anytime through July 25, 2025: 541-685-7439

For updates and to view a copy of this presentation and the TBL, visit: **https://www.eweb.org/projects/mckenzie-river-hydro-projects/decommissioning-the-leaburg-hydroelectric-project**

# Questions and Comments

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