

IMPACT STATEMENT

Legislation title: *Approve findings to authorize an exemption to the competitive bidding requirements and authorize a competitive solicitation for the use of the alternative contracting method of Construction Manager / General Contractor for construction of the SW Capitol Highway: Multnomah Village – West Portland Transportation, Stormwater and Water Main project. (Ordinance)

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Purpose of proposed legislation and background information:

SW Capitol Highway between Multnomah Village and West Portland, specifically between SW Garden Home Road and SW Taylors Ferry Road, has lacked standard urban infrastructure such as sidewalks and stormwater management, since its completion in 1916. In the ensuing century, the surrounding area was annexed to the City of Portland and has developed into a residential neighborhood with major commercial destinations at each end. Community advocates and city planning documents have called for improvement of this corridor since 1993. The 1996 Capitol Highway Plan, 2011 SW Capitol Highway Plan Refinement Report, 2016 Capitol Highway Corridor Stormwater Concept Design, and 2017 Transportation System Plan call for the construction of sidewalks, bike lanes and stormwater management infrastructure along the corridor. In addition, Portland Water Bureau has identified a need to upgrade the size and material of its water main on the northern half of the corridor. The three infrastructure bureaus (Transportation, Environmental Services, and Water) are designing and constructing the project together as a partnership to be efficient with public funds and to avoid repeated disruption to the neighborhood. The project will consist of sidewalk and bike lane on the east side of the roadway, multi-use path on the west side of the roadway; stormwater collection, conveyance and off-site detention; and upgrade of water mains, hydrants and regulators.

The project will require complex construction in and alongside the road while maintaining access to over 100 adjacent properties and keeping at least one lane of traffic open at all times. The project requires experience in retaining wall design and construction in landslide-prone soil conditions, minimization of impacts to mature trees, coordinating complex traffic detours, sequencing numerous phases of work, and maximizing positive aesthetics for finished materials such as wall surfaces, railings and landscaping. Additionally the contractor must have expertise working in a complex urban environment with all three Bureaus.

Using a CM/GC contracting method would support successful completion of the project in the most efficient and cost-effective manner to achieve City goals. This ordinance allows the City to pursue an alternative contracting method. Once approval is granted a separate

Request for Proposal (RFP) process will occur to select the most qualified contractor to participate in the design phase of the project as well as construct the improvements identified. A final price or Guaranteed Maximum Price (GMP) will be developed and brought to City Council for approval prior to construction activities starting.

Financial and budgetary impacts:

Project construction is estimated to cost approximately \$18 million. The design process is at the 60% level so there is moderate confidence in the estimate.

Construction costs will be incurred during FY 2019-20 and 2020-21. Funding sources include PBOT Transportation System Development Charges (“TSDCs”), “Fixing Our Streets” City fuel tax, BES ratepayer funds, PWB ratepayer funds, and State of Oregon Lottery-backed bonds.

This legislation will neither generate nor reduce revenue coming to the City.

No current positions will be affected and no positions will be created, eliminated, or re-classified as a result of this legislation.

Community impacts and community involvement:

This exemption ordinance is the first step necessary to move forward with an alternative solicitation process. Once the ordinance is approved staff will develop a scope of work and a Request for Proposals for the project. A selection committee will evaluate all proposals received to determine the most qualified firm to provide preconstruction and construction services. The selection committee will include staff from PBOT, BES, PWB, a community representative, and minority evaluator(s) as required per Resolution 36757.

The project has had a robust public involvement process that began in summer 2016 and continues today. The Capitol Highway Subcommittee, a subset of the volunteer Multnomah Neighborhood Association, has served as a sounding board for project design elements and construction impacts. PBOT and BES staff performed 55 property visits or consultations to give adjacent property owners an idea of the extent of project impacts and to hear concerns. Three project newsletters have been sent to 688 physical addresses. Seven e-bulletins have been sent to an email/text distribution list that now includes 811 people. Large open houses with detailed project information were held on March 23, 2017 and November 29, 2017, with another planned to occur prior to construction.

Community impacts during construction will include detours and noise during authorized construction hours. Permanent impacts such as vegetation loss and property frontage modifications will be mitigated with the planting of new trees, grading, driveway and utility re-connections, and through compensation due as part of the right-of-way process. However, a large majority of the permanent improvements will be built within existing public right-of-way. Upon completion of construction, the new transportation, stormwater and water infrastructure is expected to provide significant additional value and quality of life to the neighborhood.

Budgetary Impact Worksheet

Does this action change appropriations?

- YES:** Please complete the information below.
- NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount