

## IMPACT STATEMENT

**Legislation title:** \*Amend the contract with Raimore Construction, Inc. for additional compensation to add contract work for the construction of the Gateway Green Access Road, resulting in a total contract authorization of \$5,600,000 (Ordinance; amend Contract No. 30007104)

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**Presenter name:** Ross Swanson

**Purpose of proposed legislation and background information:**

Council approval is required for contract amendments that are 25 percent or more of the original bid. Approval of this action will authorize the Director of Portland Parks & Recreation (PP&R) to execute additional compensation to Contract No. 30007104 with Raimore Construction, Inc., for up to \$5,600,000 or 96 percent increase of the original contract value.

This Council action will allow a 5-year planning, design and development process to conclude with the construction of a much-needed emergency and heavy vehicle access road necessary for park operations to a new, unique regional recreation amenity.

**Financial and budgetary impacts:**

Contract price: The construction cost estimate for the project was provided by the consultant team led by Harper Hough Peterson Righellis Engineers and is \$2.15 million. The confidence level of PP&R in the cost estimate is moderate due to the difficult site location.

The total project budget: The funding source is a combination of PP&R System Development Charges (SDC) and funding from TriMet's Better Red Service Improvement Capital Project, as outlined in the Intergovernmental Agreement #30007325:

Funding	Amount
PP&R SDC (Park Development allocation)	\$3,750,000
PP&R SDC (Access Road allocation)	\$2,700,000
TriMet Redline Project Contribution	\$ 300,000
<b>TOTAL:</b>	<b>\$6,750,000</b>

This ordinance would consolidate (2) separate but previously approved Park SDC allocations into payment of one contract. These include approved and budgeted allocations for the Park Development Project and the Gateway Green Access project.

The Intergovernmental Agreement for funding was secured with TriMet in return for shared construction access along the road being constructed. One-time dedicated capital project costs will be incurred during FY 20/21.

The construction resulting from this Ordinance will not impact current or future revenues for the Bureau. Future operations and maintenance costs for built objects will be addressed through the PP&R annual budget process in FY 2021. Construction of the access road will alleviate PP&R's need to spend money on flaggers from Union Pacific Railroad (UPRR) needed on a regular basis when large vehicles are to enter the park. O&M for this work will be \$17,061 and be requested in the 2021-22 Requested Budget as Levy funded.

### **Community impacts and community involvement:**

Key community partners have participated the development of Gateway Green since 2014, including Northwest Trail Alliance (NWTa), Outward Bound, Oregon Department of Transportation (ODOT), TriMet and Portland Bureau of Transportation. The NWTa currently provides stewardship for the park's off-road cycling trails and features.

Based on the positive results of the 'Dirt Lab' study, PP&R and Friends of Gateway Green conducted a 6-month community design process led by a Community Advisory Committee (CAC) made up of 14 public representatives and 9 technical advisors. The CAC guided the community design process, meeting six times between November 2017 and April 2018. A community-supported design was developed with public ideas and comments gathered during CAC meetings, at two public Open House events hosted by IRCO, through online surveys and many outreach activities.

Outreach for the access road into the park was limited, due to the restrictions of limited public access from both ODOT and UPRR. The improvements are necessary to access properly serve the park with emergency and maintenance.

### **100% Renewable Goal:**

The improvements at the park were designed with sustainability in mind, however, specific to the questions related to energy use, it will result in an increase in energy use during operations and maintenance. While the energy use will go up, the source for the energy is outside of the parameters of the Project scope.

## **Budgetary Impact Worksheet**

### **Does this action change appropriations?**

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

<b>Fund</b>	<b>Fund Center</b>	<b>Commitment Item</b>	<b>Functional Area</b>	<b>Funded Program</b>	<b>Grant</b>	<b>Sponsored Program</b>	<b>Amount</b>

*Claudio Campuzano*

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12/17/2020

Date