

## IMPACT STATEMENT

**Legislation title:** \*Accept and appropriate a grant in the amount of \$400,000 from the Oregon Department of Fish and Wildlife, and a grant in the amount of \$120,438 from Oregon State Marine Board for the Willamette Park Boat Ramp Toe Repair, Debris Boom Repair, and Dredge Project. (Ordinance)

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**Presenter name:** N/A

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

This ordinance authorizes PP&R to accept grant funding for the Willamette Park Boat Ramp Toe Repair, Debris Boom Repair and Dredge Project.

Willamette Park has been identified as a critical motorized access point and is the largest and most heavily used boat ramp facility within the City of Portland boundaries on the Willamette River. The entire facility was upgraded in 1997 and the marine infrastructure remains in good condition. The repairs to be made with these grant funds will ensure that the facility lasts its full life cycle of 20-25 years. This maintenance and repair project also will ensure a safe facility for boaters and will allow for operations at this facility to work at optimum capacity. Due to sediment accumulation within the ramp area and around the transient dock, boats are unable to use the outside of the boarding floats and the landside of the transient dock to tie up when they are launching or returning. The substantial sediment build up makes operations in low water extremely difficult and hazardous, as well as causing long delays. Dredging this sediment will allow for deeper waters and a fully functional facility with sufficient depth for tie ups during launch and retrieval. The toe of the ramp also needs repair. There is currently a large drop off which hinders boat launch and retrieval, which slows the circulation of boats and trailers, and poses a risk of getting stuck. Repairing the toe drop-off will create a solid base for trailers who extend beyond the concrete ramp. Finally the existing debris boom needs to be repaired. An investigation revealed that the channel end of the boom is bent and unable to flex. The boom also extends to the ground blocking water flow and encouraging sediment diversion to the ramp facility. Removing the boom and replacing it with a lower profile system will allow the river water to flush through the ramp while still diverting debris.

### **Financial and budgetary impacts:**

The grant itself will not reduce or generate new revenue, though the City committed to matching the grant with a non-cash match (staff time) to manage the project at \$76,281.00 and a onetime cash match of \$162,719 for permitting fees, consultant contract and the construction contract.

PP&R will also cover the \$26,200 needed annually for site maintenance.

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

A public involvement process beginning in 2012 included work with multiple partners, and the Willamette Park Redevelopment Project Advisory Committee was formed. The following parties were involved in that process;

- Adjacent landowners: Willamette Sailing Club, Ski/Wakeboard
- User groups: Oregon Bass & Panfish Club Kayak/Canoe; PWC
- Neighborhood Associations: South Portland Neighborhood Association

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- Multnomah County River Patrol, DSL, ODFW, Army Corps of Engineers

All of the above entities are in support of this project. They are particularly interested in making this site safe, accessible and well maintained for years to come as it is such a heavily used point of entry for the public to the Willamette River.

**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 |
|------|-------------|-----------------|-----------------|----------------|-------|-------------------|--------|
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2/24/14

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Jeff Shaffer, Finance Manager