



IMPROVING OUR COMMUNITY

COLUMBIA GATEWAY URBAN RENEWAL AGENCY

CITY OF THE DALLES

AGENDA

COLUMBIA GATEWAY URBAN RENEWAL AGENCY BOARD

Meeting Conducted in a Room in Compliance with ADA Standards

Tuesday, March 19, 2019

5:30 p.m.

City Hall Council Chambers

313 Court Street

The Dalles, Oregon

- I. CALL TO ORDER
- II. ROLL CALL
- III. PLEDGE OF ALLEGIANCE
- IV. APPROVAL OF AGENDA
- V. ELECTION OF OFFICERS
- VI. APPROVAL OF MINUTES – January 15, 2019
- VII. PUBLIC COMMENT
- VIII. PRESENTATION
 - “A Community Vision for Downtown The Dalles”, Julie Fisher, Cogito Partners
- IX. ACTION ITEM A
 - First Street/Riverfront Connection Project – Status update and authorization to proceed with next phase of the project
- X. EXECUTIVE SESSION
 - A. Recess to Executive Session in accordance with ORS 192.660(2)(e) to conduct deliberations with persons designated by the governing body to negotiate real property transactions.
 - B. Reconvene to Open Session
 - C. Decision following Open Session
- XI. ACTION ITEM B
 - Authorization to execute Development and Disposition Agreement with Mr. Tony Zilka for the redevelopment of 201 Washington Street

XII. STAFF COMMENTS

Next Regular Meeting Date: April 16, 2019

XIII. BOARD MEMBERS COMMENTS OR QUESTIONS

XIV. ADJOURNMENT



IMPROVING OUR COMMUNITY

COLUMBIA GATEWAY URBAN RENEWAL AGENCY
CITY OF THE DALLES

MINUTES

COLUMBIA GATEWAY URBAN RENEWAL AGENCY BOARD

Meeting Conducted in a Room in Compliance with ADA Standards

Tuesday, January 15, 2019

5:30 p.m.

City Hall Council Chambers
313 Court Street
The Dalles, Oregon

CALL TO ORDER

Chair Miller called the meeting to order at 5:30 p.m.

ROLL CALL

Present: Staci Coburn, Linda Miller, Tim McGlothlin, Steve Kramer, and Darcy Long-Curtiss

Absent: Scott Baker, John Fredrick, and Bob Delaney
(Chuck Raleigh's term ended in December)

Staff Present: City Attorney Gene Parker

In Attendance: Six

PLEDGE OF ALLEGIANCE

Chair Miller led the Pledge of Allegiance.

APPROVAL OF AGENDA

It was moved by Board Member Kramer and seconded by Board Member Long-Curtiss to approve the agenda. The motion passed 5-0; Baker, Fredrick and Delaney absent.

APPROVAL OF MINUTES

It was moved by Board Member Kramer and seconded by Board Member Coburn to approve the minutes of November 27, 2018. The motion passed 5-0; Baker, Fredrick and Delaney absent.

PUBLIC COMMENT

None.

EXECUTIVE SESSION

Chair Miller read the rules of Executive Session. Miller requested that Mayor Mays stay for Executive Session. Board Member Kramer requested Gary Grossman also stay for the session. Board consensus allowed them to stay. Mary Hanlon stayed for the ENA discussion per City Attorney Parker's suggestion.

Pursuant to Item VII. A. of the Urban Renewal Agency Board Agenda dated January 15, 2019, which cites ORS 192.660(2)(e), the Board adjourned to Executive Session at 5:35 p.m.

Chair Miller reconvened the Open Session at 6:16 p.m.

ACTION ITEMS

A. Approval of purchase agreement for Recreation Building and authorization for execution of Disposition and Development Agreement

Board Member Long-Curtiss moved to approve the purchase offer for the sale of the Recreation Building located at 215 E. Second Street and authorize execution of the Development and Disposition Agreement between the Columbia Gateway Urban Renewal Agency, Todd Carpenter and Carla McQuade for redevelopment of the Recreation Building with the revision of Section 2.54 regarding the timeline for the beginning of payment of taxes. Board Member Coburn seconded the motion. The motion passed 5-0; Baker, Fredrick and Delaney absent.

B. Approval of purchase agreement for Blue Building and authorization to proceed with draft of Disposition and Development Agreement

Board Member Kramer moved to approve the purchase offer real estate sale agreement for the real property located at 201 Washington Street and approximately 18' wide strip of adjacent property (tax lot 1N 13E 3 BD 500), and direct staff to prepare the draft Development and Disposition Agreement for the redevelopment of this property. Board Member Long-Curtiss seconded the motion. The motion passed 5-0; Baker, Fredrick and Delaney absent.

C. Authorization to prepare and enter into an Exclusive Negotiating Agreement with Hanlon Development Company

Board Member Long-Curtiss moved to authorize the Chair to enter into an Exclusive Negotiating Agreement with Hanlon Development and the City of The Dalles for the purpose of negotiating the terms of a Development and Disposition Agreement for redevelopment of property located at 542 E. Third Street (tax lots 1N 13E 3 BD 6700, 6800 and 6900). Board Member Kramer seconded the motion. The motion passed 5-0; Baker, Fredrick and Delaney absent.

STAFF COMMENTS

City Attorney Parker stated he was waiting on the BOLI decision for the Tokola appeal. Parker said we were 45 days into a 60 day appeal period. Once the decision is made, both sides can file an exception to the ruling, the final appeal will then go to the Commissioner for a final decision.

The next meeting is scheduled for February 19, 2019.

ADJOURNMENT

Chair Miller adjourned the meeting at 7:24 p.m.

Respectfully Submitted
Paula Webb, Community Development Secretary

Linda Miller, Chair



IMPROVING OUR COMMUNITY

COLUMBIA GATEWAY URBAN RENEWAL AGENCY

CITY OF THE DALLES

AGENDA STAFF REPORT

AGENDA LOCATION: IX.

DATE: March 19, 2019

TO: Chair and Members of the Urban Renewal Agency Board

FROM: Steven Harris, AICP
Urban Renewal Manager

ISSUE: **First Street/Riverfront Connection Project**

BACKGROUND

The First Street/Riverfront Connection Project (project) dates from 2006/07 with the award of earmarked federal funds (managed by ODOT) for project design and construction, and the retention of KPFF Consulting Engineers (KPFF) as project managers. The City's 2017 Transportation System Plan (TSP) identifies the project under three separate improvement categories:

Safety Projects

S-11: First and Madison Street intersection safety signage improvements

S-12: First and Union Street intersection safety signage improvements

Bicycling Projects

B-7: First Street addition of bike lanes

Pedestrian Projects

P-17: Mill Creek Trail Extension Phase 3, Union Street to Thompson Park

P-33: First Street pedestrian improvements

The attached memorandums from KPFF provide the project's history, current status and future work to be done. The Technical Memorandum (February 15, 2019) provides a more thorough overview of the project including updated design/construction cost estimates and specific project alternatives.

Mr. Curt Vanderzanden, KPFF project manager, will be in attendance at the Agency Board meeting to give an overview of the project, work completed to date, and to review the memorandum's design/construction cost estimates.

The purpose of this agenda item is to provide the Agency Board with a status update of the project and to seek direction from the Board in the following areas:

- direction concerning the proposed westerly bike/pedestrian connection options from Union Street to the Mill Creek Trail at Thompson Park;
- direction concerning the proposed easterly expansion of proposed improvements from Laughlin Street to Madison Street; and
- authorization to proceed with the next phase of the project.

This item has been scheduled for City Council review and action at their March 25, 2019 meeting. Mr. Vanderzanden will also attend the City Council meeting.

DISCUSSION

In 2006 the City was awarded federal transportation funds totaling \$1,566,000 for the construction of certain improvements for the First Street corridor from Union to Laughlin Streets. Through an RFP process the City retained KPFF in 2007 to oversee management of the project including preparation of construction documents and other design/engineering aspects of the project. In June of 2008 the City and ODOT entered into a contract for the distribution of the federal funds (Contract #2007-08-004). Since that date the contract has been amended a number of times, most recently October 2018 for an extension of time and modification of the project description. The work that KPFF is currently undertaking (update of cost estimates) is included in this latest amendment. This most recent contract amendment also increased the level of federal funding from \$1,566,000 to \$1,619,820. As shown on page 4 of contract amendment #12 the remaining federal funds for the First Street/Riverfront Connection project is \$1,267,187 (see attached). The federal funds have a local match requirement of 10.27%.

The KPFF memorandums detail how the project scope and description expanded since the initial award of federal funds. At the City's request the project description was modified to include a sunken plaza and pedestrian undercrossing of the I-84 and UPRR at Washington Street to provide a connection to the Riverfront Trail. These modifications increased construction costs to \$4,837,000 (2008 dollars). To partially offset the cost increase the City was awarded \$1,350,000 in state transportation funds (STIP). Proceeds from the City's FFCO 2008 Bond issue were identified as the local match source.

In November 2015 the City Council decided to postpone the Washington Street improvements (sunken plaza and undercrossing) and return the \$1,350,000 in STIP funds. The November 9, 2015 agenda report noted that the project was underfunded by approximately \$1,000,000. In March 2016 KPFF was notified that the City would not

be constructing the Washington Street improvements and that a decision to move forward with a scaled-down project was placed on hold.

In 2017 ODOT contacted staff to inquiry into the City's intentions of completing or cancelling the project. It was determined that the best approach would be to amend the ODOT/City contract to address the following:

- extend the project completion deadline (January 2021);
- formally amend the project description (eliminating the Washington Street sunken plaza and I-84/UPRR undercrossing);
- extend the project boundaries westerly to the intersection of the Mill Creek Trail at W. 2nd Street and Thompson Park;
- extend the project boundaries easterly from Laughlin Street to Madison Street; and
- add a KPFF task to provide updated construction cost estimates for the original and modified project descriptions.

The contract amendment (#12) was executed in October 2018 (see attached).

STAFF RECOMMENDATIONS

The construction cost table from the KPFF Technical Memorandum (dated February 15, 2019) provides estimates of the expanded project (plaza/tunnel), the base project (Union to Laughlin) and the expanded project (westerly and easterly extensions). The increased updated cost estimates are due primarily from the increase in construction costs, inclusion of cost contingencies, as well completion costs of the construction documents. Eliminating the Washington Street sunken plaza/undercrossing project components requires extensive revisions to the streetscape improvement plans. When the project was placed on hold in 2016 the construction documents were at the 95% completion stage.

Westerly Project Extension

In reviewing the updated cost estimates, together with the public benefit derived from the expanded project boundaries (westerly and easterly expansion segments), staff is of the opinion that the westerly extension should be pursued. The objective of extending the project boundaries would allow for the continuation of a bike/pedestrian facility from the planned Mill Creek Trail at Thompson Park to the Riverfront Trail. City staff and KPFF identified two alternative routes for the extension of a bike/pedestrian path:

- The first alignment (identified as Alternative A in the February 15th KPFF memorandum) would be located within the UPRR right-of-way, which would necessitate an agreement between the City and UPRR. City staff and UP representatives have been in discussion regarding this option.

The estimated design/construction cost for this segment (identified as "Trail Segment" in the February 15th KPFF memorandum) is identified at \$507,000. Staff is researching grant funding sources to offset these costs (e.g., Oregon

Recreational Trails Program). City staff and NWC Parks and Recreation District staff are also investigating submitting a joint grant application to fund this segment and portions of the Mill Creek Trail.

- The second conceptual bike/pedestrian facility (identified as Alternative B in the February 15th KPFF memorandum) would be located within existing public rights-of-way of East Second and Third Streets. As proposed the routes would use a combination of bike lanes and/or widen sidewalks to accommodate bicyclist and pedestrian use. There may also be the need to eliminate on-street parking to accommodate the bike lanes.

Cost estimates for the bike lanes and/or construction of widen dual-purpose sidewalks have not been prepared at this time.

Considering the potential elimination of on-street parking along portions of East Second and Third Streets, along with an increase in potential conflicts between bicycle and vehicular traffic, staff is of the opinion that Alternative A is the preferred alignment. However, Alternative A would require the cooperation of UPRR in acquiring a public access easement within the railroad right-of-way. This alignment would also necessitate the construction of safety barriers to the satisfaction of the railroad. Selection of this alignment alternative may also negatively impact the project's scheduling constraints.

Prior to release of this agenda report Agency staff was notified that UPRR would be unable to approve Alternative A “due to its proximity and overlap of UP property.” Staff therefore will continue to work with KPFF to refine Alternative B and to consider other options to provide a linkage between the Mill Creek Trail and the First Street/Riverfront Connection bike/pedestrian facilities.

Easterly Project Extension

Due to right-of-way limitations along First Street from Laughlin Street to Madison Street, the desired improvements (one-way travel lane, on-street parking, bike lanes and sidewalk) cannot be fully accommodated. One or more of the improvements would need to be eliminated or modified (e.g., restricting on-street parking to accommodate bike lanes). Exhibits 2 and 3 of the February 15th KPFF memorandum identify right-of-way “pinch points” and their effect on planned improvements.

Therefore staff recommends that the City not pursue further pre-construction work for this segment at this time due to the estimated cost (\$1,248,000) and the compromised level of public benefit. This segment could be identified as a “future phase” and pursued when funding permits.

Financial Considerations

The KPFF memorandums detail the next steps in going forward with the project, if authorization is received from the City Council and Agency Board. The critical factor in determining whether to proceed is the financial capability of the City/Agency to fund the

project. As previously stated, the City was originally awarded \$1,566,000 in federal funds for the project (the federal funds were subsequently increased to \$1,619,820). Approximately \$400,000 of the federal funds have been spent to date on engineering/design costs. If a determination is made not to move forward with the project, these federal funds would need to be repaid.

When the project was placed on hold preparation of the construction documents was at the 95% completion phase. Also as previously stated a significant portion of the monies spent to date (both federal funds and the local match) were associated with the Washington Street sunken plaza and I-84/UPRR undercrossing that has since been eliminated. Much of the previous engineering/design work has limited value in going forward with a project that does not include those major design elements. The cost estimate table in the February 15th KPFF memorandum identifies these updated costs.

When awarded the federal funds were divided into three separate “project cost” categories: preparation of plans/engineering, right-of-way acquisition and construction. A significant portion of the preliminary engineering funds have been exhausted over the years as the result of project modifications. For ODOT/City contract purposes there will need to be future internal transfers of funds, resulting in larger contributions of local funds to the construction phase of the project.

Funding/Cost Estimates

Available Funding Estimates

\$1,267,187	federal funds – remaining
<u>\$3,600,000</u>	<u>2008 FFCO Bond proceeds</u>
\$4,867,187	total

Project Cost Estimates

\$3,240,000	Union to Laughlin – base project limits
<u>325,000</u>	<u>water main R&R – First Street</u>
\$3,565,000	total
<u>\$1,267,187</u>	<u>federal funds – remaining</u>
\$2,297,813	local funds required (+10.27% local match of federal funds)

(Additional costs for westerly connection to Mill Creek Trail, utility relocation, permits, etc. not included.)

BOARD ALTERNATIVES

1. ***Staff recommendation:*** Move to recommend to the City Council
 - a) not to extend the First Street/Riverfront Connection Project area boundary easterly from Laughlin Street to Madison Street;

- b) proceed with the next phase of the First Street/Riverfront Connection Project for that segment from Union Street to Laughlin Street including completion of plans, specifications, and estimates; and
 - c) refine the Mill Creek Trail connection Alternative B alignment (as presented in the February 15, 2018 KPFF Technical Memorandum), study other alternative alignments and return to the City Council and Agency Board for direction on this segment.
2. Move to recommend to the City Council not to proceed with the First Street/Riverfront Connection Project and to direct staff to initiate reimbursement of federal funds spent to date on the project.
 3. Provide staff with direction, as appropriate.

Attachments

- Project Re-scoping Technical Memorandum – KPFF (dated February 15, 2019)
- Project Status Memorandum – KPFF (dated September 11, 2017)
- ODOT/City Contract #2007-08—004 Amendment #12

Technical Memorandum

Page 1 of 5



DATE: February 15, 2019

PROJECT: 307286 – The Dalles – Downtown
Riverfront Connection

SUBJECT: Project Rescoping
Technical Memorandum

TO: Steve Harris, AICP, Director
City of The Dalles - Community
Development Department

FROM: Curt Vanderzanden, PE, Principal
KPFF Consulting Engineers
Portland Civil

EMAIL: sharris@ci.the-dalles.or.us

EMAIL: curt.vanderzanden@kpff.com

Background:

KPFF Consulting Engineers began working with the City of The Dalles in 2008 to develop the design for streetscape improvements within the area of downtown and proposed a pedestrian crossing under the Union Pacific Railroad (UPRR) mainline. At that time, the project limits were defined as E. 1st Street, extending from Union Street to Laughlin Street, including side streets extending south to the mid-block alley between 1st and 2nd Streets. The proposed pedestrian crossing included a sunken pedestrian plaza and pedestrian tunnel under the UPRR mainline at the north end of Washington Street. Following completion of 95% Plans, Specifications and Estimate (PS&E), the City put the project on hold in March of 2016, due to overall project budget concerns.

The City has recently requested that KPFF complete additional work, restarting the project. This current focus is on redefining the project and the scope of work necessary to complete the design work and construction documents for the project. This includes:

- Working with the City to identify potential modifications to the current (95%) design.
- Preparing draft and final concept level sketches, defining alternative improvements.
- Preparing concept level cost estimates for alternative improvements, including updating unit prices in the 95% design to more accurately reflect the current bid climate.
- This draft technical memorandum, identifying potential modifications and their effect on the overall project budget and schedule.

The following are KPFF's findings:

Proposed Modifications from 95% Design

Through this effort, we have worked with City staff to identify the following possible modifications to the proposed project:

- **Elimination of Railroad Undercrossing:** This modification eliminates the proposed pedestrian tunnel at Washington Street as well as the associated sunken plaza south of 1st, street improvements on Washington between the alley and 2nd Street and the connecting plaza and pathway to Lewis and Clark Park, north of the railroad.
- **Pedestrian Crossing Enhancement:** In lieu of the previously proposed pedestrian undercrossing of the railroad, we are recommending the addition of an enhanced pedestrian crossing of the railroad at Union

Street. Refer to attached EXH-2. Automatic pedestrian gates can be installed adjacent to all crossing locations to improve pedestrian safety at this rail crossing. Guidance for an enhanced pedestrian crossing is based on recommendations provided in the current Manual on Uniform Traffic Control Devices (MUTCD).

- **Multiuse Trail Connection:** This would include the construction of a new pedestrian and bicycle route from the Mill Creek Trail at Thompson Park to the intersection of 1st Street and Union Street. KPFF reviewed the following two alternatives to provide this desired connection. Refer to attached EXH-1 for an overview of the alternative routes.
 - Alternative Alignment “A” would include construction of a shared-use path adjacent to the UPRR rail, within UPRR Right-Of-Way (ROW). This alternative will require approval by UPRR to construct within UPRR ROW, but provides the most direct connection from 1st Street to the Park and minimizes conflicts for trail users with motor vehicles. For the purposes of this memorandum and related cost estimating, we have assumed that this Alternative Alignment would be the preferred alignment.
 - Alternative Alignment “B” utilizes existing pavement on 2nd and 3rd Streets to provide a connection between the intersection of 1st and Union Streets, to Thompson Park. We looked at two options for this alignment as described below. It should be noted that both options would require the removal of on-street parking to accommodate proposed in-street bike facilities. We understand that the loss of on-street parking through this area is not likely to be acceptable to the public.
 - Option 1: There may be areas where the existing sidewalk on the north side of 2nd Street could be widened to shared-use width (min. 12’). This option would result in the loss of on-street parking between Union and Lincoln Streets, and the loss of the paved shoulder between Lincoln and the chosen crossing location of 2nd Street.
 - Option 2: Maintain the existing curb lines and restripe pavement to provide an on-street bike lane with east-bound traffic routed on 3rd Street and west-bound traffic routed on 2nd Street. Adequate signing and striping would be required to provide a safe condition for bike users.
- **Expanded Streetscape Project Limits:** This modification would expand the proposed streetscape improvements and pavement rehabilitation/reconstruction along 1st Street from Laughlin Street to Madison Street. Improvements on Laughlin, Jefferson and Madison Streets will extend to match recently constructed improvements at the existing alley between 1st and 2nd Streets. The limits of the modifications and proposed additional improvements are shown on the attached EXH-3.
- **1st Street Bike Facility Improvements:** This modification would incorporate bike facilities within the typical section of 1st Street within the expanded project limits. The refined typical section would include a two-way bike lane on the north side of 1st Street between Union and Laughlin Streets. Between Laughlin and Madison Streets there are width constraints due to existing buildings and ROW. The typical section through this area would consist of a six-foot sidewalk on the south side of 1st Street, with an option to stripe the remaining pavement width for a westbound-only bike lane or on-street parking. Refer to attached EXH-2 and EXH-3.
- **Water Main Replacement:** Incorporation of water main replacement work and storm water system improvements within the expanded project area. For this phase of the project, we have assumed that all of the water main along 1st Street between Union and Madison Streets will be replaced, along with the portion of the main that extends down the side streets within the limits of pavement repair. Additional survey will be required to verify limits and location of water main replacement required

Technical Memorandum

Page 3 of 5
February 15, 2019



between Laughlin and Madison Streets. The assumed limits of water main replacement are shown on EXH-2 and EXH-3.

Summary of Risks / Opportunities

The following are several potential risks to consider:

- The costs and scope of the added street improvements between Laughlin and Madison Streets are based on field observations and available aerial imagery. A contingency has been applied to the estimates and is discussed in the following section.
- We have conservatively assumed that all of the pavement between Laughlin and Madison Streets will be fully reconstructed. There may be some savings if it is determined through additional geotechnical testing that areas of the pavement can be rehabilitated through an alternate method.
- Construction of the multi-use path adjacent to the UPRR tracks and within existing UPRR ROW will require coordination and approval by UPRR, which has currently not been explored and could significantly impact the project schedule.
- Proposed modifications to the existing crossing will require an application and approval by the ODOT Rail & Public Transit Division.
- Proposed work on 1st Street will require coordination with and approvals through UPRR as the delineation of the limits of the railroad ROW through the area is not well defined.
- Additional hazmat or archeological findings may affect construction of the street improvements between Laughlin and Madison Streets.
- It should be noted that the limits of pavement replacement versus the implementation of pavement rehabilitation methods will likely need to be revisited to confirm that the pavement conditions have not deteriorated to the extent that prior recommendations are no longer valid.

Construction Cost Impacts

The following is an updated estimate based on the Proposed Modifications from 95% Design detailed above and includes adjustments to construction costs based on current available cost data:

	Estimated Const. Costs	Estimated Add'l Eng. Costs*	Total
2015 - 95% Estimated Construction Cost:	\$ 6,141,700		
Street Improvements (Base Project):	\$ 2,700,000	\$ 540,000	
Water Main Replacement (Base Project):	\$ 250,000	\$ 75,000	
Subtotal (Base Project):	\$ 2,950,000	\$ 615,000	\$ 3,565,000
Expanded Project Areas			
Street Improvements (Expanded):	\$ 960,000	\$ 288,000	\$ 1,248,000
Multiuse Trail Connection:	\$ 390,000	\$ 117,000	\$ 507,000
Revised Total Cost:	\$4,300,000	\$1,020,000	\$5,320,000

- Refer to attached EXH-4 for a detailed breakdown of the costs identified above.

- Estimated additional engineering costs includes estimated fees for redesign, additional design and environmental documentation and construction administration.
- The above costs include adjusted unit prices based on available information for 2018 weighted average prices as collected and prepared by ODOT.
- A thirty percent (30%) contingency is included with the estimated costs to account for the uncertainty in project scope.
- For this exercise, we have assumed that the storm main located in E. 1st Street between Laughlin and Madison Streets is in adequate condition and has adequate capacity for the additional inlets associated with the added frontage improvements.
- This estimate does not reflect additional costs associated with additional studies and design work required to develop the design to incorporate the changes that have been identified.

In 2009, the City of The Dalles issued a \$12.1 million bond to provide funding for the construction of public infrastructure improvements and for projects authorized in the Columbia/Gateway Urban Renewal Agency Plan. The Downtown/Riverfront Connection Project is among those activities identified in the Urban Renewal Plan at the time of bond issuance, and is therefore eligible for bond funding assistance. At the beginning of FY2018-19, funds available for this project totaled approximately \$4.6 million, including the remaining ODOT/Federal funds. The City, with assistance from KPFF, will review the updated construction cost estimates and modify the project to reflect available funding.

Additional Consulting Services

As previously discussed, the proposed modifications to the project design and the overall project area will require revising a number of previously completed predesign efforts, studies and design efforts in order to meet the requirements of the projects' federal funding. Following is a short summary of what we anticipate would be required:

- Complete the following efforts to cover the expansion of the project limits to include the multi-use trail connection and the extension of the Streetscape project limits as defined above:
 - Complete additional topographic and boundary survey work as required for design.
 - Complete a review of previous recommendations for pavement repair and rehabilitation to verify current recommendations are still valid, and to provide rehabilitation recommendations for new limits or the project.
 - Complete and update to the following (and previously completed) studies to cover the expanded Area of Potential Impact (API):
 - Hazardous materials assessments.
 - Archaeological and Historic Resource assessments.
 - Biological Assessment.
- Complete additional coordination and permitting through UPRR.
- Complete additional public involvement including public meetings to present the changes to the design and solicit feedback.
- Complete the redevelopment of PS&E to reflect the change in the project limits and to reflect the current standard specifications. Given the significant changes to the project, we anticipate that we will need to essentially restart the design process and progress through 30%, 60%, 90% and Final PS&E submittals.
- Provide support during bid and negotiations.
- Provide support during construction phase.

Schedule

The schedule for completion of Final PS&E and advertisement for bids for this project will be contingent on what is ultimately included in the project for construction. Following are two scenarios and our estimated timelines for each:

- **Scenario 1 - Base Project Area Only:** This scenario would include development of Final PS&E for streetscape improvements within the base project area only. Under this scenario, we anticipate that the project could be ready for bid within 12 months of receipt of notice-to-proceed for redesign efforts. It should be noted that acquiring the necessary permits from UPRR for modifications to the existing crossing at Union Street and for construction adjacent to their facilities and acquisition of Temporary Construction Easements, will likely be the critical path for this schedule.
- **Scenario 2 – Expanded Project Area:** This scenario would include the incorporation of the trail extension to the west and/or extension of streetscape improvements to the east of the base project area. Under this scenario, the schedule for getting the project to bid and construction, would be significantly impacted by the need for additional studies as required for federally funded projects including hazardous materials assessments, biological, archeological and historic resource assessments. The need for additional coordination and approvals for work within the railroad ROW for the proposed trail would also have a significant impact on schedule. While it is difficult to quantify these impacts, we are estimating that the expansion of the project area under this scenario could delay moving the project to bid by as much as 12 months. This would mean a potential total timeline of up to 24 months from notice-to-proceed for redesign efforts and advertising for bids.

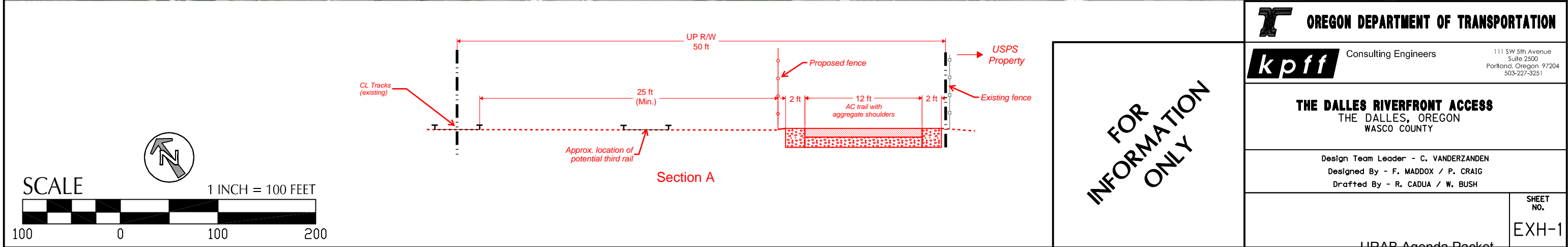
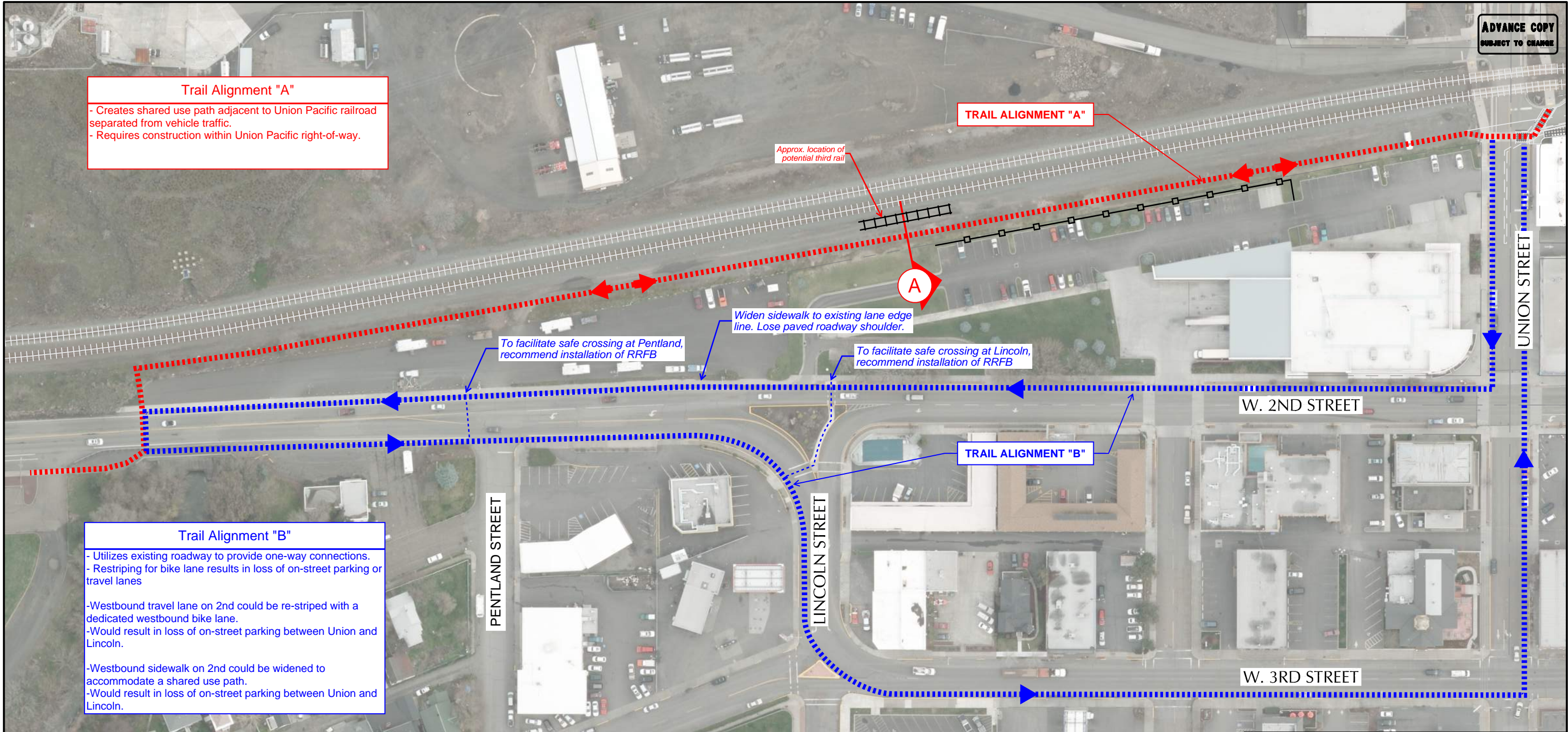
Next Steps

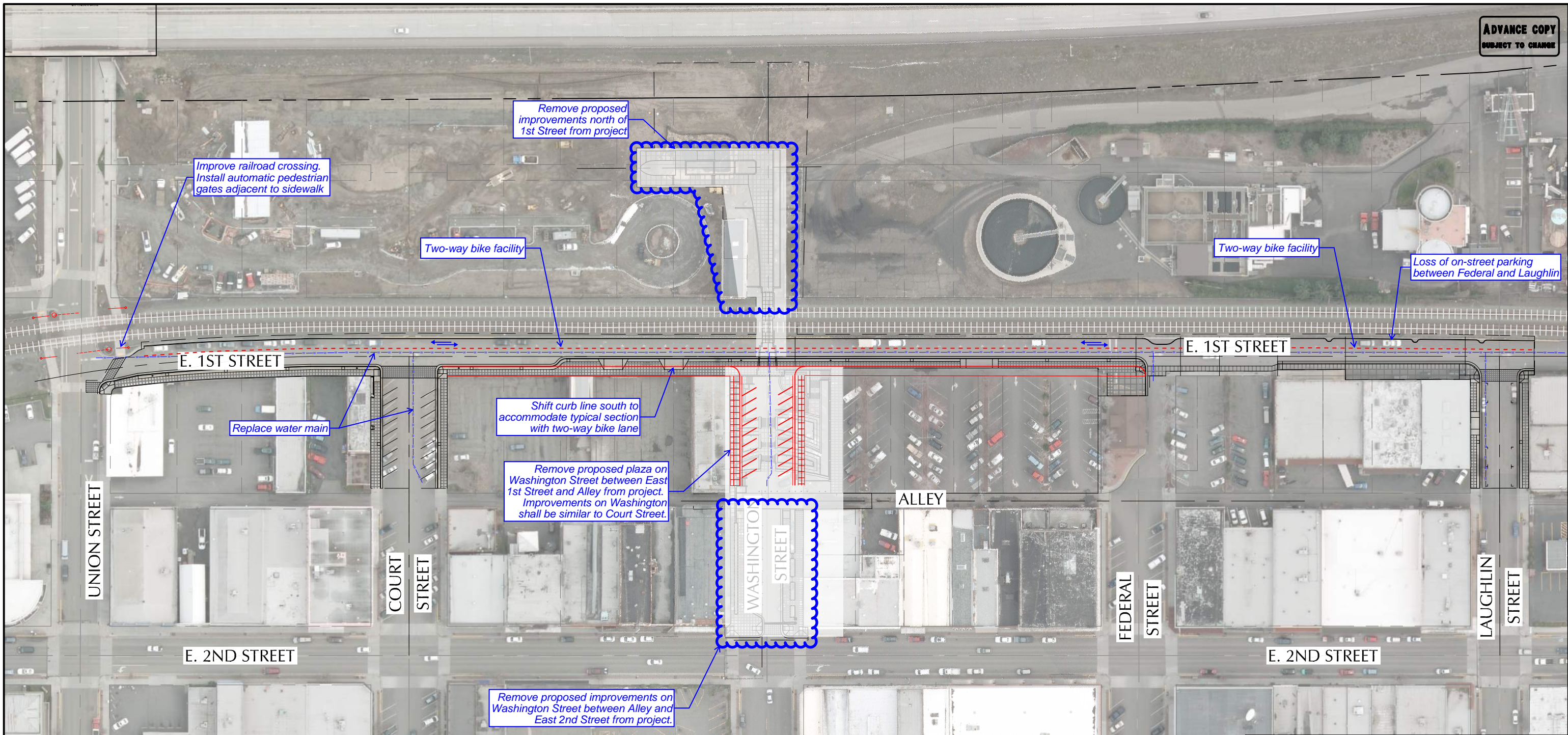
Following City of The Dalles review of this technical memorandum and confirmation of direction, we will develop a detailed scope of work and an estimate of our team's anticipated costs to complete the work identified above.

*Attachments: EXH-1 Multiuse Trail Connection
EXH-2 Pedestrian Crossing Enhancement
EXH-3 Expanded Streetscape Project Limits
EXH-4 Construction Cost Impacts*

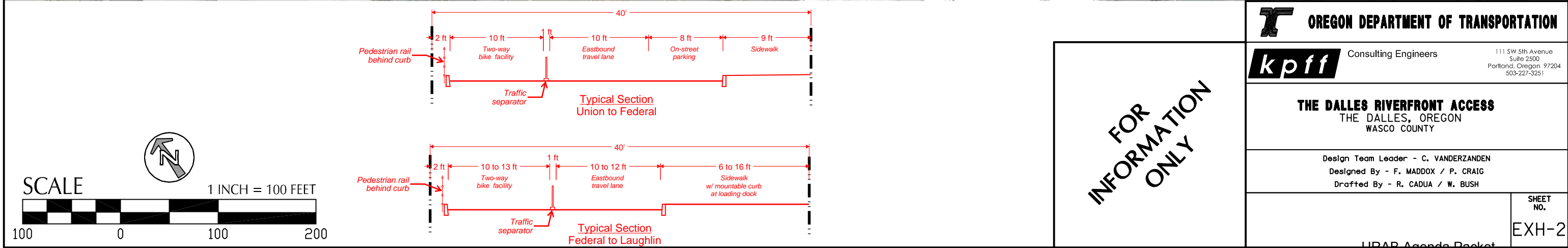
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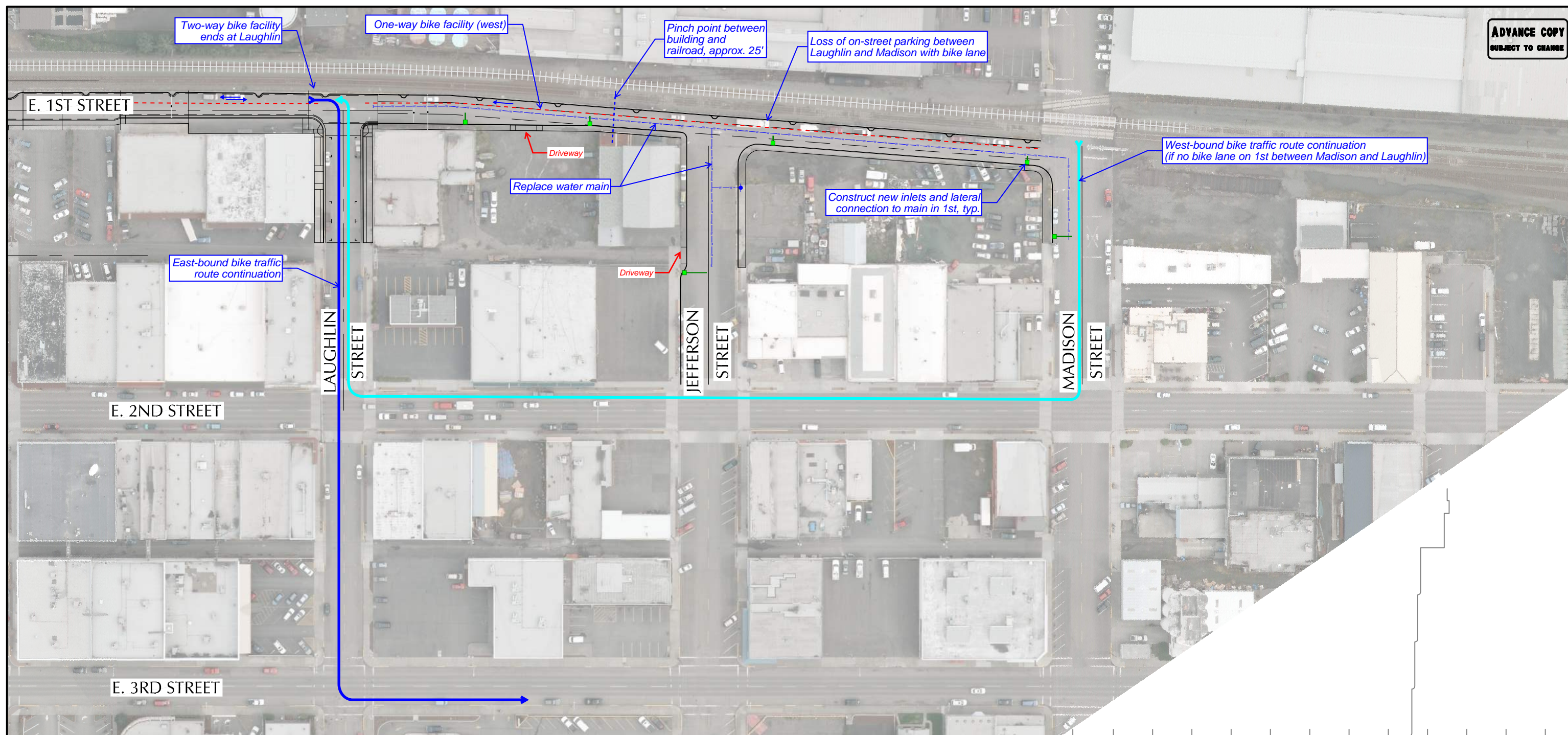




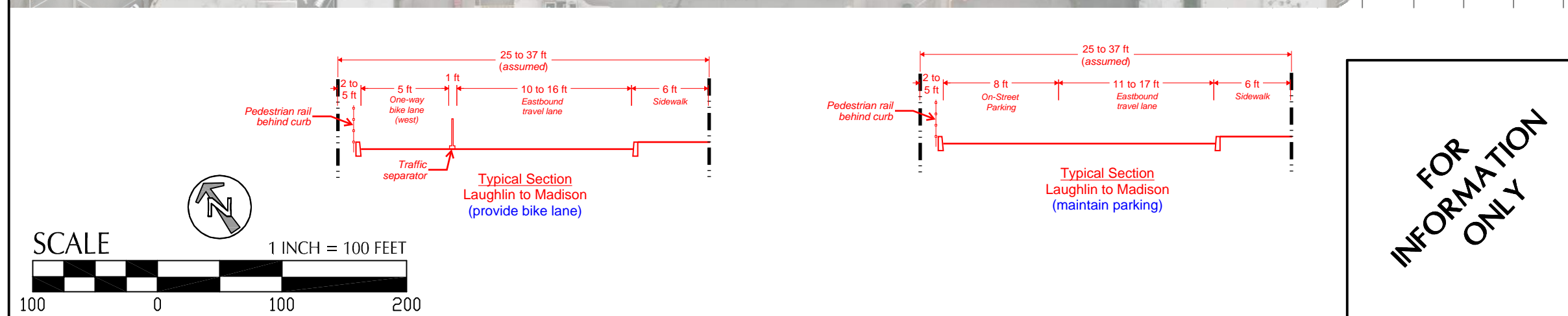
ADVANCE COPY
SUBJECT TO CHANGE



 OREGON DEPARTMENT OF TRANSPORTATION	
 Consulting Engineers	111 SW 5th Avenue Suite 2500 Portland, Oregon 97204 503-227-3251
THE DALLES RIVERFRONT ACCESS THE DALLES, OREGON WASCO COUNTY	
Design Team Leader - C. VANDERZANDEN Designed By - F. MADDOX / P. CRAIG Drafted By - R. CADUA / W. BUSH	
SHEET NO. EXH-2	



ADVANCE COPY
SUBJECT TO CHANGE



**FOR
INFORMATION
ONLY**

OREGON DEPARTMENT OF TRANSPORTATION	
Consulting Engineers	111 SW 5th Avenue Suite 2500 Portland, Oregon 97204 503-227-3251
THE DALLES RIVERFRONT ACCESS THE DALLES, OREGON WASCO COUNTY	
Design Team Leader - C. VANDERZANDEN Designed By - F. MADDOX / P. CRAIG Drafted By - R. CADUA / W. BUSH	
SHEET NO. EXH-3	

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**CONSTRUCTION ESTIMATE
COST COMPARISON
(2019 Rescoping vs. 95% DESIGN - 2/10/15)**

MAJOR HEADINGS (ODOT SPECS)	Estimates from Prior Work (2015) (1st St to Laughlin St)		Base Project Limits (1st St to Laughlin St)		Expanded Project Limits		Total
	95% PS&E Original 2/10/2015	95% PS&E (Tunnel/Plaza Removed)	Street Improvements (revised quantities and unit prices + rr crossing enhancements)	Added Water Main Replacement	Street Improvements and Water Main Replacement	Trail Segment	
TEMPORARY FEATURES AND APPURTENANCES	\$ 1,130,155	\$ 357,893	\$ 319,670	\$ -	\$ 73,000	\$ 41,000	\$ 433,670
ROADWORK	\$ 210,200	\$ 203,200	\$ 334,750	\$ -	\$ 55,000	\$ 63,500	\$ 453,250
DRAINAGE AND SEWERS	\$ 1,242,891	\$ 126,861	\$ 181,250	\$ -	\$ 18,250	\$ -	\$ 199,500
BRIDGES	\$ 1,603,560	\$ 177,820	\$ 217,155	\$ -	\$ 40,680	\$ -	\$ 257,835
BASES	\$ 72,500	\$ 72,500	\$ 67,650	\$ -	\$ 59,404	\$ 30,000	\$ 157,054
WEARING SURFACES	\$ 592,793	\$ 435,067	\$ 388,280	\$ -	\$ 256,457	\$ 63,800	\$ 708,537
PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES	\$ 8,300	\$ 2,300	\$ 3,450	\$ -	\$ -	\$ 1,200	\$ 4,650
PERMANENT TRAFFIC SAFETY AND ILLUMINATION SYSTEMS	\$ 454,805	\$ 213,325	\$ 444,240	\$ -	\$ 103,050	\$ 50,000	\$ 597,290
RIGHT OF WAY DEVELOPMENT AND CONTROL	\$ 113,396	\$ 97,556	\$ 39,757	\$ -	\$ -	\$ 47,950	\$ 87,707
WATER SUPPLY SYSTEMS	\$ 144,564	\$ 85,390	\$ 69,500	\$ 190,000	\$ 126,000	\$ -	\$ 385,500
CONSTRUCTION SUBTOTAL	\$ 5,573,164	\$ 1,771,911	\$ 2,065,702	\$ 190,000	\$ 731,841	\$ 297,450	\$ 3,284,993
ANTICIPATED ITEMS (As required by ODOT Specials)	\$ 10,200	\$ 10,200	\$ 10,200				\$ 10,200
ESTIMATED CONSTRUCTION COST	\$ 5,583,364	\$ 1,782,111	\$ 2,075,902	\$ 190,000	\$ 731,841	\$ 297,450	\$ 3,295,193
95% ESTIMATE CONTINGENCY (10.0%)	\$ 558,336	\$ 178,211					
30% ESTIMATE CONTINGENCY (30.0%)			\$ 622,771	\$ 57,000	\$ 219,552	\$ 89,235	\$ 988,558
ESTIMATED CONSTRUCTION COST w/ CONTINGENCY	\$ 6,141,700	\$ 1,960,322	\$ 2,700,000	\$ 250,000	\$ 960,000	\$ 390,000	\$ 4,300,000
ESTIMATED REDESIGN / ENGINEERING COST (10.0%)			\$ 270,000				\$ 270,000
ESTIMATED DESIGN / ENGINEERING COST (20.0%)				\$ 50,000	\$ 192,000	\$ 78,000	\$ 320,000
ESTIMATED CONST. ADMIN. / ENG. COST (10.0%)			\$ 270,000	\$ 25,000	\$ 96,000	\$ 39,000	\$ 430,000
TOTAL ESTIMATED ADDITIONAL ENG. COST			\$ 540,000	\$ 75,000	\$ 288,000	\$ 117,000	\$ 1,020,000
TOTAL ESTIMATED PROJECT COST			\$ 3,240,000	\$ 325,000	\$ 1,248,000	\$ 507,000	\$ 5,320,000

\$ 3,565,000

\$ 1,755,000

NOTES:

- Costs are preliminary. Estimate based on standard measurement and payment practices as specified in the 2018 Oregon Standard Specifications for Construction.
- Unit prices based on currently available ODOT Weighted Average Item Prices and City of Portland Unit Pricing data.
- Estimate does not include costs for relocating utilities including transmission poles, gas, fiber and cable.
- Estimate does not include costs for gaining access to adjacent properties.
- Estimate does not include costs for anticipated permits required for construction within Union Pacific right-of-way.
- Estimated Engineering Cost provided include additional studies require due to the expansion of the project area.
- Estimated Engineering Cost are approximate and will be refined once a final scope of work is determined.

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Memorandum

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DATE: September 11, 2017

PROJECT: 307286-The Dalles Downtown –
Riverfront Connection Project

SUBJECT: Project Status

TO: Steven Harris, AICP | Director
City of the Dalles – Planning Dept.

FROM: Curt Vanderzanden, PE | Principal
KPFF Consulting Engineers

PHONE: 541-296-5481

PHONE: 503-542-3808

EMAIL: sharris@ci.the-dalles.or.us

EMAIL: curt.vanderzanden@kpff.com

Steve,

Per your request we have compiled the following summary of the history and current status of The Dalles Downtown Riverfront Connection Project.

PROJECT BACKGROUND

For the better part of a decade, the City of The Dalles had been exploring ways to improve accessibility to the Columbia River riverfront and capitalize on opportunities for economic development, public use, and social/recreational activities. During that time, the City completed two planning studies and constructed a freeway under-crossing of I-84.

The proposed Dalles Downtown/Riverfront Connection Project that was the subject of a request for proposals in October, 2007 included the following three schedules of work:

- Schedule A: Preliminary and final design for East 1st Street streetscape, a pedestrian/bicycle under-crossing of the UPRR rails at Washington Street, and a trail to I-84.
- Schedule B: Preliminary design and permit identification for a pedestrian/bicycle under-crossing of I-84 to the Columbia River trail. *(This schedule of work was dropped from consideration shortly after KPFF received notice to proceed.)*
- Schedule C: Preliminary design and permit identification for a cruise ship/public dock at the end of Union Street. *(This schedule of work was expanded to include full design and construction services for the construction of the Lewis and Clark Festival Park and the Commercial Dock facility located at the end of Union Street.)*

PROJECT HISTORY

The following narrative summarizes the history of the streetscape improvements covered under Schedule A of the Downtown Riverfront Connection Project.

The City of the Dalles issued a request for proposals (RFP) in October, 2007 seeking a professional services Contractor to provide engineering and architectural services to implement the Downtown/Riverfront Connection Projects. KPFF responded to the RFP and, following interviews with the highest ranked teams in November of 2007, we were awarded the project. Following contract negotiations and review by ODOT, Notice to Proceed was provided to KPFF in July, 2008.

111 SW Fifth Avenue, Suite 2500, Portland, OR 97204 503.542.3860 FAX 503.274.4681

Eugene, OR

Portland, OR

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Following a series of meetings with a citizen's task force and city staff and a review of multiple alternatives, a preferred design was selected in December of 2008. The preferred design included the construction of streetscape improvements on 1st Street from Union Street east to Laughlin Street and the construction of a pedestrian tunnel under the railroad at the extension of Washington Street. The preferred design also included the construction of a sunken plaza within Washington Street to provide a more inviting entrance to the pedestrian undercrossing than other alternatives considered. The preferred design also provided an amenity in the form of the plaza area that was thought to be a draw for future and proposed development within this part of the City.

Following the selection of the preferred alternative KPFF's team began to work with UPRR to identify construction methods that would be acceptable to their engineering staff. In initial meetings with the local UPRR liaison, KPFF proposed the incorporation of an accelerated bridge construction methodology to minimize the costs and risks associated with the construction of the undercrossing and received a tentative agreement from UPRR's local liaison and engineering staff.

KPFF submitted the design at a 30% level of completion to the City and UPRR for review in March of 2009. In June of 2009, the UPRR local liaison that we had been working with from UPRR was replaced. The new liaison was not receptive to what we had proposed with regard to construction methodologies. KPFF's team worked with UPRR staff for approximately 6 months to identify and analyze additional alternative construction methodologies for the proposed undercrossing. Following submittal of revised concept level drawings for the undercrossing in January of 2010, KPFF received approval of a revised concept in February of 2010 that incorporated two large diameter pipe tunnels that would be installed using a "grouted pipe arch" construction method.

This change in construction methodology resulted in significant modifications from the previous design, including the need to lower the elevation of the undercrossing and entrances to maintain minimum cover from the rail to the tunnels. The revision also required the completion of additional geotechnical engineering work to validate the design. The change required the KPFF team to provide additional services that were not included in our original contract, leading to the preparation of a contract amendment to cover these additional efforts. Design work for the streetscape was suspended until notice to proceed for the additional work was received from ODOT in August of 2010.

The design was progressed to a 60% level of completion for UPRR review and 75% level of completion for City and ODOT review. These were submitted in December of 2010. Following the December, 2010 submittals the project design was delayed to allow the UPRR review and permitting process to progress to the point that we were confident of their acceptance of the design. The City was also working with a prospective developer during this time regarding the potential construction of a hotel and parking structure that would have had a direct effect on the proposed streetscape improvements.

The plans were developed to a 95% level of completion and were submitted to the City and ODOT for review in January of 2012. As part of a value engineering exercise, the 95% submittal eliminated one of the tunnels under the railroad. We received approval of the design from UPRR in September of 2013. The project was further delayed while ODOT worked through issues with the State Historic Preservation Office (SHPO) and the City continued to work with the hotel developer. In April of 2015, KPFF received a request from the City to look at significant revisions to the project scope of work to eliminate the proposed pedestrian undercrossing due to concerns raised in regard to the budget.

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In March 2016, the City formally notified KPFF that the City would not move forward with construction of an undercrossing of the railroad, and that a decision as to whether or not some scaled back version of the project not requiring tunneling under or bridging over the railroad might move forward, had not yet been made.

CURRENT STATUS

The project design has now been effectively on hold since January of 2012. The latest design, which was provided at a 95% level of completion, included a single tunnel under the railroad and a sunken plaza in Washington Street.

Several alternatives for a less expensive design have been discussed since 2012, but no further design work has been completed. The alternatives that have been discussed are based on the assumption that the proposed streetscape improvements would not accommodate a proposed hotel development in the project area, and the elimination of the proposed undercrossing and associated Washington Street plaza. Streetscape improvements would likely be limited to construction of improvements similar to those that exist on 2nd Street, but might extend further to the East than the previous design. This potential extension poses several schedule challenges that are discussed in the following section.

There has also been discussion about the potential for incorporating a pedestrian bridge over the railroad as a future phase of work that would launch from a proposed parking garage in the area of the existing surface parking lot east of Washington Street and landing at a stair / elevator tower north of the railroad.

WORK TO BE COMPLETED

Following is a summary of work that will need to be completed if the decision is made to move the streetscape project forward:

Define the Work: At this time the extents of what improvements would be incorporated is unclear. KPFF would need to work with the City and ODOT to clearly define the limits of a modified project and to define what additional design efforts would be needed to incorporate the changes to the design. This would include the development and approval of a contract amendment for our team, covering the additional costs of the redesign. The contract amendment would need to be approved of by the City and ODOT. No work could be accomplished prior to receipt of notice to proceed.

Redesign Efforts: If the project is extended beyond the limits of the current project, additional survey work would be required. Following completion of the survey efforts, we would move forward with the development of the plans and updates to the specification and construction cost estimates. Depending upon what is decided with regard to what modifications are to be incorporated, we may recommend moving straight to a 60% level of completion versus starting over from scratch. This would potentially save time and budget.

Pavement Design: KPFF would also recommend an update to the pavement design work completed in 2009. Our geotechnical consultant provided recommendations for rehabilitation of existing pavement within 1st Street at that time based on their analysis of the condition of the pavements. We are concerned that with an additional 8 years of traffic, additional degradation of the pavement is likely and that there is a potential need for replacement of additional pavement that was not included in the original project.

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Right-of-Way Acquisition: It is our understanding that the right-of-way acquisition process has not moved forward since the project has been on hold. As part of the redesign effort, we would need to verify what, if any, changes would be needed to legal descriptions and exhibits that were previously developed. It is my recollection that ODOT was going to be leading the right-of-way acquisition process and that this process could take up to 12 months to complete.

Environmental Documentation: It is our understanding that at the time the project was put on hold, issues remained with regard to ODOT obtaining necessary approvals from the State Historical Preservation Office. This issue would need to be resolved in order to allow the work to move forward. Please note that if the decision is made to move forward with a project that extends beyond the physical limits of the previous work, additional environmental research and documentation would likely be required, including additional archeological and historical research and hazardous materials assessments for the added areas. These efforts would have a direct impact on both schedule and budget.

Railroad Coordination: While a new pedestrian crossing (tunnel or bridge) are not anticipated to be included in a modified project, the streetscape improvements are directly adjacent to the UPRR mainline. As such, any proposed improvements will need to be reviewed and approved by UPRR prior to construction.

CLOSING

I hope that this information is helpful to you in determining if a modified project should be moved forward. If needed, we can work with you to develop an order of magnitude estimate of construction costs for a modified project, but in order to do so; we will need to clearly define what improvements would be included. Please note that we would expect to have an agreement in place with the City regarding payment for this work before proceeding.

Please don't hesitate to contact me at 503-542-3808, or via email if you have any question.

A handwritten signature in blue ink, appearing to read 'Curtis C. Vanderzanden'.

Curtis C. Vanderzanden, PE
Principal

10100307286- pk

CONTRACT # 2007-08-004 AMENDMENT # 12

PROJECT NAME AND LOCATION

Downtown Riverfront Connection Project, The Dalles, OR

This is Contract Amendment No. 12 to Contract No. 2007-08-004 effective date July 31, 2008, between the City of the Dalles, a Municipal Corporation, hereafter called the "CITY", and KPFF Consulting Engineers, which the parties agree is synonymous with the defined term "CONSULTANT" as referenced in the agreement between the parties titled "Agreement".

AMENDMENT BACKGROUND/JUSTIFICATION

The CITY put the Project on hold in March of 2016 due to concerns about the overall Project budget. The CITY is now requesting that CONSULTANT complete additional work associated with restarting the Project. The effort covered under this contract amendment will focus on redefining the Project and the scope of work necessary to complete the design work and construction documents for the Project.

AMENDMENT PURPOSE

At the request of the CITY, CONSULTANT will provide additional services needed to update the Project program and to provide information to the CITY necessary for determining the scope of the Project that will be carried forward to Final Design and Construction. This amendment does not include the development of the construction documents for the redefined Project.

In addition, this Contract Amendment incorporates updated billing rate schedules for CONSULTANT and their subconsultants per currently approved ODOT rate schedules.

A. Contract # 2007-08-004 is amended as follows:

Section #4 – Special Provisions 4.1.1 is deleted in its entirety and replaced with:

"This agreement shall commence on July 31, 2008 and all parties' obligations hereunder shall be performed on or before **January 31, 2021**."

B. Contract #2007-08-004 Exhibit A-Scope of Work is amended as follows:

TASK 1: PROJECT MANAGEMENT AND ADMINISTRATION

Add the following to the scope of work under this task:

Work to be completed under this task includes additional Project management and administration efforts associated with the assessment of potential design modifications including:

- Execution of amendment to contract and subcontracts.
- Continued monitoring of scope of work, schedule and budget.
- Continued coordination and preparation of monthly invoices, monthly Project status reports and progress reports.
- Preparation and submittal of a revised Project schedule and updates.
- On-going quality assurance and quality control.

- Development of scope of work and Breakdown Of Cost (“BOC”) for the redefined Project.

Deliverables:

Consultant shall provide: Revised Project Schedule and Updates; Monthly Invoices and Progress Reports; Scope Of Work (“SOW”) and BOC for Final Engineering and Construction Services.

TASK 3: ALTERNATIVES DEVELOPMENT

Add the following to the scope of work under this task:

The objective of this task will be to work with the City to refine the proposed project scope from what was included in the original 95% Plans and to set the stage for project completion. Potential modifications to the 95% plans include the following:

- Elimination of the proposed railroad undercrossing.
- Elimination of the proposed sunken plaza on Washington Street, south of 1st Street.
- Development of an enhanced pedestrian crossing of the railroad at Union Street.
- Incorporation of water main replacement work and storm water system improvements within the project area as defined by the City Public Works Department. *- evaluate the need for main R&R*
- Expansion of the project boundary from Laughlin to Madison Street.
- Expansion of project boundary from Union Street to proposed Mill Creek Trail extension as defined below.



Consultant shall complete the following additional work:

- Work with the City to identify potential modifications to the current (95%) design.
- Prepare draft and final concept level sketches defining alternative improvements.
- Prepare concept level cost estimates for alternative improvements including updating unit prices in the 95% design to more accurately reflect the current bid climate.
- Prepare a draft technical memorandum identifying potential modifications and their effect on the overall Project budget and schedule.

- Following review of the draft technical memorandum, prepare a Final technical memorandum addressing comments received from the City and ODOT and identifying a preferred solution for final design.

Deliverables: Draft and final concept sketches showing alternative designs; cost data on various concept elements, Draft and Final Technical Memorandum documenting analysis.

TASK 6: MEETINGS

Add the following to the scope of work under this task:

Consultant shall prepare for, attend and document the following additional meetings:

- Up to two (2) meetings with City staff in The Dalles
- Up to two (2) meetings with Urban Renewal Agency and City Council in The Dalles
- One meeting with ODOT staff in The Dalles.

Deliverables: Meeting Agendas and Minutes/Summaries.

SUMMARY OF TASKS, DELIVERABLES, AND SCHEDULE

Task	Deliverable	Schedule
1	Revised Project Schedule and Updates	Within 2 weeks of receipt of Notice to Proceed ("NTP") of this amendment #12
1	Monthly Invoices	Monthly
1	Monthly Progress Reports	Monthly
1	Scope of Work and BOC for Final Engineering and Construction Services	Within 4 weeks of delivery of FINAL Technical Memorandum
3	Draft Concept Sketches for Alternative Designs	Within 4 weeks of receipt of NTP of this amendment #12
3	Final Concept Sketches for Alternative Designs	Submitted with DRAFT Technical Memorandum
3	Cost estimates for Concept Designs	Submitted with DRAFT Technical Memorandum
3	Submit DRAFT Technical Memorandum	Within 9 weeks of NTP of this amendment #12
3	Submit FINAL Technical Memorandum	Within 4 weeks of receipt of all comments from City and ODOT on the Draft report
6	Meeting Agendas	24-hours prior to meeting

6	Meeting Minutes/Summaries	Within 3-days of meeting
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C. Contract # 2007-08-004 fees are amended to reflect the following:

1. The addition of fees for additional work identified above.

BASIS FOR COST ADJUSTMENT

Current Total Not-to-Exceed Amount (Including all prior amendments):	\$1,243,984.00
1.a Net Amount for Additional Work:	\$ 23,203.00
1.b Contingency Tasks under this Amendment #12:	\$ 0
**	
1.c Net Amount for New Services (1.a +1.b)	\$ 23,203.00
Net Amount - Contract # 2007-08-004, Amendment # 12:	\$ 23,203.00
New total Not-to-Exceed Amount for this contract:	\$ 1,267,187.00

COMPENSATION

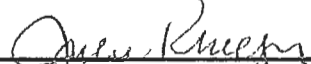
All Compensation for this phase of work is on a Time and Materials ("T&M")/Labor Hours basis and is only for the tasks identified in this SOW up to the Not-to-Exceed ("NTE") amount identified in the table above under 1.c Net Amount for New Services.

The Breakdown of Costs (BOC) dated August 21, 2018 is not physically attached but incorporated into this Contract Amendment by this reference with the same force and effect as though fully set forth herein. A copy of the final BOC has been provided to Consultant prior to Contract Amendment execution. Consultant Billing Rates remain as agreed to under the original Contract and previous Contract Amendments with the exception of the updated Consultant Billing Rates for KPFF and GreenWorks.

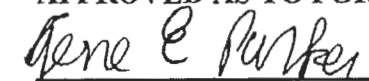
IN WITNESS WHEREOF

The parties have caused this **AMENDMENT #12 to Contract # 2007-08-004** to be signed by their duly authorized representatives as of this 19 day of October, 2018.

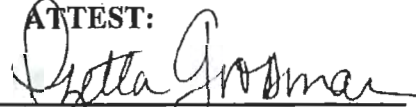
CITY OF THE DALLES


Julie Krueger, City Manager

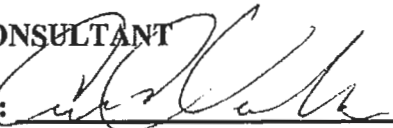
APPROVED AS TO FORM:


Gene E. Parker, City Attorney

ATTEST:


Izetta Grossman, City Clerk

CONSULTANT

By: 
Curtis C. Vanderzanden,
Principal

Date: 10/23/2018

OREGON DEPARTMENT OF TRANSPORTATION for concurrence of process.

Approved by ODOT Procurement Office Manager or designee:

By: Brian R. Nielsen

Digitally signed by Brian R. Nielsen
Date: 2018.10.23 09:48:13 -07'00'

Name, Title

ODOT PSK #26847 Amd. #12