



**DAN JOHNSON**  
DIRECTOR

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
DEVELOPMENT SERVICES BUILDING  
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

January 11, 2024

BCC Agenda Date/Item: \_\_\_\_\_

Board of County Commissioners

Approval of a Supplemental Project Agreement with the Oregon Department of Transportation for the Bull Run River Bridge Project. Total agreement value is \$2,000,000. Funding is through ODOT Local Bridge Program and and \$205,400 in County Road Funds. No County General Funds are involved.

<b>Previous Board Action/Review</b>	1/09/24: Request for consent 10/12/23: BCC Approval to apply for a Local Bridge Program Grant for construction funding to replace the Bull Run Rd: Bull Run River Bridge 10/15/20: BCC Approval to apply for a Local Bridge Program Grant for funding to replace three bridges (Bull Run Bridge was one of the bridges) 01/01/17: BCC Approval of Master Certification Agreement No. 30923 for County implementation of federally funded projects.		
<b>Performance Clackamas</b>	The project will build a strong infrastructure.		
<b>Counsel Review</b>	Yes – Hong Huynh	<b>Procurement Review</b>	No
<b>Contact Person</b>	Joel Howie	<b>Contact Phone</b>	503-742-4658

**EXECUTIVE SUMMARY:** This is a project agreement between Clackamas County and the Oregon Department of Transportation (ODOT) for design, environmental permitting, and right-of-way acquisition to replace the existing bridge over Bull Run River on Bull Run Road. The bridge is over 129 years old and came from one of the spans from a Burnside Bridge originally constructed in 1894 and moved to this location in 1926. The bridge is severely load-restricted, has structural deficiencies, and a sufficiency rating of 2.0 (out of 100). This bridge is the only connection to the Bull Run area of northeast Clackamas County with a population of 360 for emergency response and access to services in Sandy. It is also a critical connection for the Portland Water Bureau to access the Bull Run Reservoir, which is the primary water source for

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over 1 million people in the Portland area and is a very important access route for the timber industry.

Clackamas County will complete the work as a Supplemental Project under the County's Local Agency Certification Program Agreement No. 30923 with ODOT. The design and right-of-way phases for this project will be financed with 89.73 percent of federal Local Bridge Program funds (up to \$1,794,600.00) matched by 10.27 percent (up to \$205,400.00) of County Road Funds.

With the understanding that the design and right-of-way phases for the project are funded, the Department of Transportation (DTD) applied for construction phase funding through the 2027-2030 Local Bridge Program solicitation. The superstructure of the replacement bridge is expected to be a single-span, steel spliced girder with a total estimated construction phase cost of \$18 million. DTD is also evaluating other potential grants to fund the construction phase.

The Supplemental Project Agreement commits both Clackamas County funding to fully fund the county's share of the Project and ODOT funding to fully fund the State's share of the Project. In the agreement, ODOT requires the County to guarantee the availability of funding at the time the agreement is signed in order to fully fund the County's share of the project. In the event ODOT audits the County to ensure the County is not in default under this provision, funding for other scheduled projects might have to be delayed.

**RECOMMENDATION:** Staff respectfully recommends that the Board of County Commissioners sign the attached Supplemental Project Agreement No. 23349 with the Oregon Department of Transportation for the SE Bull Run Rd: Bull Run River Bridge Project.

Respectfully submitted,

*Dan Johnson*

Dan Johnson, Director  
Department of Transportation & Development

**Oregon Department of Transportation  
LOCAL AGENCY CERTIFICATION PROGRAM  
Supplemental Project Agreement No. 23349  
Project Name: SE Bull Run Rd: Bull Run River Bridge**

THIS SUPPLEMENTAL PROJECT AGREEMENT (Agreement) is made and entered into by and between THE STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT," and Clackamas County acting by and through its elected officials, hereinafter referred to as "Agency," both herein referred to individually as "Party" or collectively as "Parties."

**RECITALS**

1. By the authority granted in Local Agency Certification Program Agreement No. 30923 (Local Agency Certification Program Agreement), executed on January 30, 2017 incorporated herein and by this reference made a part hereof, State may enter into this Agreement with Agency for the performance of work on this improvement project. The Certification Program allows State to certify a Local Agency's procedures, and delegates authority to the certified Local Agency to administer federal-aid projects.
2. Certification status information as of the date of execution of this Agreement:
  - a. Agency is fully certified in the following functional areas:
    - consultant selection (formal, and informal process)
    - design (excluding bridge design)
    - "advertise, bid, and award" for construction contracts
    - construction contract administration
  - b. Agency is conditionally certified in the following functional area:
    - consultant selection (direct appoint process)
  - c. Agency is not currently seeking certification in the following functional area:
    - bridge design
  - d. Agency is conditionally certified in the following functional area:
    - consultant selection (direct appoint process)

The Parties are in the process of assessing Agency's test project(s) and required program documents to transition Agency from conditional to full certification for the functional areas listed in this subsection and anticipate a successful transition. Therefore, the project described in this Agreement is not one of the test project(s) described in the Local Agency Certification Program Agreement for the functional areas listed in this subsection.

- e. Agency has had its Americans with Disabilities Act (ADA)-related design exception and curb ramp inspection processes reviewed and approved by ODOT and the Federal Highway Administration (FHWA) for use on federally-funded projects.
3. SE Bull Run Road and Bull Run River Bridge are a part of Agency's street system under the jurisdiction and control of Agency.
4. The project was selected as a part of the ODOT Local Bridge Program and may include a combination of federal, and local funds. "Project" is defined under Terms of Agreement, paragraph 1 of this Agreement.

**NOW THEREFORE**, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

## **TERMS OF AGREEMENT**

1. Under such authority, State and Agency agree to Agency delivering bridge replacement planning and engineering services for the SE Bull Run Rd: Bull River Bridge, hereinafter referred to as the "Project." The Project includes final design, environmental permitting, and right of way acquisition. The location of the Project is shown on the sketch map attached hereto, marked "Exhibit A," and by this reference made a part hereof.
2. The total Project cost is estimated at \$2,000,000.00, which is subject to change. Federal funds for the Project shall be limited to \$1,794,600.00. Agency shall be responsible for all remaining costs, including any non-participating costs, all costs in excess of the federal or state funds, and the 10.27 percent match for all eligible costs. Any unused federal or state funds obligated to the Project will not be paid out by State, and will not be available for use by Agency for this Agreement or any other projects. "Total Project Cost" means the cost to complete the entire Project, and includes any federal funds, state funds, local matching funds, and any other funds. Agency will report the final Total Project Cost at the end of the Project, to the ODOT Regional Local Agency Liaison.
  - a. Parties anticipate Certified Agency delivering the construction phase of the Project. Upon full funding and the addition of the construction phase to the Project in the Statewide Transportation Improvement Program (STIP), this Agreement may be amended to include construction phase work, and add the construction phase costs. If the Parties do not amend this Agreement to add construction phase work, the construction and maintenance provisions in this Agreement will not apply.
3. Federal funds under this Agreement are provided under Title 23, United States Code.
4. If State performs work on the Project, State will provide to Agency a preliminary estimate for the cost of State's work. Prior to the start of each Project phase, State will provide to Agency an updated estimate of State's costs from that phase. Such phases generally consist of Preliminary Engineering, Right of Way, Utility, and Construction. Agency understands that State's costs are estimates only and agrees to reimburse State for actual costs incurred per the Terms of this Agreement.
5. Agency shall make all payments for work performed on the Project, including all construction costs, and invoice State for one-hundred percent (100%) of its costs. State shall reimburse approved Agency invoices at the pro-rated federal share of 89.73 percent. All costs beyond the federal and state reimbursement and any non-participating costs are the responsibility of Agency, and will not be reimbursed by State. State shall invoice FHWA and Agency for work provided as part of the Project. Agency agrees to reimburse State for work performed for the Project upon receipt of

invoices. Failure of Agency to make such payments to State may result in State withholding Agency's proportional allocation of State Highway Trust Funds until such costs are paid. Agency understands that State's costs are estimates only and agrees to reimburse State for the actual amount expended.

6. Agency guarantees the availability of Agency funding in an amount required to fully fund Agency's share of the Project.
7. This Agreement is subject to the terms and provisions of the Local Agency Certification Program Agreement.
8. Information required by 2 CFR 200.332(a)(1) shall be contained in the USDOT FHWA Federal-Aid Project Agreement for this Project, a copy of which shall be provided by State to Agency with the Notice to Proceed.
9. Indirect Cost Rate:
  - a. As required by 2 CFR 200.332(a)(4), the indirect cost rate for this Project at the time the Agreement is written is 31.99%. This rate may change during the term of this Agreement upon notice to ODOT and ODOT's subsequent written approval.
  - b. If the approved rate(s) change(s) during the term of this Agreement, Agency shall invoice ODOT for the Project using the current indirect cost rate(s) on file with ODOT at the time the work is performed. If Agency does not have approved indirect cost rate(s) on file with ODOT at the time the work is performed, Agency shall invoice ODOT using a zero percent (0%) rate.
10. Agency Work on the Project:
  - a. As applicable to this Project, Agency shall perform the following functional area(s) in which Agency is fully certified and as authorized by the Local Agency Certification Program Agreement:
    - consultant selection (formal and informal processes)
    - design (excluding bridge design)
    - "advertise, bid, and award" the construction contract
    - construction contract administration
  - b. While Agency is in the process of transitioning from conditional to full certification, by the terms of this Agreement and for only this Project, Agency is authorized and shall perform as if fully certified in the following functional areas:
    - consultant selection (direct appoint process)

Agency understands that the Project is subject to the terms and conditions of the Local Agency Certification Program Agreement and may also be subject to the terms of a corrective action plan and increased monitoring if ODOT's evaluation of Agency's test project(s) or program documents identify the need for corrective action.
  - c. Bridge design work must be performed by qualified consultant(s) contracted by Agency and under the supervision of Agency's qualified staff identified in paragraph 11 of this section.

## 11. Local Bridge Program Requirements:

- a. Agency shall submit quarterly reports to State's Regional Local Agency Liaison and State's Bridge Statewide Transportation Improvement Program (STIP) Coordinator. Agency shall submit Project Change Requests to State's Regional Local Agency Liaison following the process listed in Exhibit C. Agency agrees to the conditions set forth in Exhibit C.
- b. Except as otherwise provided in this Agreement, State and Agency agree that the design of the Project shall meet the American Association of State Highway and Transportation Officials (AASHTO) Load Resistance Factor Design (LRFD) Bridge Design Specifications (current version), AASHTO Guide Specifications for LRFD Seismic Bridge Design, and ODOT Load and Resistance Factor Rating (LRFR), Tier 2 Load rating.
- c. Agency or its consultant (also referred to in this Agreement as "contractor") must provide written notification to State's Bridge Inventory Coordinator when a bridge project is completed so the initial inspection for the National Bridge Inventory can be scheduled, pursuant to 23 CFR Part 650. This information must be submitted within ninety (90) days of the issuance of Second Notification pursuant to Oregon Standard Specification 00180.50(g), or Agency's approved equivalent.
- d. Agency or its consultant must email the following information for any bridge project to [bridge@odot.state.or.us](mailto:bridge@odot.state.or.us) and to the State's Senior Local Bridge Standards Engineer at [Holly.M.WINSTON@odot.oregon.gov](mailto:Holly.M.WINSTON@odot.oregon.gov). This information must be received within ninety (90) days of the issuance of Second Notification pursuant to Oregon Standard Specification 00180.50(g), or Agency's approved equivalent.
  - 1) PDF copy of Bridge As-Constructed Drawings (signed, final copy, which contains final construction notes)
  - 2) PDF copy of the Foundation Report
  - 3) Pile Records and Drill Logs (if applicable)
  - 4) Hydraulic Reports (including scour analysis report)
  - 5) Final Load Rating Calculation (with a stamped report containing all electronic files)
- e. Agency shall schedule a bridge inspection with State's Regional Local Agency Liaison, State's Regional Senior Structural Designer, or State's Senior Local Bridge Standards Engineer within ninety (90) days of issuance of Second Notification pursuant to Oregon Standard Specification 00180.50(g) or Agency's approved equivalent, for bridge construction acceptance.
- f. Agency's approved qualified staff is Joel Howie, P.E., a Qualified Agency Project Manager in accordance with the Appendix to Chapter 14 of the Local Agency Guidelines Manual. Any change to Agency's qualified staff is subject to State's review and written approval.
- g. Agency shall submit and ODOT's Local Bridge Section will review the consultant services contract, cost proposal, and the design acceptance package in coordination with State's Regional Local Agency Liaison.

12. State will submit requests for federal funding to FHWA. The federal funding for the Project is contingent upon approval by FHWA of each funding request. Any work performed outside the period of performance and scope of work approved by FHWA will be considered nonparticipating and shall be paid for at Agency expense.
13. State's Regional Local Agency Liaison or designee will provide Agency with a written notice to proceed for each phase of the Project when FHWA approval has been secured and when funds are available for expenditure on the Project.
14. State considers Agency a subrecipient of the federal funds it receives as reimbursement under this Agreement. The Catalog of Federal Domestic Assistance (CFDA) number and title for this Project is 20.205, Highway Planning and Construction.
15. The term of this Agreement shall begin on the date all required signatures are obtained and shall terminate upon completion of the Project and final payment or ten (10) calendar years following the date all required signatures are obtained, whichever is sooner.
16. Reserved.
17. If Agency fails to meet the requirements of this Agreement or the underlying federal regulations, State may withhold Agency's proportional share of Highway Fund distribution necessary to reimburse State for costs incurred by such Agency breach.
18. State may conduct periodic inspections during the useful life of the Project to verify that the Project is being properly maintained and continues to serve the purpose for which federal funds were provided.
19. State and Agency agree that the useful life of the Project is 75 years.
20. By signing this Agreement, Agency agrees to comply with the provisions of the Federal Funding Accountability and Transparency Act (FFATA) and is subject to the following award terms: <http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf> and <http://edocket.access.gpo.gov/2010/pdf/2010-22706.pdf>. If, in the preceding fiscal year, Agency received more than 80 percent (80%) of its gross revenues from the federal government, those federal funds exceed \$25,000,000 annually, and the public does not have access to information about the compensation of executives through reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 or section 6104 of the Internal Revenue Code of 1986, Agency shall report the total compensation and names of its top five executives to State. Agency shall report said information to State within 14 calendar days of execution of this Agreement and annually thereafter, utilizing the FFATA form attached hereto and marked as "Exhibit B."

21. **Americans with Disabilities Act Compliance:**

- a. **General:** Agency agrees to comply with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as amended (together, "ADA") as identified in paragraph 1 of the **General Provisions** section of the Local Agency Certification Program Agreement.
- b. **ADA Design Standards, Construction Specifications, and Inspections:** Agency agrees to comply with the design and construction standards, and the design exception documentation and approval requirements agreed to in the **Standards** section of the Local Agency Certification Program Agreement. In addition, with respect to ADA-related design standards, design exception approvals, construction specifications, and inspections, Agency agrees to comply with the following:

- i. For portions of the Project on or along the Oregon State Highway System (state highway), Agency shall apply ODOT's current ADA-related design standards, construction specifications, and design exception documentation and approval requirements for design, construction, or alteration of Project sidewalks, curb ramps, and pedestrian-activated signals, as applicable to the Project, **including using the ODOT Highway Design Manual, ODOT Design Exception process, ODOT Standard Drawings, ODOT Construction Specifications, and providing a temporary pedestrian accessible route plan and current ODOT Curb Ramp Inspection form.** Agency further agrees to utilize ODOT standards to assess and ensure Project compliance with the ADA, and to document ramp inspections per subsection (c.)(i.) below. Design exceptions on State-owned facilities must be approved by State. For project locations on or along State-owned portions of the National Highway System ("NHS") design exceptions must be approved by State and/or FHWA.
  - ii. For portions of the Project **not** on or along a state highway, including locally-owned portions of the NHS, Agency shall apply its own ADA-compliant design standards, construction specifications, design exception documentation and approval process, and inspection documentation process, as approved by State and FHWA for use on federally funded projects.
- c. **ADA Inspection Forms:** Prior to issuing the Second Notification, per Oregon Standard Specification 00180.50(g) or Agency's approved equivalent, Agency agrees to submit to State the following:
- i. For all curb ramps constructed or altered as part of this Project on or along a state highway, submit completed ODOT Curb Ramp Inspection Form 734-5020 to the address on the form as well as to State's Regional Local Agency Liaison. The completed form is the required documentation from Agency that each curb ramp meets ODOT standards and is ADA compliant. ODOT's fillable Curb Ramp Inspection Form 734-5020 and instructions are available at the following website:  
<https://www.oregon.gov/ODOT/Engineering/Pages/Accessibility.aspx>
  - ii. For all curb ramps not located on or along a state highway, Agency shall complete and keep on file Agency's ODOT- and FHWA-approved ADA curb ramp inspection form (or other approved document) to show that each Project curb ramp meets Agency's curb ramp standards and is ADA compliant or conforms to Agency's approved ADA design exception.
- d. **State Inspection:** Agency shall promptly notify State of Project completion and allow State to inspect Project sidewalks, curb ramps, and pedestrian-activated signals, as applicable to the Project, located on or along the a state highway prior to acceptance of Project by Agency and prior to release of any Agency contractor.
- e. **Work Zone Access:** Agency shall ensure that temporary pedestrian routes are provided through or around any Project work zone in accordance with the applicable ODOT or Agency Standards, as set forth in subsections (a) through (c) above. For any work zone on or along the state highway, any such temporary pedestrian route shall include directional and informational signs and include accessibility features equal to or better than the features present in the existing pedestrian facility. Agency shall also ensure that advance notice of any temporary pedestrian route on or along the state highway is provided in accessible format to the public, people with disabilities, and disability organizations at least ten (10) days prior to the start of construction in accordance with ODOT standards and processes.



- f. **Reimbursement:** Unless Agency has an approved design exception, State will reimburse Agency only for work that meets the applicable ODOT or Agency standards as set forth in subsections (a) through (c) above, regardless of whether the work is on a State-owned or an Agency-owned facility.
- g. **On-going Maintenance Obligation:** Agency shall ensure that any portions of the Project under Agency's maintenance jurisdiction are maintained in compliance with the ADA throughout the useful life of the Project. This includes, but is not limited to, Agency ensuring that:
  - i. Pedestrian access is maintained as required by the ADA,
  - ii. Any complaints received by Agency identifying sidewalk, curb ramp, or pedestrian-activated signal safety or access issues are promptly evaluated and addressed,
  - iii. Agency, or abutting property owner, pursuant to local code provisions, performs any repair or removal of obstructions needed to maintain the facility in compliance with the ADA requirements that were in effect at the time the facility was constructed or altered,
  - iv. Any future alteration work on Project or Project features during the useful life of the Project complies with the ADA requirements in effect at the time the future alteration work is performed, and
  - v. Applicable permitting and regulatory actions are consistent with ADA requirements.
- h. **Survival:** Maintenance obligations in this section shall survive termination of this Agreement.

22. Agency shall ensure compliance with the Cargo Preference Act and implementing regulations (46 CFR Part 381) for use of United States-flag ocean vessels transporting materials or equipment acquired specifically for the Project. Strict compliance is required, including but not limited to the clauses in 46 CFR 381.7(a) and (b) which are incorporated by reference. Agency shall also include this requirement in all contracts and ensure that contractors include the requirement in their subcontracts.

23. Reserved.

24. To the fullest extent permitted by law, and except to the extent otherwise void under ORS 30.140, Agency shall require its contractor(s) and subcontractor(s) that are not units of local government as defined in ORS 190.003, if any, to indemnify, defend, save, and hold harmless the State of Oregon, Oregon Transportation Commission and its members, Department of Transportation and its officers, employees, and agents from and against any and all claims, actions, liabilities, damages, losses, or expenses, including attorneys' fees, arising from a tort, as now or hereafter defined in ORS 30.260 (hereinafter, referred to individually and collectively as "Claims"), to the extent such Claims are caused, or alleged to be caused by the negligent or willful acts or omissions of Agency's contractor or any of the officers, agents, employees, or subcontractors of the contractor. It is the specific intention of the Parties that State shall, in all instances, except to the extent Claims arise from the negligent or willful acts or omissions of State, be indemnified for all Claims caused or alleged to be caused by the contractor or its subcontractors.

25. Any such indemnification shall also provide that neither Agency's contractor nor subcontractor nor any attorney engaged by Agency's contractor or subcontractor shall defend any claim in the name of the State of Oregon or any agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State of Oregon may, at any time at its election, assume its own

defense and settlement in the event that it determines that Agency's contractor is prohibited from defending the State of Oregon, or that Agency's contractor is not adequately defending the State of Oregon's interests, or that an important governmental principle is at issue or that it is in the best interests of the State of Oregon to do so. The State of Oregon reserves all rights to pursue claims it may have against Agency's contractor if the State of Oregon elects to assume its own defense.

26. This Agreement may be terminated by mutual written consent of both Parties.

27. State may terminate this Agreement effective upon delivery of written notice to Agency, or at such later date as may be established by State, under any of the following conditions:

- a. If Agency fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
- b. If Agency fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State, fails to correct such failures within ten (10) days or such longer period as State may authorize.
- c. If Agency fails to provide payment of its share of the cost of the Project.
- d. If State fails to receive funding, appropriations, limitations, or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.
- e. If federal or state laws, regulations, or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if State is prohibited from paying for such work from the planned funding source.

28. Any termination of this Agreement shall not extinguish or prejudice any rights or obligations accrued to the Parties prior to termination.

29. Notwithstanding anything in this Agreement or implied to the contrary, the rights and obligations set out in **Terms of Agreement, 24-25 (subcontractor indemnification), 28 (termination does not extinguish rights), 29 (survival), 30 (violation of federal requirements), 31 (severability), 32 (State's right to enter), and 35 (merger, waiver, modification) of this Agreement** shall survive Agreement expiration or termination, as well as any provisions of this Agreement that by their context are intended to survive.

30. Agency, as a recipient of federal funds, pursuant to this Agreement with State, shall assume sole liability for Agency's breach of any federal statutes, rules, program requirements, and grant provisions applicable to the federal funds, and shall, upon Agency's breach of any such conditions that require State to return funds to the FHWA, hold harmless and indemnify State for an amount equal to the funds received under this Agreement; or if legal limitations apply to the indemnification ability of Agency, the indemnification amount shall be the maximum amount of funds available for expenditure, including any available contingency funds or other available non-appropriated funds, up to the amount received under this Agreement.

31. State and Agency hereto agree that if any term or provision of this Agreement is declared by a court of competent jurisdiction to be invalid, unenforceable, illegal, or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.

32. Agency grants State or others designated by State the right to enter onto Agency right of way for the performance of duties as set forth in this Agreement.
33. Agency certifies and represents that each individual signing this Agreement has been authorized to enter into and execute this Agreement on behalf of Agency, under the direction or approval of its governing body, commission, board, officers, members, or representatives, and to legally bind Agency.
34. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
35. This Agreement, the Local Agency Certification Program (Certification Program) Agreement No. 30923, as amended, and all attached exhibits constitutes the entire agreement between the Parties on the subject matter hereof. In the event of conflict, the body of this Agreement and the attached exhibits will control over Project application and documents provided by Agency to State. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification, or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State or Agency to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision. Notwithstanding this provision, the Parties may enter into a Right of Way Services Agreement in furtherance of the Project.

## CONTACTS

1. State's Regional Local Agency Liaison for this Agreement is Mahasti Hastings, 123 NW Flanders Street, Portland, Oregon, 503-731-8595, [Mahasti.v.hastings@odot.oregon.gov](mailto:Mahasti.v.hastings@odot.oregon.gov), or assigned designee upon individual's absence. State shall notify the other Party in writing of any contact information changes during the term of this Agreement.
2. Agency's Project Liaison for this Agreement is Joel Howie, PE, Clackamas County, 503-742-4658, [JHowie@clackamas.us](mailto:JHowie@clackamas.us), or assigned designee upon individual's absence. Agency shall notify the other Party in writing of any contact information changes during the term of this Agreement.

**THE PARTIES**, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

This Project is in the 2024-2027 STIP, (Key No. 23459) that was adopted by the Oregon Transportation Commission on July 31, 2023 (or subsequently approved by amendment to the STIP).

Signature Page Follows

**CLACKAMAS COUNTY**, acting by and through its elected officials

By \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

**LEGAL REVIEW APPROVAL** (If required in Agency's process)

By \_\_\_\_\_

Agency Legal Counsel

Date \_\_\_\_\_

**Agency Contact:**

Joel Howie, P.E.  
503-742-4658  
JHowie@clackamas.us

**State Regional Local Agency Liaison:**

Mahasti Hastings, R1 Liaison  
123 NW Flanders Street, Portland  
971-264-8253  
[Mahasti.V.Hastings@odot.oregon.gov](mailto:Mahasti.V.Hastings@odot.oregon.gov)

**STATE OF OREGON**, acting by and through its Department of Transportation

By \_\_\_\_\_

Delivery and Operations Division  
Administrator

Date \_\_\_\_\_

**APPROVAL RECOMMENDED**

By \_\_\_\_\_

Region 1 Manager

Date \_\_\_\_\_

By \_\_\_\_\_

Certification Program Manager

Date \_\_\_\_\_

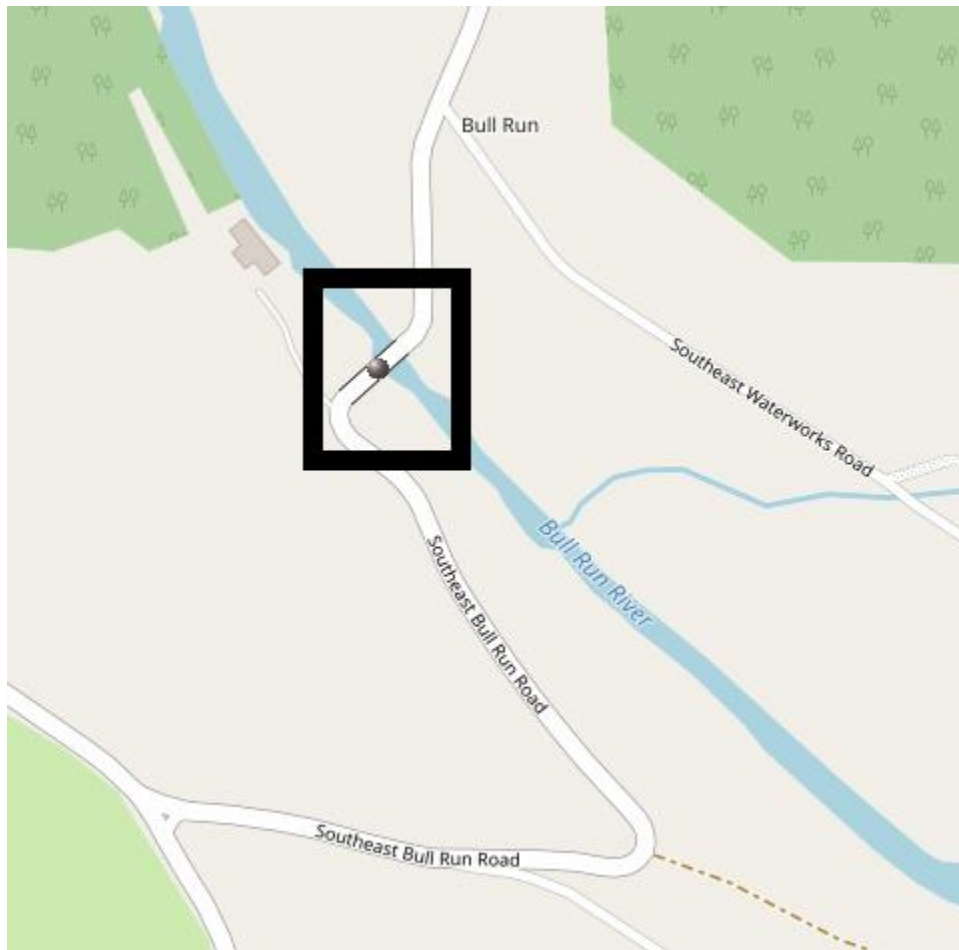
**APPROVED AS TO LEGAL SUFFICIENCY**

By \_\_\_\_\_

Assistant Attorney General

Date \_\_\_\_\_

## Exhibit A – Project Location Map



## Exhibit B - Federal Funding Accountability and Transparency Act (FFATA) Subaward Reporting

(For purposes of this Exhibit, references to “your organization” shall mean “Agency” and references to “ODOT” shall mean “State.”)

The Oregon Department of Transportation (ODOT) is required to fulfill a federal requirement for contracting under the Federal Funding Accountability and Transparency Act (FFATA) Subaward Reporting System (FSRS). FFATA reporting is a requirement for subawards (also known as subrecipients) of federal awards in excess of \$30,000. If your organization enters into an agreement with ODOT where the funding source is a federal grant with a subrecipient relationship, your organization is required to submit the information below to ODOT within fourteen (14) calendar days of execution of the Agreement and annually thereafter, if applicable. (See the following page for further details.)

**Legal Entity Name:** \_\_\_\_\_

**Unique Entity Identifier (UEI) Number:** \_\_\_\_\_

### Executive compensation

Executive compensation information is required to determine whether or not the following information must be reported in FSRS:

- a. In your organization’s previous fiscal year, did your organization receive 80% or more of its annual gross revenue and \$25,000,000 or more in federal procurement contracts, subcontracts, loans, grants, subgrants, cooperative agreements, and federal financial assistance awards subject to the Transparency Act? (Include parent organization, all branches, and all affiliates worldwide.)  
 Yes  No If “Yes,” proceed to b. If “No,” no further action is required and submittal of this form is not required.
- b. Does the public have access to information about the compensation of the senior executives in your organization (including parent organization, all branches, and all affiliates worldwide) through periodic reports filed under section 13(a) or 15(d) of the Securities and Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986?  
 Yes  No If “Yes,” provide a link to the SEC: <http://www.sec.gov> where this information is located and return form to the ODOT contact shown at the bottom of this form. Provide link here:  
If “No,” provide compensation information below.

### Names and annual compensation amounts of the five most highly compensated executives:

1.	\$
2.	\$
3.	\$
4.	\$
5.	\$

### Business entity contact information (person completing form):

Exhibit Only - Do Not Sign

Name	Title	Date
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Return completed form to: ODOT Funding Services Manager by email at [projectfundingcoordinators@odot.oregon.gov](mailto:projectfundingcoordinators@odot.oregon.gov).

### Background on FFATA Requirements

The FFATA was signed on September 26, 2006. The intent of the Act is to empower every American with the ability to hold the government accountable for each spending decision. The end result is to reduce wasteful spending in

the government. The FFATA legislation requires information on federal awards (federal financial assistance and expenditures) be made available to the public via a single, searchable website, which is [www.USASpending.gov](http://www.USASpending.gov).

### **Definition of Compensation**

Your organization is considered a subrecipient of federal funds. Unless your organization is exempt, FFATA requires you to report total compensation for each of your five most highly compensated executives for the preceding completed year. Total compensation means the cash and non-cash dollar value earned by the executive during the subrecipient's preceding fiscal year and includes the following: salary and bonus; awards of stock, stock options, and stock appropriation rights; earnings for services under non-equity incentive plans; change in pension value; above-market earnings on deferred compensation which is not tax-qualified; and other compensation as defined in 2 CFR Part 170, Section 170.330(b)(5)(vi).

More detailed information about the FFATA can be found at: <http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf>

**If you have any questions on this Exhibit, contact: ODOT**

Funding Services Manager by email at [projectfundingcoordinators@odot.oregon.gov](mailto:projectfundingcoordinators@odot.oregon.gov).

**Exhibit C – Project Key Milestones and Schedule  
Agreement No. 23349**

**Project Name: SE Bull Run Rd: Bull Run River Bridge**

**1. Project Description**

Agency will deliver bridge replacement planning and engineering services for the SE Bull Run Rd: Bull River Bridge. The Project includes final design, environmental permitting, and right of way acquisition.

2. This Project is subject to progress reporting and project change process as stated in paragraphs No. 3 through No. 6 below.

3. **Quarterly Reports** - The Certification Program Office will provide, and Agency shall submit, quarterly progress reports using the Certified Local Public Agency Quarterly Report Form 734-5034 (Quarterly Report), attached by reference and made a part of this Agreement. Quarterly Reports are due by April 20 for the period January through March, July 20 for the period April through June, October 20 for the period July through September, and January 20 for the period October through December. Quarterly Reports shall be submitted in accordance with the Quarterly Report form instructions and with the terms of the Project Agreement until the State issues the Project Acceptance document.

A sample Quarterly Report form and instructions are available at the following website under “Compliance – Forms & Guidance”:

<https://www.oregon.gov/ODOT/LocalGov/Pages/Certification-Guidance-Forms.aspx#applications>

4. **Project Milestones** – The Parties agree that the dates shown in Table 1 constitute the intended schedule for advancing and completing the Project. Project Milestones may be changed only through amendment of this Agreement, after obtaining an approved Project Change Request.

**Table 1: Project Milestones**

	<b>Milestone Description</b>	<b>Obligation Date</b>
<b>1</b>	Obligation (Federal Authorization) of Local Bridge Program (LBP) Funds for the Preliminary Engineering Phase of the Project	Federal Fiscal Year (FFY) Beginning FFY 2024
<b>2</b>	Obligation (Federal Authorization) of LBP Funds for the Right of Way Phase of the Project	FFY 2025
<b>3</b>	Obligation (Federal Authorization) of LBP Funds for the Utility Phase of the Project	N.A.
<b>4</b>	Obligation (Federal Authorization) of LBP Funds for the Construction Phase of the Project	TBD

5. **Project Change Request (PCR) Process** - Agency must obtain approval from State’s Bridge Engineer for changes to the Project’s scope, schedule, or budget by submitting a PCR, as specified in paragraphs 5a, 5b, and 5c below. Agency shall be fully responsible for all costs attributable to



changes to the established Project scope, schedule, or budget made prior to an approved PCR. Amendments to this Agreement are required for all approved PCRs.

- a. **Scope** - A PCR is required for any significant change or reduction in the scope of work described in the Project Description (paragraph 1 of this Exhibit).
- b. **Schedule**— A PCR is required if Agency or State’s Contact anticipates that any Project Milestone will be delayed by more than ninety (90) days, and also for any change in schedule that will require amendment of the STIP.
- c. **Budget** – The Project’s estimated budget is used for determining the level of compensation for completed work. Increases or decreases in the budget which require a STIP amendment also require the submission of a PCR to the State’s Regional Local Agency Liaison.
- d. PCR requests that result in Project cost increases that are equal to or less than twenty percent (20%) of the total estimated Project cost or \$200,000, whichever amount is less, can be approved by the State Bridge Engineer. Amendments can be approved and entered into by the State Bridge Engineer, subject to any other approvals required by law.
- e. PCR requests that result in a Project cost increase in excess of twenty percent (20%) of the total estimated Project Cost or \$200,000, whichever amount is greater, must be approved by the State Bridge Engineer and the Local Agency Bridge Selection Committee with a majority vote. Amendments must be executed by the same officials who executed the original Agreement, subject to any other approvals required by law.

**6. PCR Form** - Agency must submit all change requests using PCR Form 734-5409, attached by reference and made a part of this Agreement. The PCR is due no later than thirty (30) days after the need for change becomes known to Agency. The PCR shall explain what change is being requested, the reasons for the change, and any efforts to mitigate the change. A PCR may be rejected at the discretion of State’s Bridge Engineer.

The fillable PCR form and its instructions are available at the following website: <https://www.oregon.gov/odot/LocalGov/Pages/Forms-Apps.aspx>

**7. Consequences for Non-Performance** - If Agency fails to fulfill its obligations in paragraphs No. 3 through No. 6 above, or does not assist in advancing the Project or perform tasks that Agency is responsible for under the Project Milestones, State’s course of action through the duration of Agency’s default may include: (a) restricting Agency consideration for future funds awarded through State’s Statewide Investments Management Section, (b) withdrawing unused Project funds, and (c) terminating this Agreement as stated in Terms of Agreement, paragraphs No. 27 and 28 of this Agreement and recovery of payments pursuant to Terms of Agreement, paragraph No. 17 of this Agreement.