

REPORT ACCOMPANYING THE FOURTH
AMENDMENT TO THE NORTH MACADAM URBAN
RENEWAL PLAN

DRAFT

City of Portland
Portland Development Commission

December 11, 2014

TABLE OF CONTENTS

I. INTRODUCTION 1

II. AMENDMENT..... 6

III. NORTH MACADAM URBAN RENEWAL AREA AS AMENDED 9

IV. EXPECTED IMPACT, INCLUDING FISCAL IMPACT OF PLAN AMENDMENT IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION 25

V. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN 26

VI. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA 26

VII. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS..... 30

VIII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT 32

IX. THE ESTIMATED AMOUNT OF MONEY REQUIRED IN EACH URBAN RENEWAL AREA UNDER ORS 457.420 TO 457.460 (TAX INCREMENT FINANCING OF URBAN RENEWAL INDEBTEDNESS) AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR UNDER ORS 457.420 TO ORS 457.460..... 33

X. FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY 36

XI. A FISCAL IMPACT STATEMENT THAT ESTIMATES THE IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA 39

XII. RELOCATION REPORT 43

XIII. COMPLIANCE WITH LAND AREA AND ASSESSED VALUE LIMITS 43

XIV. ACREAGE AND MAXIMUM INDEBTEDNESS COMPLIANCE FOR PLAN AMENDMENTS.....45

I. INTRODUCTION

This North Macadam Urban Renewal Area Report (Report) accompanies the Fourth Amendment to the North Macadam Urban Renewal Plan dated August 11, 1999, originally adopted by Ordinance No.173651 (Original Plan) including all of the previous three amendments. The Fourth Amendment to the Original Plan implements changes made to the North Macadam Urban Renewal Area Plan. The Original Plan and the amendment are collectively referred to herein as the “Plan.” This Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the Portland City Council (Council) as part of its approval of the Plan.

The Fourth Amendment expands the original boundary of the North Macadam Urban Renewal Area (Original Area) by including an additional 45.12 acres, as depicted in Figure 1 (Amendment Area), and impacts both the financing and the expected physical, social, economic, and fiscal impacts of the Original Plan. The Original Area and the Amendment Areas are collectively referred to herein as the “Area.” Specifically, the amendment will:

1. *Adjust boundaries of the Original Area to add property from the Education Urban Renewal Plan for a net increase of 45.12 acres*
2. *Extend the life of the Plan by 5 years, from FY 2024-25 to FY 2029-30.*
3. *Update the Definitions of the Plan*
4. *Update Section 100 - Introduction to include reference to the 2014 Amendment*
5. *Update Section 300 - Legal Boundary Description*
6. *Update Section 400 - Goals and Objectives for the North Macadam Urban Renewal Area*
7. *Update Section 500 - Land Use Plan*
8. *Update Section 600 - Project Activities*
9. *Update Section 800 - Other Provisions*
10. *Update Section 900 - Amendments*
11. *Update Section 1000 - Duration and Validity of Approved Urban Renewal Plan*
12. *Add new Section 1100 - Real Property Acquired by Agency*
13. *Add new Section 1200 - Public Buildings Serves and Benefits*
14. *Include map of urban renewal area with amendment area added*
15. *Include maps showing updated zoning/comprehensive plan designations*
16. *Include Bureau of Planning and Sustainability findings as Exhibit E*

The reasons, rationale, and purpose for these changes were guided by the overall goal of the City of Portland to advance redevelopment and economic development objectives while reducing the impact of urban renewal on taxing jurisdictions. This goal was stated by the adoption of the City Council of Resolution No. 37072 on May 7, 2014 directing the Portland Development Commission and the Office of Management and Finance to prepare proposed amendments to six urban renewal areas.

These changes to the Original Plan will enable tax increment revenues generated within the Area to continue to finance projects and activities that support the goals and objectives of the Plan.

Notice of a proposed amendment to an urban renewal plan must be provided pursuant to ORS 457.120 when the amendment will have the effect of either: (a) increasing the amount of maximum indebtedness authorized under the Plan, or (b) adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area.

The Fourth Amendment qualifies as such an amendment because it adds land exceeding one percent of the Area's existing acreage.

1. Public Participation Process

The formal public participation began in June of 2014 when the Portland Development Commission (PDC) established an Urban Renewal Amendment Advisory Committee (Advisory Committee) to provide input on the proposed amendments to six urban renewal areas. This Advisory Committee was formed of citizens and stakeholder representatives who met five times to provide input. They voted to support the addition of property and projects to the Area, and to terminate the Education Urban Renewal Area as part of the package of amendments to urban renewal plans.

Advisory Committee Roster

- Debbie Aiona, League of Women Voters (*alternate: Kathleen Hersh*)
- Scott Andrews, President, Melvin Mark Properties, and Portland Development Commission Chair (outgoing)
- Jillian Detweiler, Committee Chair, Policy Director, Office of the Mayor
- Peter Finley Fry, Central Eastside Industrial Council
- Greg Goodman, Co-President, Downtown Development Group
- Marion Haynes, Vice President, Portland Business Alliance
- Brent Hieggelke, Chief Marketing Officer, Urban Airship
- Damien Hall, Attorney, Ball Janik
- Sean Hubert, Senior Director, Housing & Employment, Central City Concern
- Pat LaCrosse, OMSI Board Member Emeritus, Former PDC Executive Director
- Wade Lange, General Manager, American Assets Trust
- Nolan Lienhart, Director of Planning & Urban Design, ZGF Architects
- Jonathan Malsin, Real Estate Principal, Beam Development
- Brian Newman, Director, Campus Planning & Development, OHSU
- Rick Saito, Insite Development
- Kat Schultz, Principal, GBD Architects and CC 2035 West Quadrant Stakeholder Advisory Committee Co-Chair
- John Tydlaska, Economic Development Director, Multnomah County
- David Wynde, Deputy Chief Financial Officer, Portland Public Schools
- Helen Ying, Consultant, Chinese American Citizens Alliance Portland Lodge
- Dan Zalkow, Executive Director for Planning, Construction, and Real Estate, Portland State University

PDC staff briefed the Portland Planning and Sustainability Commission on September 9, 2014. They made the formal presentation for the Portland Planning and Sustainability

Commission's findings on conformance with the Comprehensive Plan on December 9, 2014.

PDC staff also met with the following neighborhood associations and groups and hosted an open house on September 11, 2014 to provide information and receive input on the proposed amendment. Notification on the public open house was emailed to approximately 3,000 individuals, distributed via social media feeds such as Facebook and Twitter, and posted as a public notice in the Oregonian.

During the course of deliberation on the amendment, information was sent using the City of Portland's Office of Neighborhood Involvement Notification and posted on the organization's blog website. Additionally, all materials were available online at <http://www.pdc.us/for-partners/public-participation/ura-amendments.aspx>.

Meetings included:

- Brooklyn Action Corps Neighborhood Association
- Buckman Community Association
- Hosford Abernathy Neighborhood District Association
- Kerns Neighborhood Association
- Old Town/Chinatown Community Association
- Portland Downtown Neighborhood Association
- South Portland Neighborhood Association
- SE Uplift
- Portland Business Alliance
- Central Eastside Industrial Council
- East Portland Action Plan Economic Development Sub-Committee
- District on the Move
- Pearl Planning Meeting

On August 14, 2014, PDC sent an informal letter to the taxing jurisdictions describing the fiscal impacts. The formal letter to the taxing jurisdictions prescribed by statute was sent on November 21, 2014.

2. Electronic Communications

PDC staff posted information about the amendments on the PDC web page and created a new project link to the amendment process for all six amendments to urban renewal plans processed in 2014: <http://www.pdc.us/for-partners/public-participation/ura-amendments.aspx>.

3. Report Format

The format of this Report is based on statute ORS 457.085(3). It requires that an urban renewal plan amendment that is a significant change, and requires a substantial amendment to the plan, be accompanied by a report that provides the following detail. This Report is structured with the Existing Physical, Social and Economic conditions for the Amendment Area, Original Area and Area as Amended, then the remainder of the required information (B-K below) under the Area as Amended section.

- A. A description of physical, social, and economic conditions in the urban renewal areas of the plan, and expected impact, including the fiscal impact, of the plan (or change) in light of added services and increased population;
- B. Reasons for selection of each urban renewal area in the plan;
- C. The relationship between each project to be undertaken and the existing conditions in the urban renewal area;
- D. The estimated total cost of each project and the sources of moneys to pay such costs;
- E. The anticipated completion date for each project;
- F. The estimated amount of money required in each urban renewal area under ORS 457.420 to 457.460 and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 to 457.460;
- G. A financial analysis of the plan with sufficient information to determine feasibility;
- H. A fiscal impact statement that estimates the impact of the tax increment financing, both until and after indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area;
- I. A relocation report, if necessary;
- J. Compliance with Land Area and Assessed Value Limits; and
- K. Acreage and Maximum Indebtedness Compliance for Plan Amendments.

This Report will address each of the required information categories.

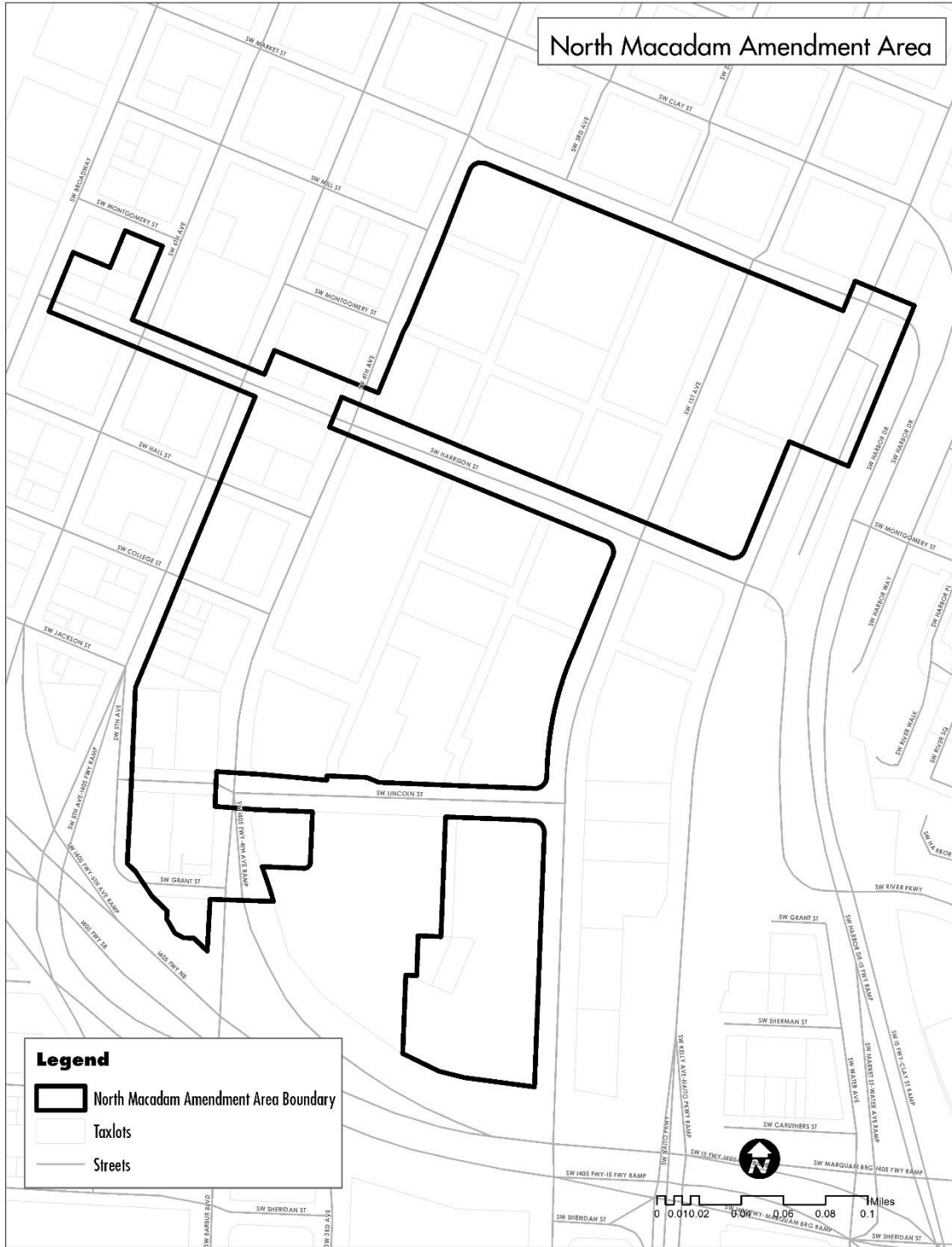
II. AMENDMENT

The 2014 amendment will expand the Original Area's boundary by 45.12 acres, thereby increasing the size of the Area to 447 acres.

Accordingly, tax increment revenues generated under the Plan between the date of the approval of the 2014 amendment and the expiration of the URA will be used to finance projects and activities that will improve economic, physical, and social conditions within the Area and generally further the goals and objectives of the Plan. At the same time, overlapping taxing districts will forgo revenues on the incremental assessed value generated under the Plan through FY 2029-30.

A map of the Amendment Area is shown in Figure 1. A map of the Original Area is shown in Figure 2.

Figure 1 - Amendment Area



III. NORTH MACADAM URBAN RENEWAL AREA AS AMENDED

A. Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services

This section of the Report describes existing conditions within the North Macadam Urban Renewal Area as amended.

1. Physical Conditions

An analysis of property classification data from Multnomah County's 2013-14 Assessment and Taxation database was used to determine the land use designation, zoning, and comprehensive plan designation of parcels in the Amended North Macadam URA (NMURA). The NMURA is shown in Figure 3.

a. Land Use

The NMURA, shown in Figure 1, contains approximately 447 acres. Table 1 illustrates the land use classifications as determined by the County Assessor. The total acreage number in the table reflects the acreage in parcels (244.57 acres), the remaining acreage is in right of way (202.43 acres).

Table 1 - NMURA Existing Land Uses

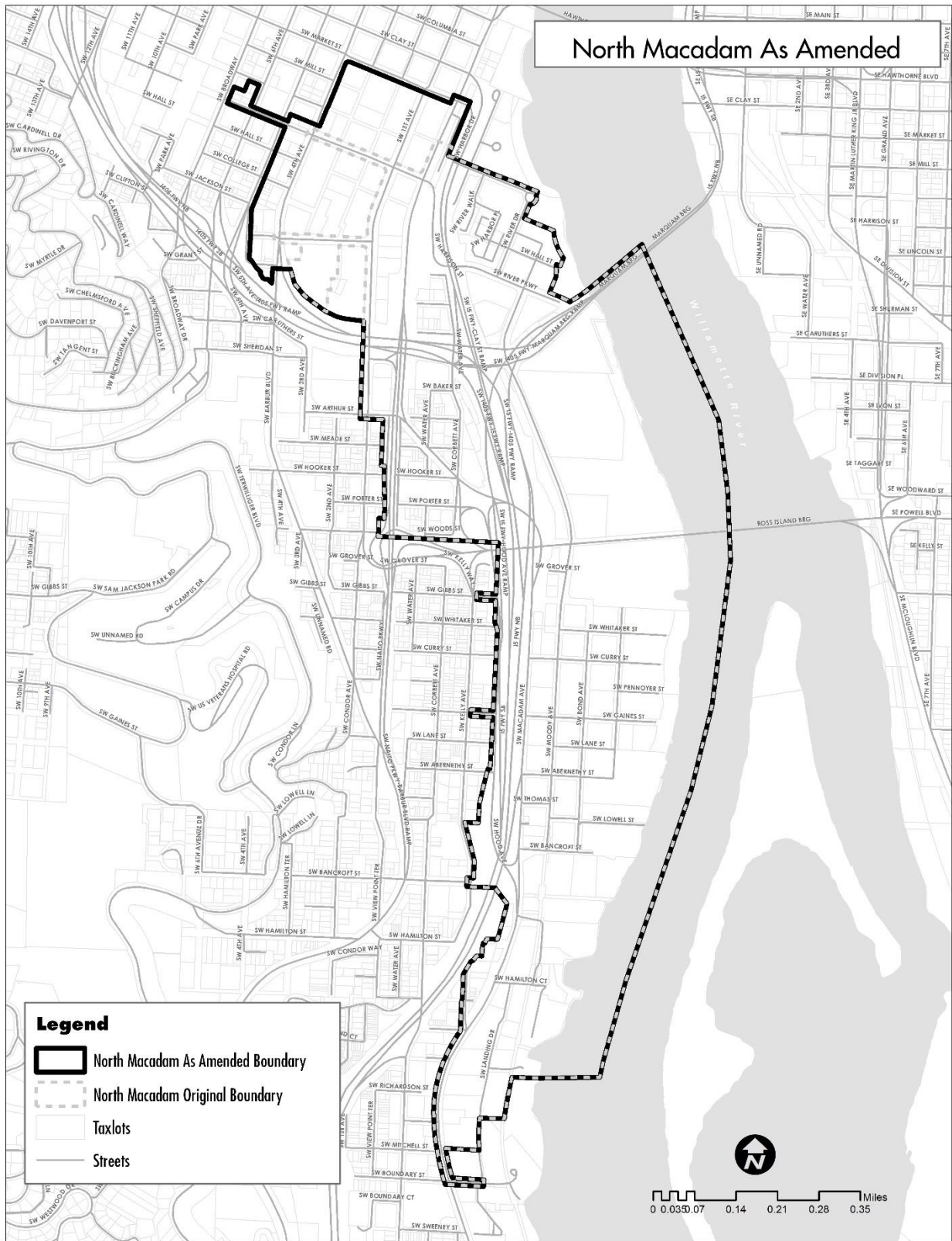
Land Use	Parcels	Acres	% of Total Acres
Commercial/Local Industrial	200	197.55	80.78%
Multi-family	23	15.96	6.53%
State Industrial	1	13.54	5.53%
Residential	40	13.21	5.40%
Recreational	5	2.72	1.11%
Miscellaneous	1	1.59	0.65%
Total	270	244.57	100.00%

Source: PDC, using the Multnomah County's 2013-14 Assessment and Taxation database

In terms of acreage, the NMURA is still dominated by the Commercial/Local Industrial land use category. However, the 80.78% of Commercial/Light Industrial does not accurately represent the diversity of land uses employed within the NMURA. The area contains the south waterfront development area, OHSU buildings, a portion of downtown Portland, and several Portland State University buildings.

Much of the relative size of uses in the NMURA is hidden when looking only at acreage or parcel counts because of the allowable height of buildings in the area. There are multiple residential buildings in the NMURA with many floors of residential use, but with small acreage footprints. Multi-family and Residential use categories combine to 11.93% of the NMURA.

Figure 3 - North Macadam Area as Amended



b. Zoning

As illustrated in Table 2, 186.45 acres (76.24%) of the NMURA is zoned as Central Commercial. No other category of parcels with a single zoning designation makes up more than 5% of the area. The zoning is shown on Figure 4.

Table 2 - NMURA Zoning Designation

Zoning	Parcels	Acres	% of Total Acres
Central Commercial	148	186.45	76.24%
Central Residential	20	12.08	4.94%
Storefront Commercial	20	7.93	3.24%
Office Commercial 2	34	7.12	2.91%
High-density Residential	13	3.28	1.34%
Open Space	4	1.89	0.77%
General Employment 1	7	1.08	0.44%
Neighborhood Commercial 2	1	0.09	0.04%
Multiple Zones	23	24.65	10.08%
Total	270	244.57	100.00%

Source: PDC, using the Multnomah County's 2013-14 Assessment and Taxation database

c. Comprehensive Plan Designation

As shown in Table 3, 79.08% of the total acreage of the NMURA is designated as Central Commercial by the City of Portland Comprehensive Plan. Other parcels with a single designation combine to make up 11% of the area, and parcels with multiple designations comprise 10.05% of the total acreage. The comprehensive plan designations are shown on Figure 5.

Table 3 - ONM Comprehensive Plan Designation

Comprehensive Plan Designation	Parcels	Acres	% of Total Acres
Central Commercial	179	193.41	79.08%
Central Residential	20	12.08	4.94%
Urban Commercial	20	7.93	3.24%
High-density Residential	13	3.28	1.34%
Open Space	4	1.89	0.77%
Mixed-employment	7	1.08	0.44%
Office Commercial	4	0.23	0.09%
Neighborhood Commercial	1	0.09	0.04%
Multiple designations	22	24.58	10.05%
Total	270	244.57	100.00%

Source: PDC, using the Multnomah County's 2013-14 Assessment and Taxation database

Figure 4 - North Macadam Area Zoning Designations

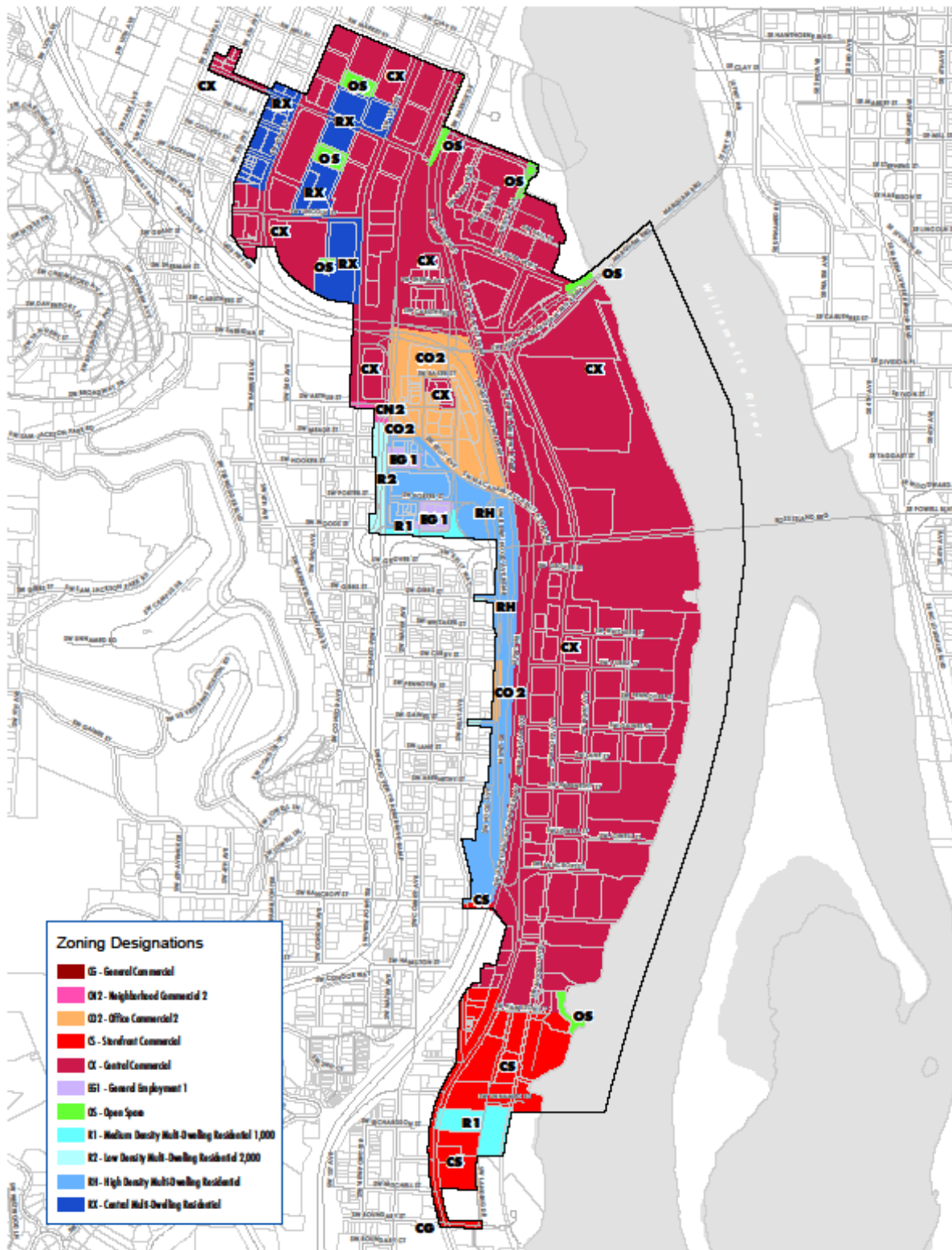
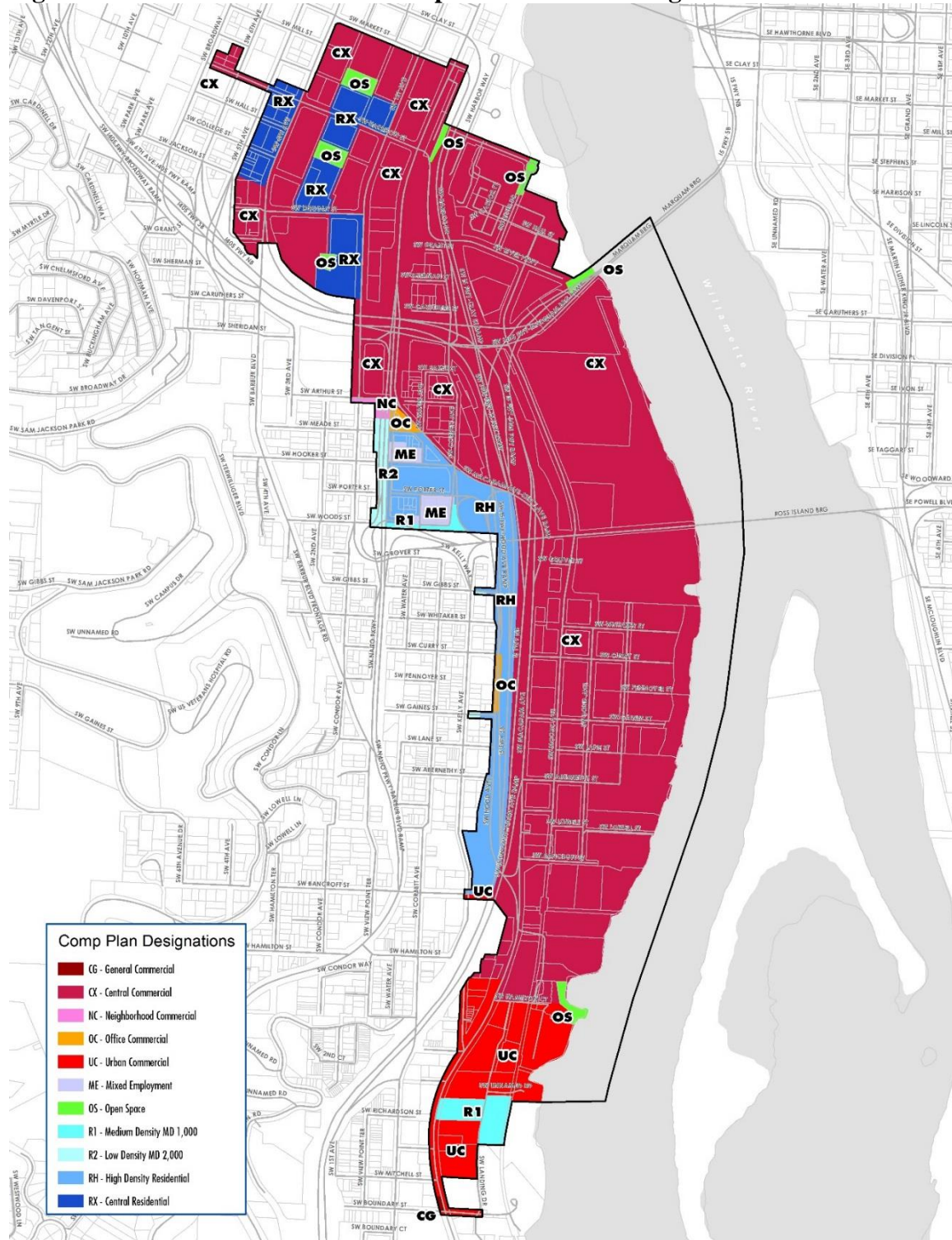


Figure 5 - North Macadam Area Comprehensive Plan Designations



d. Physical Conditions of the Buildings

In 2009, PBS Engineering and Environmental completed a building hazardous materials study for the Portland Development Commission. Their report identified that, in general, buildings constructed prior to 1978 were likely painted with lead-based or lead-containing paint and likely have light fixtures that contain polychlorinated biphenyls (PCBs). Additionally, the report indicated that buildings constructed prior to 1980 likely contain asbestos.

Two hundred and seventy one buildings in the NMURA had age of construction information in the Assessor's files. One hundred and fifty four of the buildings in this area, or 57% of those with age information, were built prior to 1978 and have not gone through major renovations, indicating a likely presence of lead-based paint, PCBs, and asbestos.

e. Street Classifications and Conditions and Utilities Condition

The streets in the Amendment Area have the following classifications as identified in the City of Portland Transportation Systems Plan:

Traffic classifications:

Traffic Access Streets: SW Moody Avenue, SW Bond Avenue, SW Curry Avenue, and SW Bancroft Avenue

SW Macadam Avenue is a Major City Traffic Street.

Transit classifications:

Transit Priority Streets: SW Macadam Avenue, SW Moody Avenue, SW Bond Avenue, SW Curry Avenue, and SW Bancroft Avenue

Bicycle classifications:

City Bikeways: SW Macadam Avenue, SW Moody Avenue, SW Bond Avenue, SW Curry Avenue, SW Gibbs Avenue, SW Bancroft Avenue, and SW Harrison Street

Off-Street Path: The Willamette Greenway

Pedestrian classifications:

Central City Transit/Pedestrian Streets: SW Macadam Avenue, SW Bond Avenue, and SW Harrison Street

City Walkways: SW Curry Avenue, SW Gibbs Avenue, SW Gaines Avenue, SW 2nd Avenue, and SW Bancroft Avenue

Off-Street Path: The Willamette Greenway

Deficiencies to the transportation infrastructure in the original North Macadam Urban Renewal Area were identified in the 2009 North Macadam Transportation Development Strategy. Table 4 lists the projects identified in this report as "high priority." While some of the projects have been completed, many have not, and these remaining projects are an accounting of the existing conditions of the transportation infrastructure in the original NMURA that still require action to

achieve the desired level of transportation service in the area. The existence of inadequate streets and other rights of way, open spaces, and utilities are evidence of blight per ORS 457.010(e).

Table 4 - Existing Conditions of Transportation Infrastructure in NMURA

Project Name	Project Status
Pedestrian - Bicycle Projects	
South Waterfront Willamette Greenway Trail	Incomplete
North of I-405 Connection	Incomplete
Hood Avenue Sidewalk Enhancement – Porter St. to Gibbs St.	Incomplete
Hood Avenue Crosswalk and Sidewalk Enhancement – Lane to Macadam	Incomplete
Kelly Pedestrian Tunnel Closure and Crosswalk Replacement	Partially complete
BP-24a: West-end Ross Island Bridgehead Connection	Partially complete
BP-24b: Kelly Avenue bike lanes	Partially complete
BP-24c: Ramp Crossing of Kelly Ave to Naito Pkwy NB	Incomplete
Tram Bike Parking	Completed
Wayfinding	Partially complete
Transit Projects	
Bancroft Transit Improvements	Completed
Streetcar Headways and Service Hours	Completed
Motor Vehicle Projects	
Moody/Bond Couplet – Bond Avenue Extension	Incomplete
Moody/Bond Couplet – Moody Avenue realignment	Completed
South Portal – phase 1	Partially complete
Porter/Kelly Signalization and Kelly slip ramp closure	Incomplete
Kelly Ramp realignment	Incomplete
North Portal: Harbor Drive/River Parkway Improvement	Completed
North Portal: Kelly Avenue/Corbett Avenue Improvement	Partially complete
North Portal: Southbound Harbor Drive/Sheridan Street Improvement	Completed
North Portal: Sheridan Extension (Moody to Bond)	Incomplete
Signalize Intersections – South Waterfront District	Incomplete
Motor Vehicle Wayfinding	Partially complete
I-5 Northbound Off-Ramp/SW Curry Street – Northbound Right turn closure from I-5 Off-Ramp	Complete

Source: PDC

In addition, there are deficiencies as shown in information provided by the City of Portland Bureau of Transportation. These are further shown on Figure 6.

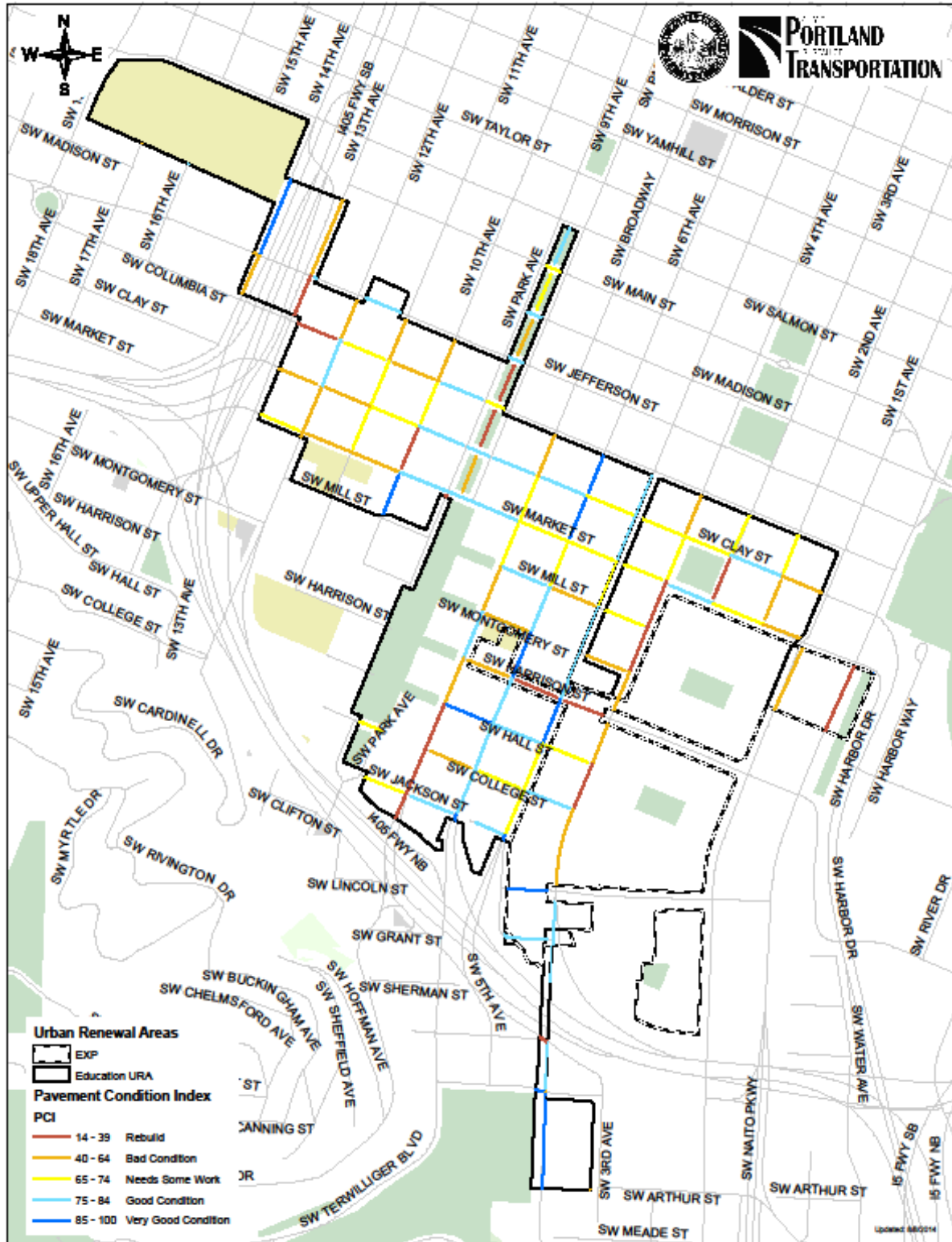
- SW Naito Parkway south of SW Market Street: rebuild
- SW 1st Avenue south of SW Market Street: bad condition
- SW 4th Avenue south of SW Harrison Street: combination of rebuild and bad condition

- SW Harrison Street west of SW 4th Avenue: combination of rebuild and bad condition
- SW Hall Street west of SW 4th Avenue: needs some work

The existence of inadequate streets and other rights of way, open spaces, and utilities are evidence of blight per ORS 457.010(e).

DRAFT

Figure 6 – Street Conditions in the Area



f. Water

After reviewing the water facilities within the urban renewal area boundaries and checking for any identified capacity concerns based on data from the Portland Water Bureau’s project ranking system as well as the fire flow modeling system, it was determined by the Water Bureau that there is a very low likelihood of future 903 Mains projects (contract or in-house) to come out of these areas based on current “Rank Records” and currently accepted project drivers. In addition, there are no master plans for future water system improvements in these areas in the planning files.

g. Stormwater & Wastewater

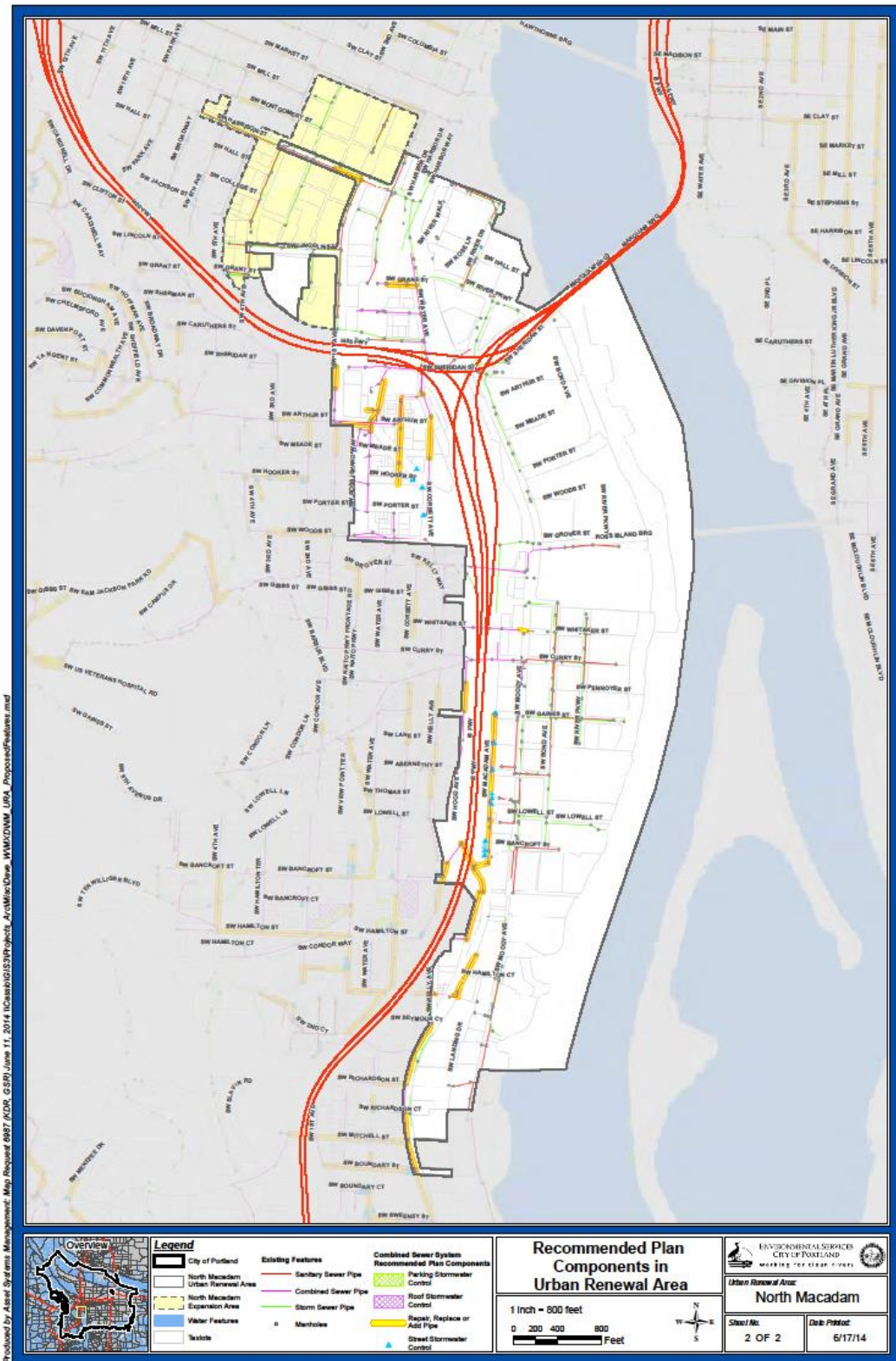
In April of 2014 the Bureau of Environmental Services provided the following information about the conditions of the stormwater and wastewater systems in the Area:

The following streets inside the NMURA have either sewer or stormwater sewer pipes that require either repair, replacement, or additional pipe:

- SW Harrison Street
- SW Grant Street
- SW 1st Avenue
- SW Naito Parkway
- SW Water Avenue
- SW Corbett Avenue
- SW Whitaker Street
- SW Hood Avenue
- SW Macadam Avenue

These sewer infrastructure deficiencies are illustrated in Figure 7. The existence of inadequate streets and other rights of way, open spaces, and utilities are evidence of blight per ORS 457.010(e).

Figure 7 – Sewer Infrastructure Deficiencies in the Area



h. Parks and Open Space

The NMURA contains Lovejoy Fountain Park, Pettygrove City Park, Portland City Park, and Caruthers Park. In addition to these, the South Waterfront Central District Greenway is a unique urban park whose construction is still in progress.

Elizabeth Caruthers Park covers 2.12 acres along SW Moody Avenue and primarily serves the local residents living in the South Waterfront district. It features a large grassy area, a small water feature, bocci ball courts, unpaved paths, and areas planted with native vegetation.

The South Waterfront Central District Greenway is a park that will connect downtown Portland to the Sellwood Bridge via a 100 foot wide park bordering the Willamette River. The park plans to provide pedestrian and bike access to the river, and riverbank and fish habitat restoration. Phase 2 construction is presently underway including grading, retaining walls, overlooks, path paving and small plazas, irrigation and planting and installing public art. Construction is expected to be complete in November 2014.

Lovejoy Fountain Park's main attraction is a cascading water feature. It is 0.75 acres and the fountain was installed in 1966. Surrounding the fountain, the rest of the park is primarily concrete and heavily contoured.

Pettygrove City Park is 0.80 acres and was also completed in 1966. The park offers paved paths among grassy hills and trees. The park also features a statue and a small water feature.

Portland Center Park is 0.34 acres and was acquired in 1963. This small park features a Cor-Ten steel sculpture, paved areas, and paved walking paths.

i. PDC-Owned Properties

There are a number of properties that PDC has acquired/disposed of over the life of the URA. Of these, four are still under PDC management, one owned by PDC but under City of Portland Parks Bureau management, and nine have been disposed of. These are listed in Table 5. The parcels that are listed as Active will be disposed of for future redevelopment during the time frame of the urban renewal plan.

Table 5 – PDC-Owned Properties

Property Name	Address	Status
South Waterfront Lot 8	SW River Drive/River Parkway/Moody/Hall	Disposed
South Waterfront Lot 3	2095 SW River Parkway	Active
South Waterfront Lot 4	2397 SW Moody Avenue	Active
South Waterfront Lot 1	SW River Parkway	Disposed
SWF Parking Lot "Block J" - South Parcel	1720 SW Front Avenue	Disposed
Former Public Storage	3508 SW Moody Avenue	Disposed
Double Tree Hotel	310 SW Lincoln Street	Disposed
NMAC Block 49	SW Bancroft/Bond/Lowell/Moody	Disposed
3604-3516 SW Macadam Ave	3604-3516 SW Macadam Avenue	Active
SW Montgomery	SW Montgomery Street	Active
RiverPlace Parking Garage	1852 SW River Drive	Disposed
MLK Grand Viaduct		Disposed
N Mac St Bond		Disposed
South Auditorium Park Block C	2397 SW Moody Avenue	Active, Parks mgmt

Source: PDC

j. Transit

Significant investments in public transportation have been made to the North Macadam Urban Renewal Area in recent years, including multiple streetcar extensions, a new regional light rail line, and a shared transit-way with regional bus service. Following the opening of the Portland-Milwaukie Light Rail Project in September 2015, public transportation to and within the North Macadam Urban Renewal Area will include frequent bus, streetcar, and light rail service. Bus service includes Route 35/36 on SW Macadam (northbound) and SW Moody (southbound) between downtown Portland and Lake Oswego, which provides with over five buses per hour in the weekday peak period and two buses per hour the rest of the day, seven days a week. At least 2 additional bus routes will travel on the new shared transit-way and Tilikum Crossing between downtown and southeast Portland, including Route 9 (Frequent Service) and Route 17 with over 5 buses per hour in the peak period and 3 buses per hour the rest of the day. On the western periphery of the district, Routes 54/56 provide Frequent Service to SW Portland and Beaverton, 7 days a week. Two streetcar routes will circulate through the district, including the North-South (NS) route with service to NW Portland, and the Central Loop (CL) route with service to inner NE and SE Portland, both of which will operate with four or more trains per hour throughout the day, seven days a week. The Orange MAX Line will serve two stations within the district with six trains per hour in the peak period and four trains per hour the remainder of the day with service between downtown Portland and Clackamas County. In addition, an aerial tram provides service between the Central District and Marquam Hill every five minutes throughout the day, six days a week.

With the proposed expansion of the North Macadam Urban Renewal Area in 2014 the district will be directly adjacent to the Portland Transit Mall, which provides access to two additional MAX routes (Green and Yellow) and regional bus service that provides frequent, all-day service, seven

days a week to most parts of the region. Transit service to the original area is detailed in the following section.

2. *Social Conditions*

A description of some key demographics in the NMURA is shown in the tables below. The data is from the 2010 census and then projected for 2014 and shows that the NMURA is populated by 5,636 people with a median age of approximately 34 years.

Table 6 - Key NMURA Demographics

Category	NMURA
Population	5,636
Households	3,512
Median age	≈34 years
Average household income	\$82,223
Average per capita income	\$50,567
Total housing units	4,106
Housing occupancy rate	85.53%

Source: PDC, Esri forecasts for 2014 data using the 2010 Census.

The majority of the population (79.99%) in the NMURA is white, and the next largest race category that residents identify with is Asian (11.62%). All other categories combined only make up 8.9% of the population. According to the census, people of Hispanic origin make up 4.25% of the NMURA, and identifying as Hispanic is an ethnicity (as opposed to a race, according to the census) and people who identify as Hispanic may be of any race.

Table 7 - ONM's Distribution of Race

Race and Ethnicity	Percent of population
White	79.99%
Black	1.61%
American Indian/Alaska Native	0.49%
Asian	11.62%
Pacific Islander	0.20%
Other race	1.44%
Two or more races	4.75%

Source: PDC, Esri forecasts for 2014 data using the 2010 Census.

3. *Economic Conditions*

a. Taxable Value of Property Within the Area

The FY 14/15 taxable value of land (assessed value), improvements and personal property in the North Macadam Urban Renewal Area as amended is estimated at \$1,248,537,076. \$626,124,703 is termed “excess value”, which means it is the amount on which the taxes are allocated for the urban renewal agency. The estimated new frozen base value is \$622,412,373. This is the assessed value at the time the area was established, plus or minus any additions or deletions of property over the life of the area. The frozen base is the amount on which the taxing jurisdictions continue receiving taxes. The estimates include the real and personal property numbers for FY 2014/15 for the Amendment Area, and an estimate for utility values. The Multnomah County Assessor will determine the exact frozen base after the amendment is adopted, adding in the assessed value of the real, personal, manufactured, and utility values in the Amendment Area.

b. Development Capacity

The City of Portland Bureau of Planning and Sustainability has conducted an analysis on an area that is roughly equivalent to the NMURA. Evaluating various development indicators, including zoning, land value, and built floor area ratios, they have determined that 129 unique parcels within their study area are partially or entirely “significantly underutilized.” This accounts for 48% of the parcels (not acreage) in the NMURA. The manner in which this analysis was completed does not allow a direct comparison of the parcels to acreage. Acreage that is underutilized can be shown in the following section under the I:L analysis. These parcels are not contributing to the local community, economy, or tax base to their appropriate potential, and qualify as blight under ORS 457.010(1)(h).

c. Land and Improvement Values

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property’s improvement value (the value of buildings and other improvements to the property) to its land value is typically a reasonable indicator of the condition of real estate investments. This relationship is referred to as the “Improvement to Land Ratio” or “I:L.” The values used are real market values. In urban renewal areas, the I:L may be used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

For instance, a property on a 10,000 square foot lot might have a land value of \$120,000 at \$12.00 per square foot. A three-story development with ground floor retail and professional offices on the upper floors containing 12,000 square feet valued at \$65.00 per square foot might have an improvement value of \$780,000. The I:L ratio for this example would be \$780,000:\$120,000, which is more simply represented as 6.5:1.

Johnson Economics, LLC was contracted to provide information regarding the threshold of I:L ratios at which redevelopment might be expected to occur on a parcel located in the NMURA. Using an I:L ratio as an estimate of the relative price a developer would have to pay to acquire the site for the purpose of redevelopment, Johnson Economics estimated that a ratio of less than 2.5

would represent a reasonable indication of redevelopment potential given the allowable uses and levels of development within the NMURA.

I:L ratios for “healthy” properties in the NMURA are those above 2.5. Table 8 shows the I:L ratio for all parcels in the NMURA. The table illustrates the fact that a large portion of acreage of the NMURA (65.90%) is below the redevelopment threshold, indicating that these areas are unlikely to be fully-utilized or contributing to the local tax base. Of particular note, 24.85% of the acreage still has no improvements; these areas are certainly not fully-utilized or contributing to the local tax base. Only 21.16% of the NMURA has an I:L ratio that indicates it is unlikely to be attractive for redevelopment.

Because parcels exist that have low value relative to other properties, the parcels can be identified as contributing to a “lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful for contributing to the public health, safety and welfare” and therefore constitute blight in accordance with ORS457.010(1)(h).

The properties with low I:L ratios, if upgraded, are potentially valuable and useful to the public health, safety, and welfare of the community. Improving them would be a step toward eliminating blight in the area.

Table 8 - Redevelopment Potential of the NMURA as Indicated by I:L Ratios

I:L Ratio	Parcels	Acres	% of Total Acres
Parcels under redevelopment threshold			
No Improvements	76	60.77	24.85%
0.0 < I:L Ratio ≤ 0.5	65	57.49	23.51%
0.5 < I:L Ratio ≤ 1.0	29	16.73	6.84%
1.0 < I:L Ratio ≤ 1.5	23	10.00	4.09%
1.5 < I:L Ratio ≤ 2.0	19	10.50	4.30%
2.0 < I:L Ratio ≤ 2.5	7	5.67	2.32%
<i>Sub-total under threshold</i>	<i>219</i>	<i>161.16</i>	<i>65.90%</i>
Parcels over redevelopment threshold			
2.5 < I:L Ratio ≤ 3.0	4	3.79	1.55%
3.0 < I:L Ratio ≤ 5.0	11	9.85	4.03%
5.0 < I:L Ratio	23	38.11	15.58%
<i>Sub-total over threshold</i>	<i>38</i>	<i>51.76</i>	<i>21.16%</i>
Tax exempt	13	31.65	12.94%
Total	57	244.57	100.00%

Source: PDC, using the Multnomah County’s 2013-14 Assessment and Taxation database

IV. EXPECTED IMPACT, INCLUDING FISCAL IMPACT OF PLAN AMENDMENT IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section XII of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

There will be an increase of retail space, commercial space, and housing as a result of adding properties to the North Macadam Urban Renewal Area. The majority of the properties being taken into the North Macadam Urban Renewal Area are properties that came from another urban renewal area. The impact on municipal services does not increase by moving a property from one area to another. Plans for the development of these properties have been identified in long-range planning documents and have been adopted by governmental agencies. Although there may be additional funds in the North Macadam Urban Renewal Area that may help encourage development at a faster pace than if the properties were left in other urban renewal areas, the future development of the properties has been expected and anticipated by city agencies.

The proposed development assistance would add value to properties, thereby potentially adding to the tax base, providing increment during the length of the Plan, and tax revenues once the Plan is terminated. The development of new businesses would add business license fees and provide employment opportunities. System development charges for new development will help offset increased demand on municipal services. Improvement of structures will help to bring them up to current fire regulation standards.

This improvement of stagnant and unproductive land and expected development of new businesses would result in benefits to the public health, safety, and welfare of the Area.

Housing development is anticipated to add new housing units to the Area. The housing units will be of varied income levels, with some targeted to meet affordability standards as required in the set aside of tax increment funds for this urban renewal area.

The assistance in the Area will address a growing lack of proper utilization that is resulting in stagnant and unproductive condition of land. This assistance will result in a positive benefit to the overall public health, safety, and welfare of the community by addressing factors of blight.

V. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The majority of the properties in the Amendment Area are properties that were in the former Education Urban Renewal Area. These areas are key to the development of the Portland State University (PSU) campus and the City of Portland has made commitments in the Education Urban Renewal Plan and in a negotiated Redevelopment Agreement with PSU to assist in the development and redevelopment of physical structures in the Area. As part of a package of urban renewal plan amendments, the City has made the decision to terminate the Education Urban Renewal Area and to move those key properties to the North Macadam Urban Renewal Area. The area as a whole is blighted and the addition of the properties will allow the urban renewal area funding to help assist in addressing blight in the urban renewal area.

VI. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The relationship between new urban renewal projects and the existing conditions in the Area is set forth below. The projects are projects that are either new to the Plan or were not detailed in the previous Plan and Report (Housing Redevelopment and Planning and Administration).

Project Areas

The new projects are in the following main project categories:

1. Redevelopment Through New Construction

Commercial Redevelopment

Projects in this category will rehabilitate a portion of the existing built environment, addressing the deteriorated quality of physical construction as described in this Report. New projects specifically include:

Portland State University School of Business

Large-scale renovation to the approximately 100,000 square foot existing building housing the School of Business Administration located at SW 4th and Harrison Street and an addition of approximately 40,000 square feet, including ground floor commercial uses.

Existing Conditions: The building does not fully meet the needs of the PSU School of Business and is in need of major renovation to meet modern pedagogical requirements. The building has significant deferred maintenance including ADA improvements, seismic stabilization, fire protection upgrade, energy efficiency upgrades and hazardous material abatement.

University Place Redevelopment

Redevelopment of a nearly 4-acre site at 310 SW Lincoln known as University Place into a mixed-use development, including uses such as a hotel and conference center, housing, and commercial and retail space.

Existing Conditions: The existing building, the Double Tree Hotel, is a 2-3 story building with on-site parking. The present use is an underdevelopment of the site. PSU and PDC are interested in a dense, mixed use development that would be a higher and better use for the site. The existing building has significant deferred maintenance including the need for new HVAC, electrical systems, sprinkler and fire alarm systems, water heaters and refurbishment of many of the rooms.

Budget Rent a Car Property Redevelopment

Redevelopment of TriMet owned property at SW Lincoln and 4th Avenue, with the potential for consolidation with the adjacent PSU Art Building. The combined site would provide a gateway in to the city from the south. The project would energize the surrounding area and provide additional commercial and retail space.

Existing Conditions: The property is currently vacant and, therefore, the site is underutilized. It was formerly a staging site for Tri-Met.

Fourth Avenue Building

Renovation of an existing 370,000 plus square foot building at 1900 SW 4th Avenue shared by PSU's College of Computer Science and the City of Portland to provide new research, commercialization, and other commercial uses linked to PSU's incubator activities.

Existing Conditions: The property at 1930 SW 4th Avenue underdeveloped for the capacity of the site. It is a three story building that has numerous classrooms and offices in the need of renovation. Deferred maintenance needs include the need to replace the HVAC system, upgrade the buildings chillers, improve the electrical systems and install new water efficient plumbing fixtures throughout the building.

Housing Redevelopment

Affordable Rental Housing. This authority is already authorized in the North Macadam Plan, however, with the addition of the Amendment Area, it is anticipated that additional funding will be realized to help create the affordable housing units. Before the Amendment Area was added, the North Macadam Area was not able to realize as much of the maximum indebtedness capacity as it will be able to with the addition of new properties. In a memorandum dated October 28, 2014, the Portland Housing Bureau has identified the following unit targets for affordable housing development.

Table 9 – Affordable Housing

	Achieved to Date	Proposed Additional	Total
0-30% MFI	42	30	72
31-60% MFI	167	195	362
Subtotal 0-60%	209	225	434
61-120% MFI	337	350	687
Total	546	575	1,121

Source: Portland Housing Bureau October 2014 memorandum MFI: median family income

Existing Conditions: If the Education Urban Renewal Area is terminated there will not be resources from tax increment proceeds available for the development of affordable housing in the area to be added by the Fourth Amendment. Inclusion of properties from the former Education URA to the North Macadam URA allows for the potential use of tax increment housing funds for affordable housing in the Area. The addition of the Amendment Area helps the forecast achieve maximum indebtedness, increasing the amount of funding to be realized for affordable housing.

3. CLUSTER DEVELOPMENT

a. Target Industry Recruitment & Expansion Fund

Funds may be available to assist business recruitment and expansion efforts geared toward attracting research and development-intensive companies to strategic commercial properties in the Area, including the recruitment of early-stage firms to accelerator facilities.

b. Small Business/Real Estate Programs

PDC provides a number of smaller scale programs intended to improve the quality and efficiency of buildings and to position small businesses in a manner that gives them increased opportunities for prosperity and growth. These include storefront grants, green features grants, business finance programs and other tools intended to promote private investment.

Existing Conditions: These projects are traditionally funded through PDC's Business Assistance programs including Development Opportunity Study, Storefront Improvement, and Commercial Property Redevelopment Loan programs. Historically, there has not been funding available for these programs. It is anticipated that there could be funding available for these programs in the outer years if the URA Amendment is approved.

4. PLANNING AND ADMINISTRATION

PDC will undertake program development and project planning activities necessary to achieve the objectives described in Section I of this Plan. PDC will also undertake administration of all aspects of this Plan in a manner consistent with the Plan's objectives.

Existing Conditions: PDC presently allocates funding for planning and administration. Specifying it in the project section simply makes it more clear that it is a project activity.

DRAFT

VII. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

Table 10a shows the estimated total cost of each project and the estimated sources of funds to address such costs for projects to be completed, with all figures in year of expenditure dollars. See Section VI of the Plan, Urban Renewal Projects, for detailed descriptions of projects within expenditure categories. The sources of funds are tax increment proceeds, identified in Section IX of this Report. Table 10b indicates the allocation of resources throughout the years. This analysis is based on known projects at the time of preparation of the Amendment and does not include projects that may be authorized by the Plan, but are unknown at this time. Specific projects and expenditures are determined solely in the annual budget process.

Table 10a - Estimated Project Expenditures

Requirements		Tax Increment Proceeds
Redevelopment Through New Construction/Conservation		\$27,500,000
Commercial Redevelopment		
PSU School of Business	\$2,000,000	
University Place Redevelopment	\$13,000,000	
Budget Rent A Car Redevelopment	\$2,000,000	
PSU 4 th Avenue Building	\$2,000,000	
ZRZ Phase I ED Related Investments	\$2,500,000	
ZRZ Phase II ED Related Investments	\$6,000,000	
Housing Redevelopment - Affordable		\$40,412,654
Public Improvements		\$24,924,260
Transportation		
SW Bond Design and Engineering	\$500,000	
SW Bond Construction	\$7,700,000	
Parks and Open Space		
Greenway Design	\$100,000	
Greenway Construction	\$11,624,260	
Ross Island Bridge Park Acquisition	\$5,000,000	
Target Industry		\$2,000,000
Property Management		\$363,320
Project Staffing/Indirect		\$15,200,000
Total		\$110,400,234

Source: Portland Development Commission

Table 10b - Estimated Project Expenditures

EXPENDITURES	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
PUBLIC IMPROVEMENTS					
Parks & Open Space					
Greenway design					\$100,000
Greenway construction					
Ross Island Bridge Park Acquisition					
Transportation					
Bond Street design	\$500,000				
Bond Street construction	\$200,000	\$1,450,000	\$2,400,000	\$3,650,000	
REDEVELOPMENT THROUGH NEW CONSTRUCTION					
Commercial					
PSU School of Business		\$2,000,000			
PSU University Place				\$5,000,000	\$4,600,000
PSU/Budget Rent a Car acquisition					
ZRZ Phase 1 Economic Development Related Investments		\$2,500,000			
ZRZ Phase 2 Economic Development Related Investments					
Housing	\$2,000,000	\$2,000,000	\$0	\$341,728	\$2,756,982
REDEVELOPMENT THROUGH CONSERVATION					
PSU/4th Ave building					
Property Management	\$36,332	\$36,332	\$36,332	\$36,332	\$36,332
CLUSTER DEVELOPMENT					
Target Industry Recruitment & Expansion Fund	\$0	\$0	\$0	\$0	\$0
Project staffing/Indirect	\$800,000	\$1,200,000	\$1,600,000	\$1,800,000	\$1,800,000
TOTAL PROJECT EXPENDITURES	\$3,536,332	\$9,186,332	\$4,036,332	\$10,828,060	\$9,293,314

Source: Portland Development Commission

Table 10b - Estimated Project Expenditures, continued

EXPENDITURES	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
PUBLIC IMPROVEMENTS					
Parks & Open Space					
Greenway design					
Greenway construction	\$8,149,260	\$3,475,000			
Ross Island Bridge Park Acquisition			\$5,000,000		
Transportation					
Bond Street design					
Bond Street construction					
REDEVELOPMENT THROUGH NEW CONSTRUCTION					
Commercial					
PSU School of Business					
PSU University Place	\$3,400,000				
PSU/Budget Rent a Car acquisition					\$2,000,000
ZRZ Phase 1 Economic Development Related Investments					
ZRZ Phase 2 Economic Development Related Investments		\$2,000,000	\$2,000,000	\$2,000,000	
Housing	\$6,102,444	\$6,513,362	\$6,953,936	\$7,195,680	\$6,548,523
REDEVELOPMENT THROUGH CONSERVATION					
PSU/4th Ave building					\$2,000,000
Property Management	\$36,332	\$36,332	\$36,332	\$36,332	\$36,332
CLUSTER DEVELOPMENT					
Target Industry Recruitment & Expansion Fund	\$0	\$500,000	\$500,000	\$500,000	\$500,000
Project staffing/Indirect	\$1,800,000	\$1,800,000	\$1,800,000	\$1,600,000	\$1,000,000
TOTAL PROJECT EXPENDITURES	\$19,488,036	\$14,324,694	\$16,290,268	\$11,332,012	\$12,084,855

Source: Portland Development Commission

VIII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

Projects to be completed with new resources made available under the Plan are anticipated to be undertaken starting FY 2015-16 and completed by FY 2029-30. Anticipated completion dates are shown in Table 9b.

IX. THE ESTIMATED AMOUNT OF MONEY REQUIRED IN EACH URBAN RENEWAL AREA UNDER ORS 457.420 TO 457.460 (TAX INCREMENT FINANCING OF URBAN RENEWAL INDEBTEDNESS) AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR UNDER ORS 457.420 TO ORS 457.460.

Table 11 shows the yearly tax increment revenues and their allocation to loan repayments, reimbursements, debt service, and debt service reserve funds for the entire maximum indebtedness to be incurred under the Plan. It is anticipated that all debt will be retired by the end of FY 2029-30.

DRAFT

Table 11 - Tax Increment Revenues, Debt Service, and Debt Repayment

Fiscal Year Ending June 30	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Beginning Balance (incl. Debt Service Reserves)	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650
Revenues							
Tax Increment to Raise (before Compression)	\$13,094,380	\$14,125,142	\$14,812,457	\$15,873,552	\$17,864,350	\$20,154,384	\$22,569,863
Less Compression	(1,440,382)	(1,553,766)	(1,629,370)	(1,746,091)	(1,965,078)	(2,216,982)	(2,482,685)
Tax Increment Imposed (after Compression)	11,653,998	12,571,376	13,183,087	14,127,462	15,899,271	17,937,402	20,087,178
Less Adjustments for Discounts & Delinquencies	(699,240)	(754,283)	(790,985)	(847,648)	(953,956)	(1,076,244)	(1,205,231)
NET TAX INCREMENT REVENUES	\$10,954,758	\$11,817,093	\$12,392,101	\$13,279,814	\$14,945,315	\$16,861,158	\$18,881,947
Bond Proceeds to Debt Service Reserve	0	0	0	0	0	0	0
Interest Earnings	45,368	46,985	48,063	49,728	52,851	56,443	60,232
TOTAL REVENUES	\$11,000,126	\$11,864,079	\$12,440,165	\$13,329,542	\$14,998,166	\$16,917,600	\$18,942,179
Expenditures							
Bond/Line of Credit Debt Service							
Bond 1 (Outstanding)	\$4,962,209	\$4,964,740	\$4,965,016	\$4,962,768	\$4,962,728	\$4,964,359	\$4,960,712
Line of Credit (Existing LOC Outstanding)	5,297,500	396,375	453,000	453,000	453,000	453,000	453,000
Line of Credit Draw 2	0	0	0	0	0	300,000	600,000
Line of Credit Draw 3	0	0	0	0	0	0	300,000
Line of Credit Draw 4	0	0	0	0	0	0	0
Line of Credit Draw 5	0	0	0	0	0	0	0
Bond 2	0	0	0	0	0	0	0
Total Bond/Line of Credit Debt Service	\$10,259,709	\$5,361,115	\$5,418,016	\$5,415,768	\$5,415,728	\$5,717,359	\$6,313,712
Short Term Debt Repayment	\$740,418	\$6,502,964	\$7,022,149	\$7,913,774	\$9,582,438	\$11,200,242	\$12,628,467
Subtotal Expenditures for Amended Plan	\$11,000,126	\$11,864,079	\$12,440,165	\$13,329,542	\$14,998,166	\$16,917,600	\$18,942,179
Bond Defeasance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$11,000,126	\$11,864,079	\$12,440,165	\$13,329,542	\$14,998,166	\$16,917,600	\$18,942,179
Ending Balance	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650	\$ 4,965,650

Source: City of Portland Office of Management and Finance

Table 11 - Tax Increment Revenues, Debt Service, and Debt Service Reserves, continued.

Fiscal Year Ending June 30	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30
Beginning Balance (incl. Debt Service Reserves)	\$ 4,965,650	\$ 4,965,650	\$ 5,777,872	\$ 15,733,392	\$ 31,569,876	\$ 48,579,743	\$ 66,792,993	\$86,257,172
Revenues								
Tax Increment to Raise (before Compression)	\$25,116,819	\$27,801,558	\$30,630,669	\$31,892,273	\$33,192,012	\$34,531,042	\$35,910,554	\$37,331,773
Less Compression	(2,762,850)	(3,058,171)	(3,369,374)	(3,508,150)	(3,651,121)	(3,798,415)	(3,950,161)	(4,106,495)
Tax Increment Imposed (after Compression)	22,353,969	24,743,387	27,261,295	28,384,123	29,540,891	30,732,628	31,960,393	33,225,278
Less Adjustments for Discounts & Delinquencies	(1,341,238)	(1,484,603)	(1,635,678)	(1,703,047)	(1,772,453)	(1,843,958)	(1,917,624)	(1,993,517)
NET TAX INCREMENT REVENUES	\$21,012,731	\$23,258,784	\$25,625,618	\$26,681,076	\$27,768,438	\$28,888,670	\$30,042,769	\$31,231,761
Bond Proceeds to Debt Service Reserve	0	0	6,007,635	0	0	0	0	0
Interest Earnings	64,227	68,438	76,937	128,694	209,915	297,065	390,295	489,845
TOTAL REVENUES	\$21,076,958	\$23,327,222	\$31,710,190	\$26,809,770	\$27,978,353	\$29,185,735	\$30,433,064	\$31,721,607
Expenditures								
Bond/Line of Credit Debt Service								
Bond 1 (Outstanding)	\$4,964,188	\$4,962,000	\$4,964,250	\$4,965,650	\$4,960,850	\$4,964,850	\$4,961,250	\$4,961,250
Line of Credit (Existing LOC Outstanding)	453,000	453,000	453,000	0	0	0	0	0
Line of Credit Draw 2	600,000	600,000	600,000	0	0	0	0	0
Line of Credit Draw 3	600,000	600,000	600,000	0	0	0	0	0
Line of Credit Draw 4	300,000	600,000	600,000	0	0	0	0	0
Line of Credit Draw 5	0	300,000	600,000	0	0	0	0	0
Bond 2	0	0	0	6,007,635	6,007,635	6,007,635	6,007,635	6,007,635
Total Bond/Line of Credit Debt Service	\$6,917,188	\$7,515,000	\$7,817,250	\$10,973,285	\$10,968,485	\$10,972,485	\$10,968,885	\$10,968,885
Short Term Debt Repayment	\$14,159,771	\$15,000,000	\$13,937,421	\$0	\$0	\$0	\$0	\$0
Subtotal Expenditures for Amended Plan	\$21,076,958	\$22,515,000	\$21,754,671	\$10,973,285	\$10,968,485	\$10,972,485	\$10,968,885	\$10,968,885
Bond Defeasance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	90,114,531
TOTAL EXPENDITURES	\$21,076,958	\$22,515,000	\$21,754,671	\$10,973,285	\$10,968,485	\$10,972,485	\$10,968,885	\$101,083,416
Ending Balance	\$ 4,965,650	\$ 5,777,872	\$ 15,733,392	\$ 31,569,876	\$ 48,579,743	\$ 66,792,993	\$ 86,257,172	\$ 16,895,362

Source: City of Portland Office of Management and Finance

X. FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY

The estimated tax increment revenues shown in Table 12 are based on projections of the assessed value of development within the Area, which in turn are based on historical trends in the Area since its establishment. The growth in assessed value reflects development projects as identified in a report for PDC by Johnson Economics in September 2014.

Table 12 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues, adjusted for compression, but not adjusted for under-collection, penalties, and interest. The projected Amendment Area frozen base reflects the estimated value including real, personal and estimates for utility values. These, in turn, provide the basis for the projections in Table 11. As referenced in Table 11, the estimated tax increment revenues are sufficient to cover the estimated projects under the Amended Plan. Table 12 uses FY 14/15 assessed values.

Table 12 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

Fiscal Year Ending June 30	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Projected Assessed Value Growth							
<i>Existing Area</i>							
Frozen Base	\$192,609,397	\$192,609,397	\$192,609,397	\$192,609,397	\$192,609,397	\$192,609,397	\$192,609,397
Incremental Assessed Value	651,987,160	677,019,486	701,831,990	742,329,396	828,055,212	923,882,561	1,025,244,082
Total Assessed Value - Existing	\$844,596,557	\$869,628,883	\$894,441,387	\$934,938,793	\$1,020,664,609	\$1,116,491,958	\$1,217,853,479
<i>Amendment Area</i>							
Frozen Base	\$0	\$429,802,976	\$429,802,976	\$429,802,976	\$429,802,976	\$429,802,976	\$429,802,976
Incremental Assessed Value	-	24,915,436	37,936,513	51,348,223	65,162,284	83,836,634	103,249,049
Total Assessed Value - Expansion	\$0	\$454,718,412	\$467,739,489	\$481,151,199	\$494,965,260	\$513,639,610	\$533,052,025
<i>Total Area</i>							
Frozen Base	\$192,609,397	\$622,412,373	\$622,412,373	\$622,412,373	\$622,412,373	\$622,412,373	\$622,412,373
Incremental Assessed Value	651,987,160	701,934,922	739,768,503	793,677,619	893,217,495	1,007,719,195	1,128,493,131
Total Assessed Value	\$844,596,557	\$1,324,347,295	\$1,362,180,876	\$1,416,089,992	\$1,515,629,868	\$1,630,131,568	\$1,750,905,504
Total AV Growth		56.80%	2.86%	3.96%	7.03%	7.55%	7.41%
Incremental AV Growth		7.66%	5.39%	7.29%	12.54%	12.82%	11.98%
Consolidated Tax Rate	\$20.0838	\$20.1231	\$20.0231	\$20.0000	\$20.0000	\$20.0000	\$20.0000
Tax Increment to Raise (before Compression)	\$13,094,380	\$14,125,142	\$14,812,457	\$15,873,552	\$17,864,350	\$20,154,384	\$22,569,863
Less Compression	(1,440,382)	(1,553,766)	(1,629,370)	(1,746,091)	(1,965,078)	(2,216,982)	(2,482,685)
Tax Increment Imposed (after Compression)	\$11,653,998	\$12,571,376	\$13,183,087	\$14,127,462	\$15,899,271	\$17,937,402	\$20,087,178

Source: City of Portland Office of Management and Finance

Table 12 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, continued.

Fiscal Year Ending June 30	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Projected Assessed Value Growth							
<i>Existing Area</i>							
Frozen Base	\$192,609,397	\$192,609,397	\$192,609,397	\$192,609,397	\$192,609,397	\$192,609,397	\$192,609,397
Incremental Assessed Value	1,132,412,173	1,245,671,661	1,365,320,342	1,411,080,769	1,458,225,965	1,506,797,951	1,556,840,028
Total Assessed Value - Existing	\$1,325,021,570	\$1,438,281,058	\$1,557,929,739	\$1,603,690,166	\$1,650,835,362	\$1,699,407,348	\$1,749,449,425
<i>Amendment Area</i>							
Frozen Base	\$429,802,976	\$429,802,976	\$429,802,976	\$429,802,976	\$429,802,976	\$429,802,976	\$429,802,976
Incremental Assessed Value	123,428,785	144,406,259	166,213,097	183,532,884	201,374,655	219,754,166	238,687,649
Total Assessed Value - Expansion	\$553,231,761	\$574,209,235	\$596,016,073	\$613,335,860	\$631,177,631	\$649,557,142	\$668,490,625
<i>Total Area</i>							
Frozen Base	\$622,412,373	\$622,412,373	\$622,412,373	\$622,412,373	\$622,412,373	\$622,412,373	\$622,412,373
Incremental Assessed Value	1,255,840,958	1,390,077,920	1,531,533,439	1,594,613,653	1,659,600,620	1,726,552,117	1,795,527,677
Total Assessed Value	\$1,878,253,331	\$2,012,490,293	\$2,153,945,812	\$2,217,026,026	\$2,282,012,993	\$2,348,964,490	\$2,417,940,050
Total AV Growth	7.27%	7.15%	7.03%	2.93%	2.93%	2.93%	2.94%
Incremental AV Growth	11.28%	10.69%	10.18%	4.12%	4.08%	4.03%	3.99%
Consolidated Tax Rate	\$20.0000	\$20.0000	\$20.0000	\$20.0000	\$20.0000	\$20.0000	\$20.0000
Tax Increment to Raise (before Compression)	\$25,116,819	\$27,801,558	\$30,630,669	\$31,892,273	\$33,192,012	\$34,531,042	\$35,910,554
Less Compression	(2,762,850)	(3,058,171)	(3,369,374)	(3,508,150)	(3,651,121)	(3,798,415)	(3,950,161)
Tax Increment Imposed (after Compression)	\$22,353,969	\$24,743,387	\$27,261,295	\$28,384,123	\$29,540,891	\$30,732,628	\$31,960,393

Source: City of Portland Office of Management and Finance

XI. A FISCAL IMPACT STATEMENT THAT ESTIMATES THE IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA

The Plan authorizes the extension of the last date for issuance of bonded indebtedness under the Plan until FY 2024/25. These changes to the Plan will impact overlapping taxing districts. The impacts from this Plan are a portion of the overall goal of the City of Portland to advance redevelopment and economic development objectives while reducing the impact of urban renewal on taxing jurisdictions. This series of amendments impacted six urban renewal areas with a net positive benefit to taxing jurisdictions of a projected nominal value of \$129,850,763. These impacts include the under-levy in these districts in FY 14/15 and are projected through the expected life spans of the districts after the 2014 amendments.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in incremental assessed value. Increases in property tax rates for General Obligation bonds and the City's Fire and Police Retirement and Disability Fund levy will occur as a result of tax increment financing.

Note that for Portland Public Schools and Multnomah County Educational Service District, under current school funding law, permanent rate property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone are replaced with State School Fund revenues. There may be impacts for past local option levies.

Table 13a shows the impacts due to the Amendment from permanent rate levies, specifically the addition of properties to the Area. It shows the property tax revenue foregone by overlapping taxing districts during the use of tax increment financing in nominal dollars, with the totals shown in both nominal and present value (PV) dollars. The discount rate used is 5%, values are in 2015 dollars. There are no impacts in FY 15-16 as the amendment was not passed before October, 2014. There is no revenue sharing included as this amendment does not increase maximum indebtedness, the trigger for revenue sharing to commence.

Table 13b shows the total impacts, including the Amendment Area. It also shows the revenues foregone in both nominal and PV dollars.

Table 13a - Projected Impact on Taxing District Permanent Rate Levies Through FY 2029-30 due to Amendment

Fiscal Year	Incremental AV Foregone	City \$4.5770	County \$4.3434	PPS \$5.2781	Library \$1.1800	PCC \$0.2828	Mult. ESD \$0.4576	Metro \$0.0966	WMSC \$0.0750	Port \$0.0701	TOTAL \$16.3606
2015-16	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016-17	24,915,436	114,038	108,218	131,506	29,400	7,046	11,401	2,407	1,869	1,747	407,631
2017-18	37,936,513	173,635	164,773	200,233	44,765	10,728	17,360	3,665	2,845	2,659	620,664
2018-19	51,348,223	235,021	223,026	271,021	60,591	14,521	23,497	4,960	3,851	3,600	840,088
2019-20	65,162,284	298,248	283,026	343,933	76,891	18,428	29,818	6,295	4,887	4,568	1,066,094
2020-21	83,836,634	383,720	364,136	442,498	98,927	23,709	38,364	8,099	6,288	5,877	1,371,618
2021-22	103,249,049	472,571	448,452	544,959	121,834	29,199	47,247	9,974	7,744	7,238	1,689,216
2022-23	123,428,785	564,934	536,101	651,469	145,646	34,906	56,481	11,923	9,257	8,652	2,019,369
2023-24	144,406,259	660,947	627,214	762,191	170,399	40,838	66,080	13,950	10,830	10,123	2,362,573
2024-25	166,213,097	760,757	721,930	877,289	196,131	47,005	76,059	16,056	12,466	11,652	2,719,346
2025-26	183,532,884	840,030	797,157	968,705	216,569	51,903	83,985	17,729	13,765	12,866	3,002,708
2026-27	1,659,600,620	7,595,992	7,208,309	8,759,538	1,958,329	469,335	759,433	160,317	124,470	116,338	27,152,062
2027-28	1,726,552,117	7,902,429	7,499,106	9,112,915	2,037,331	488,269	790,070	166,785	129,491	121,031	28,247,429
2028-29	1,795,527,677	8,218,130	7,798,695	9,476,975	2,118,723	507,775	821,633	173,448	134,665	125,866	29,375,910
2029-30	1,866,588,643	8,543,376	8,107,341	9,852,042	2,202,575	527,871	854,151	180,312	139,994	130,848	30,538,510
TOTAL Nominal		36,763,829	34,887,484	42,395,273	9,478,112	2,271,534	3,675,580	775,920	602,422	563,064	131,413,218
TOTAL Present Value		\$19,750,044	\$18,742,045	\$22,775,334	\$5,091,774	\$1,220,300	\$1,974,573	\$416,835	\$323,630	\$302,486	\$70,597,021

Source: City of Portland Office of Management and Finance PPS: Portland Public Schools, PCC: Portland Community College, Mult. ESD: Multnomah County Education Service District, WMSC: West Multnomah Soil and Conservation, Port: Port of Portland

*Impacts shown are through projected repayment of all debt related to amended plan and are for expanded area only.

Table 13b - Projected Impact on Taxing District Permanent Rate Levies During Use of Tax Increment Financing FY 2000-2001 Through FY 2029-30 (Present Value)

Fiscal Year	Incremental AV Foregone	City \$4.5770	County \$4.3434	PPS \$5.2781	Library \$1.1800	PCC \$0.2828	Mult. ESD \$0.4576	Metro \$0.0966	WMSC \$0.0750	Port \$0.0701	TOTAL \$16.3606
2000-01	\$5,702,908	\$26,102	\$24,770	\$27,227	\$0	\$1,613	\$2,610	\$551	\$0	\$400	\$83,273
2001-02	15,450,023	70,715	67,106	73,763	-	4,369	7,070	1,492	-	1,083	225,598
2002-03	62,791,415	287,396	272,728	299,785	-	17,757	28,733	6,066	-	4,402	916,868
2003-04	71,592,763	327,680	310,956	341,805	-	20,246	32,761	6,916	-	5,019	1,045,383
2004-05	98,624,297	451,403	428,365	520,549	-	27,891	45,130	9,527	-	6,914	1,489,779
2005-06	77,592,382	355,140	337,015	409,540	-	21,943	35,506	7,495	-	5,439	1,172,079
2006-07	86,887,411	397,684	377,387	458,600	-	24,572	39,760	8,393	-	6,091	1,312,486
2007-08	336,699,090	1,541,072	1,462,419	1,777,131	-	95,219	154,074	32,525	-	23,603	5,086,042
2008-09	415,675,637	1,902,547	1,805,446	2,193,978	-	117,553	190,213	40,154	15,713	29,139	6,294,742
2009-10	587,134,026	2,687,312	2,550,158	3,098,952	-	166,042	268,673	56,717	22,957	41,158	8,891,969
2010-11	655,671,677	3,001,009	2,847,844	3,460,701	-	185,424	300,035	63,338	30,751	45,963	9,935,065
2011-12	590,963,588	2,704,840	2,566,791	3,119,165	-	167,125	270,425	57,087	43,259	41,427	8,970,118
2012-13	587,825,696	2,690,478	2,553,162	3,102,603	-	166,237	268,989	56,784	44,087	41,207	8,923,547
2013-14	603,130,306	2,760,527	2,619,636	3,183,382	711,694	170,565	275,992	58,262	45,235	42,279	9,867,574
2014-15	625,340,487	2,862,183	2,716,104	3,300,610	737,902	176,846	286,156	60,408	46,901	43,836	10,230,946
2015-16	651,987,160	2,984,145	2,831,841	3,441,253	769,345	184,382	298,349	62,982	48,899	45,704	10,666,901
2016-17	701,934,922	3,212,756	3,048,784	3,704,883	828,283	198,507	321,205	67,807	52,645	49,206	11,484,076
2017-18	739,768,503	3,385,920	3,213,111	3,904,572	872,927	209,207	338,518	71,462	55,483	51,858	12,103,057
2018-19	793,677,619	3,632,662	3,447,259	4,189,110	936,540	224,452	363,187	76,669	59,526	55,637	12,985,042
2019-20	893,217,495	4,088,256	3,879,601	4,714,491	1,053,997	252,602	408,736	86,285	66,991	62,615	14,613,574
2020-21	1,007,719,195	4,612,331	4,376,928	5,318,843	1,189,109	284,983	461,132	97,346	75,579	70,641	16,486,891
2021-22	1,128,493,131	5,165,113	4,901,497	5,956,300	1,331,622	319,138	516,398	109,012	84,637	79,107	18,462,825
2023-24	1,390,077,920	6,362,387	6,037,664	7,336,970	1,640,292	393,114	636,100	134,282	104,256	97,444	22,742,509
2024-25	1,531,533,439	7,009,829	6,652,062	8,083,587	1,807,209	433,118	700,830	147,946	114,865	107,360	25,056,806
2025-26	1,594,613,653	7,298,547	6,926,045	8,416,530	1,881,644	450,957	729,695	154,040	119,596	111,782	26,088,836
2026-27	1,659,600,620	7,595,992	7,208,309	8,759,538	1,958,329	469,335	759,433	160,317	124,470	116,338	27,152,062
2027-28	1,726,552,117	7,902,429	7,499,106	9,112,915	2,037,331	488,269	790,070	166,785	129,491	121,031	28,247,429
2028-29	1,795,527,677	8,218,130	7,798,695	9,476,975	2,118,723	507,775	821,633	173,448	134,665	125,866	29,375,910
2029-30	1,866,588,643	8,543,376	8,107,341	9,852,042	2,202,575	527,871	854,151	180,312	139,994	130,848	30,538,510
TOTAL Nominal		107,799,847	81,382,864	98,896,462	22,109,817	5,298,861	8,574,112	1,810,007	1,405,285	1,313,473	306,550,739
TOTAL Present Value		82,017,733	77,831,728	94,442,256	15,723,715	5,067,646	8,199,981	1,731,028	1,185,806	1,256,160	287,456,052

Source: City of Portland Office of Management and Finance PPS: Portland Public Schools, PCC: Portland Community College, Mult. ESD: Multnomah County Education Service District, WMSC: West Multnomah Soil and Conservation, Port: Port of Portland

Table 14 shows the expected recovery of permanent rate levies to the overlapping taxing jurisdictions after tax increment bonds are repaid, beginning in FY 2030-31. The recovery of taxes foregone from the inception of the district is by FY 2051-52.

Table 14 - Additional Revenues Obtained After Termination of Tax Increment Financing – Present Value

Fiscal Year	Incremental AV Returned	City \$4.5770	County \$4.3434	PPS \$5.2781	Library District \$1.1800	PCC \$0.2828	Mult. ESD \$0.4576	Metro \$0.0966	WMSC \$0.0750	Port \$0.0701	TOTAL \$16.3606
2030-31	\$1,961,016,844	\$8,975,574	\$8,517,481	\$10,350,443	\$2,314,000	\$554,576	\$897,361	\$189,434	\$147,076	\$137,467	\$32,083,412
2031-32	2,059,144,091	9,424,703	8,943,686	10,868,368	2,429,790	582,326	942,264	198,913	154,436	144,346	33,688,833
2032-33	2,161,116,004	9,891,428	9,386,591	11,406,586	2,550,117	611,164	988,927	208,764	162,084	151,494	35,357,155
2033-34	2,267,083,957	10,376,443	9,846,852	11,965,896	2,675,159	641,131	1,037,418	219,000	170,031	158,923	37,090,854
2034-35	2,377,205,306	10,880,469	10,325,154	12,547,127	2,805,102	672,274	1,087,809	229,638	178,290	166,642	38,892,505
2035-36	2,467,193,837	11,292,346	10,716,010	13,022,096	2,911,289	697,722	1,128,988	238,331	185,040	172,950	40,364,771
2036-37	2,559,882,023	11,716,580	11,118,592	13,511,313	3,020,661	723,935	1,171,402	247,285	191,991	179,448	41,881,206
2037-38	2,655,350,855	12,153,541	11,533,251	14,015,207	3,133,314	750,933	1,215,089	256,507	199,151	186,140	43,443,133
2038-39	2,753,683,752	12,603,611	11,960,350	14,534,218	3,249,347	778,742	1,260,086	266,006	206,526	193,033	45,051,918
2039-40	2,854,966,635	13,067,182	12,400,262	15,068,799	3,368,861	807,385	1,306,433	275,790	214,122	200,133	46,708,967
2040-41	2,959,288,006	13,544,661	12,853,372	15,619,418	3,491,960	836,887	1,354,170	285,867	221,947	207,446	48,415,727
2041-42	3,066,739,017	14,036,464	13,320,074	16,186,555	3,618,752	867,274	1,403,340	296,247	230,005	214,978	50,173,690
2042-43	3,177,413,559	14,543,022	13,800,778	16,770,707	3,749,348	898,573	1,453,984	306,938	238,306	222,737	51,984,392
2043-44	3,291,408,337	15,064,776	14,295,903	17,372,382	3,883,862	930,810	1,506,148	317,950	246,856	230,728	53,849,415
2044-45	3,408,822,958	15,602,183	14,805,882	17,992,108	4,022,411	964,015	1,559,877	329,292	255,662	238,958	55,770,389
2045-46	3,529,760,018	16,155,712	15,331,160	18,630,426	4,165,117	998,216	1,615,218	340,975	264,732	247,436	57,748,992
2046-47	3,654,325,190	16,725,846	15,872,196	19,287,894	4,312,104	1,033,443	1,672,219	353,008	274,074	256,168	59,786,953
2047-48	3,782,627,317	17,313,085	16,429,463	19,965,085	4,463,500	1,069,727	1,730,930	365,402	283,697	265,162	61,886,052
2048-49	3,914,778,507	17,917,941	17,003,449	20,662,592	4,619,439	1,107,099	1,791,403	378,168	293,608	274,426	64,048,125
2049-50	4,050,894,234	18,540,943	17,594,654	21,381,025	4,780,055	1,145,593	1,853,689	391,316	303,817	283,968	66,275,060
2050-51	4,191,093,432	19,182,635	18,203,595	22,121,010	4,945,490	1,185,241	1,917,844	404,860	314,332	293,796	68,568,803
2051-52	4,335,498,606	19,843,577	18,830,805	22,883,195	5,115,888	1,226,079	1,983,924	418,809	325,162	303,918	70,931,358
TOTAL		\$167,570,800	\$159,018,355	\$193,239,117	\$43,201,561	\$10,353,730	\$16,753,419	\$3,536,670	\$2,745,862	\$2,566,466	\$598,985,980
TOTAL Present Value		82,749,575	78,526,219	95,425,067	21,333,733	5,112,864	8,273,150	1,746,473	1,355,958	1,267,368	295,790,407

Source: City of Portland Office of Management and Finance PPS: Portland Public Schools, PCC: Portland Community College, Mult. ESD: Multnomah County Education Service District, WMSC: West Multnomah Soil and Conservation, Port: Port of Portland

XII. RELOCATION REPORT

At the time of the creation of the Plan and this Amendment, it is not anticipated that relocation will be necessary for businesses or residents in the Area.

XIII. COMPLIANCE WITH LAND AREA AND ASSESSED VALUE LIMITS

State law limits the percentage of a municipality's total assessed value and area that can be contained in an urban renewal area at the time of its establishment to 15 percent for municipalities with a population of 50,000 or greater. The net addition of 45.12 acres to the Original Area will increase the Area's acreage from 401.9 acres to 447.02 acres. The total acreage is within the 15% area limit contained in Chapter 457 of the Oregon Revised Statutes (14.17%).

The City also remains in compliance with the assessed value percentage, as shown in Table 15. The Amended Plan will include an additional frozen base value of approximately \$429,802,976 to the ONMA. The total Frozen Base Assessed Value with the changes made by this amendment is 11.55% of the city's total assessed value, within the statutory 15% restriction.

Table 15 - Compliance with AV and Acreage

Urban Renewal Area	Frozen Base Assessed Value	Acres
Airport Way	\$124,710,301	1,841.4
Central Eastside	\$230,387,869	708.5
Downtown Waterfront	\$55,674,313	233.1
South Park Blocks	\$305,692,884	98.0
Oregon Convention Center	\$214,100,689	410.0
North Macadam	\$622,412,373	447.0
River District	\$461,577,974	351.2
Interstate	\$1,293,389,062	3,990.0
Gateway	\$307,174,681	658.5
Willamette Industrial	\$481,443,135	755.5
Lents	\$736,224,033	2,846.3
Neighborhood Districts (NPIs)	\$498,707,491	803.7
Total	\$5,331,494,805	13,143.2
Total Acreage, City of Portland		92,773
Total Assessed Value City of Portland Less Incremental Assessed Value in Urban Renewal Areas	\$46,142,052,109	
Percent of Portland AV in Urban Renewal Areas	11.55%	
Percent of Portland Area in Urban Renewal Area		14.17%

XIV. ACREAGE AND MAXIMUM INDEBTEDNESS COMPLIANCE FOR PLAN AMENDMENTS

ORS 457.220(3) limits the total amount of acreage that may be added to an urban renewal area to 20% of the original acreage. The following increases have been made to the Original North Macadam over the lifetime of the Plan. The additional acreage is within the statutory authority for adding acreage.

Table 16 – Compliance with AV and Acreage Plan Limitations

Plan Limitations on Acreage	
North Macadam original acreage	409.1
20% authority to add	81.82
First Amendment addition 2003	4.03
2014 amendment addition	45.12
remaining authority	32.67