

*As Amended*

**COLUMBIA COUNTY DEVELOPMENT AGENCY**

**REPORT ACCOMPANYING**

**PORT WESTWARD URBAN RENEWAL PLAN**

**APRIL 30 , 2001**

# PORT WESTWARD URBAN RENEWAL REPORT

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# REPORT ON PORT WESTWARD URBAN RENEWAL PLAN

## **INTRODUCTION**

This Report (the "Report") on the Port Westward Urban Renewal Plan (the "Plan") contains all the information and analysis required in ORS 457.085(3) for urban renewal reports. The purpose of the Report is to describe the conditions within the urban renewal area (the "Area") that make it a "blighted area" as defined in ORS 457.010(1), to provide estimates of the cost and schedule of the projects to be undertaken and to assess the impact of the Plan.

## **I. PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS IN THE URBAN RENEWAL AREA**

### **A. Physical Conditions**

The Area (Figure 1) consists of the Port Westward Industrial Site (the "Site") and road corridors serving the Site. The Site is located approximately seven miles northeast of the town of Clatskanie, 62 miles west of Portland off Highway 30.

The conditions described below pertain to the Site. The Site contains 921.01 acres of land in the following tax lots:

Map and Lot	Size
Map 8400 Lot 00300	150.00
Map 8400 Lot 00400	598.92
Map 8400 Lot 00401	119.24
Map 8422 Lot 00100	52.85
	921.01

The land is owned by the Port of St. Helens (the "Port") and leased to PGE (Portland General Electric), with the exception of Map 8422, Lot 00100, which is owned by the Port and not subject to any lease. Lot 401 is used by PGE as the site of its Beaver Generating Plant. The remaining property subject to the Lease is vacant and available for industrial development. PGE and the Port cooperate in the process of attracting industrial users to the Site.

The Site consists of flat terrain on the south shore of the Columbia River and Bradbury Slough. It has 4,000 feet of frontage on the Columbia River and 5,000 feet of frontage on Bradbury Slough. It is protected from the 100 year flood plain of the Columbia River by a system of dikes that were constructed in 1912. (The operation of this dike system is under the jurisdiction of the Beaver Drainage District.)

The size of the Area is estimated to be 970 acres. This represents 0.02% of the size of Columbia County.

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## 1. Structures

### a) Buildings

The site was developed during World War II by the Federal Government as the Beaver Army Terminal Ammunition Depot with facilities to transfer explosives from train to ship. The Army terminal was decommissioned in the early 1960s. While some of the buildings still exist on the site (security guardhouse, storage, office and maintenance buildings), they exhibit structural deficiencies, making them unsafe to occupy.

### b) Rail

An existing spur track from the Portland & Western Astoria-to-Portland short line serves the site. The rail spur was removed from the upstream end of the dock (see below). The tracks on the rest of the site are old and in poor condition.

### c) Dock

A 1250-foot dock on the northern edge of the site, adjacent to a 40-foot channel, provides berthing for large cargo ships on the Columbia River. It is well-maintained and is still functional. However, depending on the types of use, one dock may not be adequate for multiple users of the Port Westward site. A second dock, sited closer to Bradbury Slough, will be necessary to fully support additional Maritime users.

## 2. Water Supply System

Water for the Beaver Generating Plant operation is drawn from Bradbury Slough under an existing State-issued water rights permit. There is enough capacity to supply the generating plant and its employees. A water treatment facility purifies the water to varying standards including potable water and demineralized water needed for the generators. The water distribution system currently in place serves the plant, the dock and the headquarter facility area. The existing water facilities are adequate to serve the PGE facility, but are insufficient for any significant new development.

The Port of St. Helens holds a permit to draw 30 cubic feet per second (cfs) of water from the Columbia River for use on-site. However, the existing water treatment facility lacks the capacity to treat the volumes of water that will be required to adequately serve anticipated industrial users.

## 3. Sanitary Sewer Treatment

A small sand-filter treatment system, septic tanks and drainfields for domestic and industrial waste were built by PGE in the 1970s. A 3000-gallon septic tank and drainfield was built in 1974 to serve PGEs generating plant. It is capable of treating 2300 gallons of liquid waste a day and was designed for 50 employees (three 17-person shifts). Two 1500-gallon septic tanks and drainfield were built in 1976 to serve five or six buildings at the Port Westward site entrance. It was sized for 23 employees and can handle 375 gallons per day. Both sewage treatment systems are being used to capacity.

## REPORT ON PORT WESTWARD URBAN RENEWAL PLAN

Based on the interest in the Site expressed to date, future users of the Site are anticipated to have low demands for sanitary sewer facilities, because they will have relatively small workforces and their industrial processes do not produce waste water. If future users of the Site differ in this respect, then additional facilities will be required.

### 4. Road System/Access

The main access from Highway 30 to the Port Westward site is over narrow, winding county roads which are not built to withstand large traffic volumes or heavy loads. The primary route into the site (Kallunki Road) is a two lane, narrow shouldered road built on a levee. It follows the perimeter of the site along Bradbury Slough with access roads into the Beaver Generating Facility. Because it is built on a dike, the road is limited in width and capacity.

Existing access roads to the site constrain its use for any type of facility that will generate even minimal truck traffic to import raw materials or distribute finished goods. In a 1988 Port Westward Access Road Study, the Oregon Department of Transportation and W&H Pacific recommended an improved access road consisting of two 12-foot travel lanes with eight-foot shoulders.

Access to the Site from Highway 30 is planned for a road corridor consisting of Van Street, 5th Street, Beaver Falls Road, Quincy Mayger Road and Hermo Road, with Kalunki Road being used for construction access and secondary access. This corridor has several sections that are too narrow, that lack turnouts, that lack guardrails and have other deficiencies that would contribute to safety and efficiency problems.

The Site is also served by Alston Mayger Road from the east. This road is not anticipated to be a truck access route, but it may receive employee traffic. Portions of the road may need improvement in the future.

### 5. Drainage and Process Water Discharge

The Study Area is protected from the 100-year flood, as determined by FEMA, by a series of dikes originally constructed in 1912. The drainage facilities are administered by the Beaver Drainage District. A \$2 million, property-owner financed improvement project was completed in 1978 which included dike, pump and drainage improvements.

New development on the Port Westward site is anticipated to require the discharge of process water, which would be treated and cooled to ambient temperatures prior to discharge. There are no centralized facilities that can collect and discharge these waters. In addition, development of the Site will increase surface and stormwater runoff, which will also require collection and discharge.

### 6. Soils/Fill

The unfilled portions of the Port Westward site consist of unconsolidated, river floodplain deposit according to the "Geologic Summary" of the 1988 Port Westward Road Access Study, prepared by WH Pacific. Approximately 300 acres of the site have been filled to an elevation of 13-20 feet. Unfilled areas are eight to ten feet. The water table is extremely high. Depending on the state of the Columbia River tide, water levels have been measured as high as one foot above mean sea level.

## REPORT ON PORT WESTWARD URBAN RENEWAL PLAN

The soils have a limited ability to support a load. Fill is necessary to stabilize the soils and raise the ground elevation above the water table. Development on portions of the Site will require fill and/or construction of structures on pilings.

### 7. Electrical Service

The site is currently served by the Clatskanie Peoples Utility District, Clatskanie substation, with a 12,470 volt distribution system capable of carrying four megawatts of power to the site. The Clatskanie Public Utility District (Clatskanie PUD) plans to build a substation on the Site to serve anticipated industrial users. Additional electricity may be generated by expansion of the Beaver Generating Facility and other users of the Site.

### 8. Wetlands

Wetlands have been mapped at the Site but the US Army Corps of Engineers and the Division of State Lands have not delineated wetlands that would be under their jurisdiction. Permits are required to fill or develop within designated wetlands.

### 9. Environmental Conditions

A Level I Environmental Site Assessment was prepared by Dames and Moore in 1993 for the Port Westward site. Its purpose was to assess the use, storage, disposal or manufacture of hazardous materials and wastes at the site due to past and/or current land use practices, and to assess the potential for soil and/or groundwater contamination resulting from these practices.

Several areas of potential environmental concern were identified including:

- Former Beaver Army Terminal
- PGE electric generating plant
- Petroleum contamination at the archeological site
- Storage tanks at the farm operation near the southwest corner of the property
- Potential asbestos-containing building materials

The study recommends that a limited Phase II subsurface assessment be conducted to determine whether soil or groundwater contamination actually exists.

Depending on the results of the Level II assessment, some form of clean-up may be required before the property can develop. Environmental contamination can render sites undevelopable unless means exist to clean the site to State and Federal environmental quality standards.

### 10. Fire Service

Fire and life safety services to the Area are provided by the Clatskanie Rural Fire Protection District. The District has two substations that serve the Area in addition to the main station in Clatskanie. These are located in Quincy and in Delena (Alston Corners). Current capital equipment and facilities are inadequate to serve industrial development of the Site or to provide life safety services for the increased traffic generated by development of the Site.

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**B. Social Conditions**

There are no residents in the Area.

**C. Economic Conditions**

The most relevant economic condition of the Area is that most of the Site is vacant. Of the 921 acres of the Site, 801 are vacant. These acres that are planned and zoned for industrial use are not in use, and are not creating jobs or economic benefits for the County.

The FY 2000/2001 assessed value of the tax code area that contains the Site (the only part of the Area with assessed value) is \$143,854,365. The assessed value of the tax lots composing the Site is difficult to determine, because most of it is utility value that is assessed by the Department of Revenue (“centrally assessed”) and disaggregated only on a tax code area basis. Only one lot is not centrally assessed, as shown below.

Map and Lot	2000 Assessed Value
Map 8400 Lot 00300	Centrally Assessed
Map 8400 Lot 00400	Centrally Assessed
Map 8400 Lot 00401	Centrally Assessed
Map 8422 Lot 00100	88,140

Since the taxable assessed value in the Area is largely composed of the utility value (mostly from the PGE Beaver Generating Plant), it is estimated that 95% of the utility value of this tax code area is within the Area. Therefore the assessed value of the Area would currently be \$89,631,476 or 3.2% of the total assessed value in Columbia County.

In FY 2000/01 utility value totaled \$99,492,365 (69%) of the total in the tax code area. Utility values from energy facilities can fluctuate with overall energy market and this may result in some volatility in tax revenues.

Historic data on the taxable assessed value in tax code area 05-10 are:

	Real	Personal	Utility	Total
FY 2000/01	43,039,180	1,322,590	99,492,595	143,854,365
FY 1990/2000	39,681,710	1,109,560	65,019,726	105,810,996
FY 1998/99	37,889,220	1,024,300	69,133,853	108,047,373
FY 1997/98	36,327,750	993,550	59,549,714	96,871,014

## REPORT ON PORT WESTWARD URBAN RENEWAL PLAN

### **II. THE EXPECTED IMPACT, INCLUDING THE FISCAL IMPACT, OF THE PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION**

The Plan intends to facilitate development that is consistent with the Columbia County Comprehensive Plan and its implementing ordinances. In a general sense, the impacts of industrial development of the site have been judged to be acceptable by virtue of its Comprehensive Plan designation as Rural Industrial and its zoning as Resource Industrial Planned Development.

Development of the Site will create jobs, which may in turn, result in population growth. Columbia County, however, has a rate of unemployment that is substantially higher than the average for the Portland-Vancouver PMSA (Portland Primary Metropolitan Statistical Area) and it is likely that a large proportion of the jobs created will be filled by existing County residents.

Development of the Site will also create demand for utilities and services. Industrial uses usually require transportation facilities and services and in many locations these are met primarily by trucks using the existing road system. The Site, however, can be served by ships and barges using a combination of existing docks and future facilities called for in the Plan. The Site is also served by rail, and the Plan anticipates the improvement of an on-site rail loop to accommodate industrial users. Therefore, the demand for road access and the impact of truck traffic will be much less than would result from similarly sized sites without rail and water access.

In addition, the Plan calls for improvements to the road system that will directly serve the Site and participation in efforts to improve other roads that may be affected by increased traffic demand.

### **III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

The Plan contains only one Area, which has been selected because it is characterized by blight, as described in Section I.



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**IV. THE RELATIONSHIP BETWEEN EACH PROJECT TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA**

Project	Existing Condition
Road Improvements	Substandard roads and inadequate access to the Site.
Storm Drainage System Improvements	Development for industrial use will create additional runoff and will require the discharge of industrial process water
Evaluation Of Alternative Access Corridors For Development In Phase II	Substandard roads and inadequate access to the Site.
Rail Access to Port Westward Site	Rail facilities on Site inadequate for serving industrial users.
Water Access to Port Westward Site	Additional water access will be needed to serve development of the Site.
Water Supply Improvements	Inadequate water supply for industrial development.
Fire and Life Safety Facility Improvements	Inadequate facilities and equipment for providing industrial fire safety and life safety.
Other Infrastructure	Utility deficiencies in and serving the Site.

V. ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEY TO PAY FOR SUCH COSTS

PROJECT	PWURP	PORT	GRANTS	TOTAL COST
Water*	\$3,834,224	\$1,750,000		\$5,584,224
Rail*	\$3,000,000	\$100,000	\$2,000,000	\$5,100,000
Phase I Road Improvements	\$5,200,000		\$1,397,800	\$6,597,800
Phase IA Road Improvements	\$5,000,000			\$5,000,000
Fire District Improvements	\$565,000			\$565,000
Storm Drainage Improvements*	\$4,834,225			\$4,834,225
Phase II Road Study	\$750,000			\$750,000
Improvements to Water Access	\$1,500,000			\$1,500,000
Phase II Road Improvements	\$6,655,597			\$6,655,597
Phase II Other Infrastructure Improvements	\$0			\$0
	\$0			\$0
<b>Admin</b>	\$0			\$0
Debt Issuance Costs	\$484,000			\$484,000
General Operating Expenses	\$395,530			\$395,530
Legal, Financial and Other Consultants	\$581,424			\$581,424
Reimbursement to County, Port and City	\$1,200,000			\$1,200,000
	\$0			0
TOTAL	\$34,000,000.00	\$1,850,000.00	\$3,397,800.00	\$39,247,800.00

\*The Columbia County Development Agency ("Agency") will be authorized through the Port Westward Urban Renewal Plan ("Plan") to use tax increment to pay off certain Port of St. Helens ("Port") debt incurred by the Port for the development of a water intake and discharge system at Port Westward, including debt incurred for costs associated with obtaining approval to use such system, as well as for construction and design. Tax increment shall not be used to pay for administrative, operational, or maintenance expenses after the system is constructed. Tax increment shall not be used to pay for costs associated with obtaining a water right, or for development costs other than those mentioned above. The Port shall charge water users market rate tariffs for use of the water system, which shall be used for administrative, operational and maintenance expenses. Any tariffs collected over and above the administrative, operational and maintenance costs shall be used to service the debt incurred for the development of the water intake and discharge system. The Agency will be authorized through the Plan to use tax increment as a secondary source of repayment for rail improvement debt. The primary source of repayment shall be tariffs. The Port shall charge rail users sufficient tariffs to repay the rail debt. Tax increment shall not be used to pay for administrative, operational, or maintenance expenses after the rail system is constructed.

*Amended by Reso.  
02.2006, 10.18.06.  
↑ Rail by \$3M;  
↓ Phase II other Infrastructure  
↓ to Phase II Road Improvements to  
\$6,655,597.*

**ATTACHMENT A**  
**V. ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEY TO PAY FOR SUCH COSTS**

PROJECT	PWURP	PORT	GRANTS	TOTAL COST
Water*	\$3,834,224	\$1,750,000		\$5,584,224
Rail*	\$0	\$1,200,000		\$1,200,000
Phase I Road Improvements	\$5,200,000		\$1,397,800	\$6,597,800
Phase IA Road Improvements	\$5,000,000			\$5,000,000
Fire District Improvements	\$565,000			\$565,000
Storm Drainage Improvements*	\$4,834,225			\$4,834,225
Phase II Road Study	\$750,000			\$750,000
Improvements to Water Access	\$1,500,000			\$1,500,000
Phase II Road Improvements	\$7,000,000			\$7,000,000
Phase II Other Infrastructure Improvements	\$2,655,597			\$2,655,597
	\$0			\$0
Admin	\$0			\$0
Debt Issuance Costs	\$484,000			\$484,000
General Operating Expenses	\$395,530			\$395,530
Legal, Financial and Other Consultants	\$581,424			\$581,424
Reimbursement to County, Port and City	\$1,200,000			\$1,200,000
	\$0			0
<b>TOTAL</b>	<b>\$34,000,000.00</b>	<b>\$2,950,000.00</b>	<b>\$1,397,800.00</b>	<b>\$38,347,800.00</b>

\*The Columbia County Development Agency ("Agency") will be authorized through the Port Westward Urban Renewal Plan ("Plan") to use tax increment to pay off certain Port of St. Helens ("Port") debt incurred by the Port for the development of a water intake and discharge system at Port Westward, including debt incurred for costs associated with obtaining permits and other federal or state approvals to use such system, as well as for construction and design. Tax increment shall not be used to pay for administrative, operational, or maintenance expenses after the system is constructed. Tax increment shall not be used to pay for costs associated with obtaining a water right, or for development costs other than those mentioned above. Tax increment shall not be used to service debt for rail improvements unless additional amendments are made to this Urban Renewal Plan. However, rail improvements shall remain listed as a Project under the Port Westward Urban Renewal Plan. The Port shall charge water users, whether located within or without the Port Westward Industrial Site market rate tariffs for use of the water system, which shall be used for administrative, operational and maintenance expenses. Any tariffs collected over and above the administrative, operational and maintenance costs shall be used to service the debt incurred for the development of the water intake and discharge system.

*Amended  
 my Reso  
 01.2005, 06.01.05.  
 Water P'd to 98,668,447;  
 Phase II other Infrastructure  
 P'd to 2,655,597*

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V. ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEY TO PAY FOR SUCH COSTS

PROJECT	PWURP	PORT	GRANTS	TOTAL COST
Water*	\$3,584,224	\$1,750,000		\$5,334,224
Rail*	\$0	\$1,200,000		\$1,200,000
Phase I Road Improvements	\$5,200,000		\$1,397,800	\$6,597,800
Phase IA Road Improvements	\$5,000,000			\$5,000,000
Fire District Improvements	\$565,000			\$565,000
Storm Drainage Improvements	\$4,584,225			\$4,584,225
Phase II Road Study	\$750,000			\$750,000
Improvements to Water Access	\$1,500,000			\$1,500,000
Phase II Road Improvements	\$7,000,000			\$7,000,000
Phase II Other Infrastructure Improvements	\$3,155,597			\$3,155,597
	\$0			\$0
<b>Admin</b>	\$0			\$0
Debt Issuance Costs	\$484,000			\$484,000
General Operating Expenses	\$395,530			\$395,530
Legal, Financial and Other Consultants	\$581,424			\$581,424
Reimbursement to County, Port and City	\$1,200,000			\$1,200,000
	\$0			0
<b>TOTAL</b>	<b>\$34,000,000.00</b>	<b>\$2,950,000.00</b>	<b>\$1,397,800.00</b>	<b>\$38,347,800.00</b>

\*The Columbia County Development Agency ("Agency") will be authorized through the Port Westward Urban Renewal Plan ("Plan") to use tax increment to pay off certain Port of St. Helens ("Port") debt incurred by the Port for the development of a water intake and discharge system at Port Westward, including debt incurred for costs associated with obtaining approval to use such system, as well as for construction and design. However, tax increment shall not be used to pay for administrative, operational, or maintenance expenses after the system is constructed. Tax increment shall not be used to service debt for rail improvements unless additional amendments are made to this Urban Renewal Plan. However, rail improvements shall remain listed as a Project under the Port Westward Urban Renewal Plan. The Port shall charge water users market rate tariffs for use of the water system, which shall be used for administrative, operational and maintenance expenses. Any tariffs collected over and above the administrative, operational and maintenance costs shall be used to service the debt incurred for the development of the water intake and discharge system.

*Resolution 02-2003  
amends § V of report  
w/ this document*

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

Project	PWURP	Port	Grants	Total Cost
Water*	1,750,000	1,750,000		3,500,000
Rail*	1,200,000	1,200,000		2,400,000
Phase I Road Improvements	5,200,000		1,397,800	6,597,800
Phase IA Road Improvements	5,000,000			5,000,000
Fire District Improvements	565,000			565,000
Storm Drainage Improvements	2,750,000			2,750,000
Phase II Road Study	750,000			750,000
Improvements to Water Access	1,500,000			1,500,000
Phase II Road Improvements	7,000,000			7,000,000
Phase II Other Infrastructure Improvements	5,500,000			5,500,000
				0
<b>Admin.</b>				0
Debt Issuance Costs	484,000			484,000
General Operating Expenses	395,530			395,530
Legal, Financial and Other Consultants	581,424			581,424
Reimbursement to County, Port and City	1,200,000			1,200,000
TOTAL	33,875,954	2,950,000	1,397,800	38,223,754

The Columbia County Development Agency ("Agency") will be authorized through the Port Westward Urban Renewal Plan ("Plan") to pay off certain Port of St. Helens ("Port") debt incurred by the Port for the development of water and rail infrastructure at Port Westward. The Port shall institute a tariff, or use fee system ("Tariffs") for Port Westward water and rail users. Tariffs will be used to service the debt incurred by the Port to make such infrastructure improvements. The Tariffs will be initially sufficient to service the debt and administrative, operational, and maintenance expenses. However, when the Agency issues debt to finance infrastructure improvements, as described in the Plan, the Port may reduce its Tariffs on water and rail to market rates, consistent with other Columbia River Port rates, in order to attract new Port Westward development and retain existing Port Westward development, such as Cascade Grain Products, Westward Power, and Portland General Electric. At such time, Agency shall pay for the remaining portion of the debt incurred by the Port for such infrastructure improvements, in an amount not to exceed 3.5 million dollars. Provided, however, that to the extent Tariffs are available, over and above Tariffs necessary to pay for the Port's reasonable and necessary administrative, operating, and maintenance costs for water and rail improvements, such Tariffs shall be applied to retiring the debt incurred for such infrastructure improvements.

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### **VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

Anticipated completion dates for the urban renewal projects described above are shown in the table below.

<b>Project</b>	<b>Completion Date (FY Ending June 30)</b>
Water	2003
Rail	2003
Phase I Road Improvements	2003
Phase IA Road Improvements	2004
Fire District Improvements	2009
Storm Drainage Improvements	2012
Phase II Road Study	2007
Improvements to Water Access	2012
Phase II Road Improvements	2012
Phase II Other Infrastructure Improvements	2012

### **VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR**

The Table 1. in Appendix A shows projected revenues and expenditures for the Debt Service Fund. (The Debt Service Fund will receive the tax increment revenues and will pay debt service on loans.) The Project Fund will receive the proceeds of the loans and pay for the urban renewal projects.

The projections in Table 1. show that just over \$55 million in tax increment revenues will be required to retire the approximately \$34 million in debt necessary to finance the Plan. Table 1. also shows that this debt is anticipated to be completely retired in FY 19/20.

### **VIII. A FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY**

Table 2 in the Appendix shows the projected tax increment revenues from FY 02/03 to FY 20/21. These projections are based on three currently anticipated projects and one future project. The assessed values for the anticipated projects are based on market value estimates provided by the companies proposing the projects adjusted downward for taxable assessed value.

Table 1. as noted above shows the projections for the Debt Service Fund that show the projected revenues as servicing the \$33,400,000 in debt necessary to finance the projects in the Plan.



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Table 3. is the projected Project Fund, showing the revenues from debt proceeds and the expenditures on projects. This table shows that the proceeds of the debt, along with interest earnings, are sufficient to cover estimated urban renewal share of the project costs.

This information provides a basis for determining that the Plan is financially feasible.

### **IX. 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 fiscal impacts of the Plan on taxing districts that levy taxes within the Area are a function of the property tax revenues that would have been raised by virtue of the increase in property value within the Area that would have occurred without the Plan. To the extent that future development within the Area will not occur but for the improvements financed by the Plan, the tax revenues from that development are not in fact lost. If development outside the Area occurs because of economic demand created by development of the Site, those positive impacts will offset to some extent the taxes not raised on growth within the Area itself.

Table 4. in the Appendix shows the revenues foregone by the taxing districts that levy taxes within the Area, assuming that 50% of the development that is projected to occur in the Plan would occur without the Plan. The figures are calculated by multiplying the district's permanent rate by the projected incremental assessed value ("increment") without the Plan. No impacts are shown to the City of Clatskanie because the portion of the Area within the City does not have assessed value. No impacts are shown to the Clatskanie School District because under the current state funding formula, property taxes foregone by the school district will be matched by additional state funds.

Table 5. in the Appendix shows the fiscal impacts (gains in revenue) on taxing districts after the indebtedness issued for the Plan is repaid. These consist of each district's permanent rate multiplied by the difference between the projected assessed value with the Plan and without the Plan. Again, the Clatskanie School District or the City of Clatskanie are not impacted.

**X. RELOCATION REPORT**

**A. Existing residents or businesses required to relocate permanently or temporarily as a result of agency actions**

No residents or businesses will be required to relocate permanently or temporarily.

**B. A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 281.045 to 281.105; and**

Relocation assistance, if required, shall be provided in accordance with State law.

**C. An enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and new units to be added.**

No existing housing units are to be destroyed or altered.



APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 1: DEBT SERVICE FUND

Fiscal Year	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
<b>REVENUES</b>										
Beginning Balance	0	2,073	2,537	10,197	15,909	8,695	21,370	423,883	63,302	141,723
Tax Increment Revenues	89,391	116,835	230,590	344,758	249,350	269,081	1,396,128	1,350,587	3,146,010	5,302,170
Interest	2,682	3,629	7,070	10,955	8,435	8,594	43,166	65,951	98,178	167,568
Total Revenues	92,073	122,537	240,197	365,909	273,695	286,370	1,460,664	1,840,421	3,307,491	5,611,462
<b>EXPENDITURES</b>										
Bond Debt Service										
Borrowing 1*	90,000	120,000	230,000	350,000	265,000	265,000	1,036,781	831,581	1,241,981	968,381
Borrowing 2*								945,537	945,537	945,537
Borrowing 3*									978,249	978,249
Borrowing 4										2,038,019
Total Bond Debt Service	90,000	120,000	230,000	350,000	265,000	265,000	1,036,781	1,777,118	3,165,768	4,930,187
Short Term DS	0	0	0	0	0	0	0	0	0	0
Total Expenditures	90,000	120,000	230,000	350,000	265,000	265,000	1,036,781	1,777,118	3,165,768	4,930,187
Ending Balance	2,073	2,537	10,197	15,909	8,695	21,370	423,883	63,302	141,723	681,275
Borrowing 1 assumes interest in deferred until FY 2008/09										
Borrowings 2 and 3 include capitalized interest sufficient to make interest payments until 2008/09 and 2009/10.										

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 1. DEBT SERVICE FUND (CONTINUED)

Fiscal Year	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20
<b>REVENUES</b>								
Beginning Balance	681,275	1,783,893	3,314,294	4,904,258	6,330,760	7,598,414	8,710,867	9,972,686
Tax Increment Revenues	5,418,960	5,770,053	5,738,731	5,487,411	5,250,093	5,025,568	5,105,781	5,182,874
Interest	203,445	280,135	371,020	458,878	537,348	606,672	675,825	753,847
Total Revenues	6,303,680	7,834,081	9,424,045	10,850,547	12,118,201	13,230,654	14,492,473	15,909,407
<b>EXPENDITURES</b>								
Bond Debt Service								
Borrowing 1*	557,981	557,981	557,981	557,981	557,981	557,981	557,981	557,981
Borrowing 2*	945,537	945,537	945,537	945,537	945,537	945,537	945,537	945,537
Borrowing 3*	978,249	978,249	978,249	978,249	978,249	978,249	978,249	978,249
Borrowing 4	2,038,019	2,038,019	2,038,019	2,038,019	2,038,019	2,038,019	2,038,019	2,038,019
Total Bond Debt Service	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787
Short Term DS	0	0	0	0	0	0	0	0
Total Expenditures	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787	4,519,787
Ending Balance	1,783,893	3,314,294	4,904,258	6,330,760	7,598,414	8,710,867	9,972,686	11,389,620

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 2: PROJECTED INCREMENTAL ASSESSED VALUES AND TAX INCREMENT REVENUES

Fiscal Year Ending June 30	2003	2004	2005	2006	2007	2008	2009	2010	2011
Project 1	8,939,113	11,683,495	12,059,000	12,445,770	12,844,143	13,254,468	125,849,559	121,182,590	116,835,593
Project 2	0	0	11,000,000	11,030,000	11,060,900	11,092,727	11,125,509	11,159,274	194,967,025
Project 3	0	0	0	11,000,000	1,030,000	1,060,900	1,092,727	1,125,509	1,159,274
Project 4	0	0	0	0	0	1,500,000	1,545,000	1,591,350	1,639,091
Total	8,941,116	11,685,499	23,061,005	34,477,776	24,937,050	26,910,103	139,614,804	135,060,733	314,602,993
Tax Rate Per \$1,000 AV	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000
Tax Increment Revenues	89,391	116,835	230,590	344,758	249,350	269,081	1,396,128	1,350,587	3,146,010
Fiscal Year Ending June 30	2012	2013	2014	2015	2016	2017	2018	2019	2020
Project 1	112,830,654	109,133,137	105,734,395	102,469,937	99,548,571	96,906,137	94,477,413	92,249,374	90,210,008
Project 2	220,731,063	210,292,899	200,379,596	190,964,998	182,024,262	173,533,787	165,471,159	187,075,582	178,342,810
Project 3	194,967,025	220,731,063	210,292,899	200,379,596	190,964,998	182,024,262	173,533,787	165,471,159	187,075,582
Project 4	1,688,263	1,738,911	60,598,430	80,058,588	76,203,243	72,545,094	69,074,412	65,781,961	62,658,971
Total	530,219,017	541,898,024	577,007,334	573,875,135	548,743,090	525,011,296	502,558,788	510,580,095	518,287,372
Tax Rate Per \$1,000 AV	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000	10.0000
Tax Increment Revenues	5,302,170	5,418,960	5,770,053	5,738,731	5,487,411	5,250,093	5,025,568	5,105,781	5,182,874

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 3: PROJECTED PROJECT REVENUES AND EXPENDITURES

Fiscal Year Ending	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
<b>REVENUES</b>											
Beginning Balance	0	1,172,000	5,867,000	1,529,705	867,042	3,404,120	393,927	387,030	258,240	244,535	229,786
Long Term Debt Proceeds	6,400,000	7,000,000			5,000,000						15,000,000
Short Term Debt Proceeds	0	0	0	0				0	0	0	0
Interest	96,000	105,000	88,005	22,946	13,006	51,062	19,696	23,150	13,594	12,918	378,441
Total	6,496,000	8,277,000	5,955,005	1,552,651	5,880,047	3,455,182	413,623	410,180	271,834	257,454	15,608,227
<b>EXPENDITURES</b>											
<b>Capital Projects</b>											
Water					1,750,000						
Rail		1,200,000									
Phase I Road Improvements	5,200,000										
Phase IA Road Improvements		1,000,000	4,000,000								
Fire District Improvements		80,000		360,000				125,000			2,000,000
Storm Drainage Improvements						750,000					
Phase II Road Study						750,000					
Improvements to Water Access						1,500,000					
Phase II Road Improvements											7,000,000
Phase II Other Infrastructure											5,500,000
<b>Admin.</b>											
Debt Issuance Costs	64,000	70,000	0	0	200,000	0	0	0	0	0	150,000
General Operating Expenses	10,000	10,000	10,300	10,609	10,927	11,255	11,593	11,941	12,299	12,668	13,048
Legal, Financial and Other Consultants	50,000	50,000	15,000	15,000	15,000	50,000	15,000	15,000	15,000	15,000	15,000
Reimbursement to County, Port and City			400,000	300,000	500,000						
Total Expenditures	5,324,000	2,410,000	4,425,300	685,609	2,475,927	3,061,255	26,593	151,941	27,299	27,668	14,678,048
<b>ENDING BALANCE</b>	<b>1,172,000</b>	<b>5,867,000</b>	<b>1,529,705</b>	<b>867,042</b>	<b>3,404,120</b>	<b>393,927</b>	<b>387,030</b>	<b>258,240</b>	<b>244,535</b>	<b>229,786</b>	<b>930,179</b>

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 4: PROJECTED TAX REVENUES FOREGONE

Fiscal Year	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
Increment with Plan	8,939,113	11,683,495	23,059,000	34,475,770	24,935,043	26,908,095	139,612,795	135,058,723	314,600,982	530,217,005
Increment with/out Plan	4,469,556	5,841,748	11,529,500	17,237,885	12,467,522	13,454,047	69,806,397	67,529,362	157,300,491	265,108,502
REVENUES FOREGONE										
Taxing District	Permanent Rate									
Columbia County	1.3956	6,238	8,153	24,057	17,400	18,776	97,422	94,244	219,529	369,985
Columbia Vector	0.1279	572	747	2,205	1,595	1,721	8,928	8,637	20,119	33,907
Columbia 4H Extension	0.0571	255	334	984	712	768	3,986	3,856	8,982	15,138
Columbia 911	0.2554	1,142	1,492	4,403	3,184	3,436	17,829	17,247	40,175	67,709
Clatskanie Library	0.2868	1,282	1,675	4,944	3,576	3,859	20,020	19,367	45,114	76,033
Clatskanie Parks and Rec.	0.3483	1,557	2,035	6,004	4,342	4,686	24,314	23,520	54,788	92,337
Clatskanie Rural Fire PD	1.7198	7,687	10,047	29,646	21,442	23,138	120,053	116,137	270,525	455,934
Rainier Cemetery	0.0709	317	414	1,222	884	954	4,949	4,788	11,153	18,796
Port of St. Helens	0.0886	396	518	1,527	1,105	1,192	6,185	5,983		23,489

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 4: PROJECTED TAX REVENUES FOREGONE (CONTINUED)

Fiscal Year	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20
Increment with Plan	541,896,011	577,005,320	573,873,120	548,741,074	525,009,279	502,556,770	510,578,076	518,287,372
Increment with/out Plan	270,948,005	288,502,660	286,936,560	274,370,537	262,504,639	251,278,385	255,289,038	259,143,686
Taxing District	Permanent Rate	REVENUES FOREGONE						
Columbia County	1.3956	378,135	402,634	400,449	382,912	366,351	350,684	356,281
Columbia Vector	0.1279	34,654	36,899	36,699	35,092	33,574	32,139	32,651
Columbia 4H Extension	0.0571	15,471	16,474	16,384	15,667	14,989	14,348	14,577
Columbia 911	0.2554	69,200	73,684	73,284	70,074	67,044	64,176	65,201
Clatskanie Library	0.2868	77,708	82,743	82,293	78,689	75,286	72,067	73,217
Clatskanie Parks and Rec.	0.3483	94,371	100,485	99,940	95,563	91,430	87,520	88,917
Clatskanie Rural Fire PD	1.7198	465,976	496,167	493,473	471,862	451,455	432,149	445,675
Rainier Cemetery	0.0709	19,210	20,455	20,344	19,453	18,612	17,816	18,373
Port of St. Helens	0.0886	24,006	25,561	25,423	24,309	23,258	22,263	22,960

Taxing District	Totals
Columbia County	3,871,002
Columbia Vector	354,759
Columbia 4H Extension	158,379
Columbia 911	708,408
Clatskanie Library	795,502
Clatskanie Parks and Rec.	966,086
Clatskanie Rural Fire PD	4,770,241
Rainier Cemetery	196,657
Port of St. Helens	245,751
NW Reblional ESD	426,598

APPENDIX: PORT WESTWARD URBAN RENEWAL REPORT

TABLE 5: ANNUAL REVENUES GAINED AFTER REPAYMENT OF INDEBTEDNESS

<b>Fiscal Year</b>	<b>Permanent Rate</b>	<b>FY 22/23 and after Revenues Gained</b>
Taxing District		
Columbia County	1.3956	332,833
Columbia Vector	0.1279	30,503
Columbia 4H Extension	0.0571	13,618
Columbia 911	0.2554	60,910
Clatskanie Library	0.2868	68,398
Clatskanie Parks and Rec	0.3483	83,065
Clatskanie Rural Fire PD	1.7198	410,150
Rainier Cemetery	0.0709	16,909
Port of St. Helens	0.0886	21,130
NW Regional ESD	0.1538	36,679