



Sunset Empire Transportation District

BOARD OF COMMISSIONERS

BOARD MEETING AGENDA

THURSDAY July 27th, 2017

9:00 AM

Astoria Transit Center, 900 Marine Drive Astoria, OR

AGENDA:

1. CALL TO ORDER; PLEDGE OF ALLEGIANCE
2. OATH OF OFFICE FOR COMMISSIONERS (Kevin Widener, Position #2; Kathy Kleczek, Position #3; Pamela Alegria, Position #4; Lylla Gaebel, Position #5)
3. ROLL CALL
4. ELECTION OF OFFICERS (Chairperson, Vice-Chairperson, Secretary/Treasurer)
5. CHANGES TO AGENDA
6. PUBLIC COMMENT (3 minute limit)
7. APPROVAL OF JUNE 22ND, 2017 MEETING MINUTES
8. REPORTS FROM CHAIR AND COMMISSIONERS
9. FINANCIAL REPORTS- JUNE 2017
10. OLD BUSINESS
 - a. Presentation of new website
 - b. Seaside Urban Renewal District
11. NEW BUSINESS
 - a. Payroll Procedure
 - b. Board Vacancy
 - c. Committee Assignments (Senior & Disabled Transportation Advisory Committee; RideCare Advisory Committee; NW Transit Feasibility Study Advisory Committee; Board Policy Committee; Northwest Area Commission on Transportation)
 - d. Appointments to Senior & Disabled Transportation Advisory Committee
 - e. Approval of Rider Appreciation Day
 - f. Approval of National Transit Tribute to Rosa Parks Day
 - g. Executive Director Evaluation
 - h. Executive Director Agreement Renewal
12. CORRESPONDENCE

13. EXECUTIVE DIRECTOR REPORT
14. LEADERSHIP TEAM REPORTS
15. PUBLIC COMMENT (3 minute limit)
16. OTHER ITEMS

SUNSET EMPIRE TRANSPORTATION DISTRICT
COMMONLY USED ACRONYM LIST
JULY 2017

AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ACT	ACTUAL
ACCTS	ACCOUNTS
ADA	AMERICANS WITH DISABILITIES ACT
ADS	ADVERTISEMENTS
AP	ACCOUNTS PAYABLE
APTA	AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
AR	ACCOUNTS RECEIVABLE
ASC	ASTORIA SENIOR CENTER
BG	BACKGROUND
BLDGING	BUILDING
BOC	BOARD OF COMMISSIONERS
BS	BALANCE SHEET
BUS REG FEE	BUS REGISTRATION FEE
CCC	CLATSOP COMMUNITY COLLEGE
CCCHD	CLATSOP CARE CENTER HEALTH DISTRICT
CCO	COORDINATED CARE ORGANIZATION
CK	CHECK
COMP	COMPUTER
CONF	CONFERENCE
CPCCO	COLUMBIA PACIFIC COORDINATED CARE ORGANIZATION
CRS	CLATSOP REHABILITATION SERVICES
CSR	CUSTOMER SERVICE REPRESENTATIVE
CTAA	COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA
DHS	DEPARTMENT OF HUMAN SERVICES
DIST	DISTRICT
DLSM	DRIVE LESS SAVE MORE
DMAP	DIVISION OF MEDICAL ASSISTANCE PROGRAM
DOT	DEPARTMENT OF TRANSPORTATION
EQUIP	EQUIPMENT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FTA	FEDERAL TRANSIT ADMINISTRATION
GF	GENERAL FUND
HR	HUMAN RESOURCES
IGA	INTERGOVERNMENTAL AGREEMENT
INFO	INFORMATION
INT	INTEREST
IS	INCOME STATEMENT
ISN	INTEGRATED NETWORK SYSTEM
IT	INFORMATION TECHNOLOGY
LGIP	LOCAL GOVERNMENT INVESTMENT POOL
LGPI	LOCAL GOVERNMENT PERSONNEL INSTITUTE
LRCTP	LONG RANGE COMPREHENSIVE TRANSPORTATION PLAN
MAINT	MAINTENANCE

SUNSET EMPIRE TRANSPORTATION DISTRICT
COMMONLY USED ACRONYM LIST
JULY 2017

MISC	MISCELLANEOUS
MOS	MONTH
MOU	MEMORANDUM OF UNDERSTANDING
NEMT	NON EMERGENT MEDICAL TRANSPORTATION
NRTAP	NATIONAL RURAL AND TRIBAL ASSISTANCE PROGRAM
NTI	NATIONAL TRANSIT INSTITURE
NWACT	NORTHWEST AREA COMMISSION ON TRANSPORTATION
NWOTA	NORTHWEST OREGON TRANSIT ALLIANCE
NWRC	NORTHWEST RIDE CENTER (NOW KNOWN AS RIDE CARE)
ODOT	OREGON DEPARTMENT OF TRANSPORTATION
OHA	OREGON HEALTH AUTHORITY
OHP	OREGON HEALTH PLAN
OPTC	OREGON PUBLIC TRANSPORTATION CONFERENCE
OPTIS	OREGON PUBLIC TRANSIT INFORMATION SYSTEM
OR	OREGON
OTA	OREGON TRANSIT ASSOCIATION
OTC	OREGON TRANSPORTATION COMMISSION
P&L	PROFIT AND LOSS
PARA	PARA-TRANSIT
PTAC	PUBLIC TRANSPORTATION ADVISORY COMMITTEE
QTR	QUARTER
RC	RIDE CARE
REHAB	REHABILITATION
RFP	REQUEST FOR PROPOSALS
RFQ	REQUEST FOR QUOTES
SDAC	SENIOR AND DISABLED ADVISORY COMMITTEE
SDAO	SPECIAL DISTRICTS ASSOCIATION OF OREGON
SDIS	SPECIAL DISTRICTS INSURANCE SERVICES
SETD	SUNSET EMPIRE TRANSPORTATION DISTRICT
SETD GF	SUNSET EMPIRE TRANSPORTATION DISTRICT GENERAL FUND
SETD GEN	SUNSET EMPIRE TRANSPORTATION DISTRICT GENERAL FUND
SIP	SERVICE IMPROVEMENT PROGRAM
SSP/0401	ACCOUNT FROM OREGON DEPARTMENT OF HUMAN SERVICES
STF	SPECIAL TRANSPORTATION FUND
STIP	SPECIAL TRANSPORTATION IMPROVEMENT PROGRAM
STS	SUNSET TRANSPORTATION SERVICES (NAME CHANGE THAT DIDN'T HAPPEN)
TECH	TECHNOLOGY
TGM	TRANSPORTATION GRANTS MANAGEMENT
TO	TRANSPORTATION OPTIONS
TPAC	TRANSPORTATION PLAN ADVISORY COMMITTEE
TPJCC	TONGUE POINT JOB CORPS CENTER
TSP	TRANSPORTATION SYSTEMS PLAN
YTD	YEAR TO DATE



**BOARD OF COMMISSIONERS
BOARD MEETING AND BUDGET HEARING MINUTES
JUNE 22, 2017**

1. CALL TO ORDER- Chair Kathy Kleczek called the meeting to order at 9:00 AM
2. ROLL CALL:
Present: Chair Kathy Kleczek, Vice Chair Kevin Widener, Commissioner Jim Servino, Commissioner Tracy MacDonald, Commissioner Carol Gearin, Commissioner Lylla Gaebel and Commissioner Pamela Alegria
Staff Present: Executive Director, Jeff Hazen, Executive Assistant Mary Parker, Finance Officer Tracy Lofstrom, IS/Transit Center Manager John Layton, Ridecare Manager Jason Jones, Operations Manager Paul Lewicki, Paratransit Manager Jennifer Geisler, HR Manager Tami Carlson
3. CHANGES TO AGENDA- Executive Director Hazen requested that the Cannon Beach IGA be added as 10 d. and Executive Session be added to the Agenda after the second Public Comment.
4. PUBLIC COMMENTS- None
5. APPROVAL OF MAY 2017 MEETING MINUTES-
Commissioner MacDonald moved to approve the May 2017 minutes
Commissioner Gearin seconded the motion
Discussion: Vice Chair Widener's name was misspelled in the Financial Report and in his Commissioners report he had spoken with Representative Ellison not Allison.
Commissioner Gearin noted that Commissioner Gaebel had actually made the 2 statements about the feasibility study discussion that she was listed as saying.
Commissioner MacDonald amended his motion and approved the May 2017 minutes as corrected
Commissioner Gearin amended her motion to second
Motion passed unanimously
6. CHAIR AND COMMISSIONERS REPORT-
Commissioner Alegria- No Report
Vice Chair Widener- No Report
Commissioner MacDonald- Welcomed Tracy Lofstrom as the new Financial Officer
Commissioner Gearin- No Report
Commissioner Gaebel- No Report
Commissioner Servino- Reported that he had signed checks and noted that the cost of transcription of the budget minutes had cost a little less than \$2000 and this might be a place in the future the board could look at to pick up money here and there.
Chair Kleczek- Commented that the route schedules and signage that have been posted in South County have been quite helpful and stressed the importance of assuring that individual schedules are downloadable from our website.
7. FINANCIAL REPORTS- MAY 2017
Executive Director Hazen introduced the new Financial Director Tracy Lofstrom. Tracy has lived in the Long Beach Peninsula area since she was a teen. Tracy gave an overview of her work experience which included both private and public finance, being the Pacific County Treasurer for 4 years, working for the Port of Ilwaco, being a private contractor and raising cranberries for 22 years.
Commissioner Gaebel moved to accept the May 2017 Financial Report
Commissioner Servino seconded the motion
Discussion- Commissioner Gearin pointed out that the Exception report showed there were no provider payments however accounts receivable showed that there had been. Tracy said she would correct this.
Commissioner Gearin requested a copy of the Electric Charging Station lease.
Motion passed unanimously

8. PUBLIC HEARING- BUDGET HEARING FOR FISCAL 2017-2018- Chair Kleczek opened the Budget Hearing at 9:24 am. No comments were made. Hearing closed at 9:24 am. There were no recommended changes made to the Budget from the Budget officer or Board.

Commissioner Gaebel moved to approve Resolution 2017-05 Adoption of the 2017-2018 Budget as recommended by the Budget Committee with no changes and making the appropriations and impose the tax levy for local government.

Commissioner Gearin seconded the motion

Discussion- Executive Director Hazen read Resolution 2017-05

Motion passed unanimously by roll call vote

9. OLD BUSINESS-

- a. Approval of letter from Chair Kleczek to Travel Tourism Studio- Chair Kleczek explained that at the May Board meeting she had brought up that she had been asked to be on the steering committee for Travel Oregon Tourism Studio. Between then and now the application was due and they requested a letter of support from the Board. Chair Kleczek said considering the resounding consensus of approval of her being on the committee she sent the letter of support from Sunset Transportation District to the Tourism Studio. Chair Kleczek explained that the Tourism Studio is a 2 plus year project that will hopefully increase the connectivity and ease of tourism in the area and has a large focus on including public transit in this studio. Chair Kleczek asked for Board approval of the letter in retrospect so she does not have to withdraw it.

Commissioner Gaebel moved to approve the letter that Chair Kleczek had sent to Travel Oregon.

Commissioner Alegria seconded the motion

Discussion- Vice Chair Widener stated that he had a big problem with this letter being approved after the fact and the Board did not approve it. Vice Chair Widener also said the audio tape of the meeting clearly revealed that the Board didn't say that, it said SETD would be a part of it, it did not say that the Board approved of the letter being sent. Vice Chair Widener also said this was not an action item and it was not in the minutes of the meeting. Vice Chair Widener also said that the letter started with "I Kathy Kleczek Board Chair for Sunset Empire Transportation District am writing this letter" and then it goes on to say there was consensus and we did not reach a consensus regarding the letter. Vice Chair Widener said he is on Travel Oregon's mailing list and in and of itself he is not that worried but he has problems procedurally of approving an after the fact letter that we as a Board have not approved in advance. Commissioner Gaebel said that she believes the chair has the right to send letters on behalf of the Board when it is something we have already discussed and we definitely made it clear consensus wise that we wanted to peruse checking on this. Commissioner Gaebel also added that while it is best to do things prior to, but when you run into a time crunch and it not like you are spending money, that would be different. Vice Chair Widener said that under Board Policy # 7 any communication done by the Chair has to be approved by the Board and under Board Policy # 5 the Board Chair has the authority to call a special meeting if there is a timeline problem.

5 aye and 2 nay

Motion passed

- b. Ordinance 2017-01 Update- Executive Director Hazen reported that Ordinance 2017-01 goes into effect on June 24th and he is still running into challenges in hiring uniformed security service as they are having their own shortages. Commissioner Gaebel suggested calling Mel Jasmine who trains unarmed security officers. Commissioner Gearin suggested contacting the police as they sometimes have off duty officers that will do this.
- c. Follow up on FAR Part 27- Executive Director Hazen said that this was information that Commissioner Gearin had asked about concerning patents and inventions developed during contractual work.

10. NEW BUSINESS-

- a. ODOT Agreement 32214- 5310 Capital, Planning Grant- Executive Director Hazen said this grant funds the Mobility Management program and the Preventative Maintenance program that guarantees we have busses operating

that that we provide transportation to seniors and people with disabilities. Hazen asked that the Board approve the grant and authorize the Board Chair to sign it.

Commissioner Gaebel moved to approve ODOT Agreement 32214 and approve the Board Chair to sign it

Vice Chair Widener seconded the motion

Discussion- None

Motion passed unanimously

- b. ODOT Agreement 30837 Amendment #1- Executive Director Hazen said this is the Transportation Options Grant that will extend funding to the program for one more year.

Commissioner Gaebel moved to approve ODOT Amendment #1 to Agreement 30837 and approve the Board Chair to sign it.

Vice Chair Widener seconded the motion

Discussion- None

Motion passed unanimously

- c. Low/No Emission Letter of Commitment- Executive Director Hazen reviewed the process of applying for this grant and the importance of us having our name in the hat early. Hazen included the budget for the Board which shows what the match for this grant would be \$143,495.00.

Commissioner Servino moved to approve the Low/No Letter of Commitment

Commissioner Gaebel seconded the motion

Discussion- Commissioner Servino asked how long a bus like this can hold a charge. Executive Director Hazen said that an overnight charge should give about 180 miles. Commissioner Gaebel asked if a specialist is required to work on this type of motor. Executive Director Hazen said there will be in depth training of our staff so they can service them and the motors are small with the bulk of batteries being quite large. Commissioner Gearin asked what kind of warranty the busses carry and how many are in service. Executive Director Hazen said he would find out and let the Board know. Commissioner Gearin asked what the cost of a power station for the busses to plug into would be. Executive Director Hazen said around \$97,000. Commissioner Gearin asked what electricity would cost us on a monthly basis. Hazen said he does not have that information yet. Commissioner Gearin asked if the busses could climb the Astoria hills. Executive Director Hazen said they were tested in San Francisco and did well. Commissioner MacDonald asked what cost per mile is for electric buses. Hazen said it is \$0.19

Motion passed unanimously

- d. Cannon Beach Shuttle- Inter-Governmental Agreement- Executive Director Hazen reported that this agreement will now expire every two years and at the end of the fiscal year. He also said the reimbursement will increase the from \$50 to \$55 the first year and \$60 the second year.

Commissioner Gearin moved to accept the Inter-Governmental Agreement for the Cannon Beach Shuttle

Commissioner MacDonald seconded the motion

Discussion- None

Commissioner Gearin amended her motion to include authorizing the Executive Director to sign the Agreement

Commissioner MacDonald seconded the amended motion

Motion passed unanimously (Commissioner Gearin was not present during the vote)

11. CORRESPONDENCE- None

12. EXECUTIVE DIRECTOR REPORT- Executive Director Hazen reviewed the report submitted for June. The new vans have been delivered and they are very nice. Radios will be installed today and the wraps will be done on site in Warrenton and he will let the board know when they are being done. Executive Director Hazen has asked Paul to do a study on improvement of our shelters including installing garbage cans and lighting. Executive Director Hazen said he will be looking at our liability coverage on the shelters as currently the glass is not covered. Executive Director Hazen also said we are still looking for more drivers. Commissioner Gaebel suggested posting an ad with SDAO. Commissioner Gaebel suggested that a thank you letter be sent to Barbara Blue for her help with the Budget process. After further discussion the Board requested that all of the

Budget Committee receive a thank you letter which includes each of their business cards and will be signed by Chair Kleczek. Chair Kleczek welcomed Paul Lewicki as the new Operations Manager/Deputy Director. Discussion followed about backup for the Executive Director and possibly having two people step up in case the Executive Director is suddenly unable to work, one would oversee Operations and the other Admin. Executive Director Hazen said the management team is working well together and at this time has chosen Paul as the Deputy Director.

13. LEADERSHIP TEAM REPORTS- Reports submitted for June 2017: Paul Lewicki, Operations Manager/Deputy Director, T.C Manager/IS- John Layton, Ride Assist- Jennifer Geisler, Mobility Management- Shana Verley, Marketing and Outreach- Mary Parker, Ride Care- Jason Jones and Human Resources- Tami Carlson.
14. PUBLIC COMMENT- None
15. BREAK- Chair Kleczek called for a recess at 10:15 am. At 10:30 Chair Kleczek called the Board Meeting back to order.
16. EXECUTVIE SESSION 192.660 (2) (B) Discipline of Public Officers and Employees- Chair Kleczek opened Executive Session at 10:31 am. Executive Session Closed and the Board Meeting called back into session and 11:09 AM.
17. OTHER ITEMS-

Chair Kleczek adjourned the Board meeting at 11:10 AM

Minutes approved by:

Mary Parker, Recording Secretary

Date _____

Commissioner Carol Gearin, Secretary/Treasurer

An audio recording of the Sunset Empire Transportation District June 2017 Board Meeting is available at: www.ridethebus.org-Board of Commissioners- Monthly Meeting Minutes- June 2017.

Mission Statement

Provide safe, reliable, relevant and sustainable transportation services to Clatsop County with professionalism, integrity and courtesy.

Sunset Empire Transportation District
JUNE FINANCIAL EXCEPTIONS & INFORMATION REPORT

For the June 2017 Board of Commissioner's Meeting

NOTE on Reviewing Financials: 12 Month = 100 % of Fiscal Year Budget*

Preliminary General Fund Profit and Loss

The District's General Fund Total Year to Date (YTD) Income was \$2,425,923 (\$636,113 less than budget), 79% of annual budget and 24% of monthly budget. YTD Total Materials & Services was \$567,109 (\$267,939 less than budget), 68% of annual budget and 147% of monthly budget.

Revenue

- 4000 Fares: Revenues for the month were up \$12,599 for the month and \$43,145 better than budget year to date.
- 4100 Contract Service-IGA: Billing not complete for last quarter of fiscal year.
- 4200 Taxes: \$20,082 was current year property tax and \$1,356 prior year tax.
- 4260 Mass Transit Assessment: \$5,106 over budget. Received \$18,855.71 which posted in July.
- 4272 Parking: All but parking space 11 are leased out.
- 4300 Interest: June interest for General Fund was \$378.27 and RideCare was \$1185.04.
- 5000 Grants: Reimbursements have not been submitted for last quarter of fiscal year. Year end closing, reporting and reimbursements should be complete by early August 2017.

Expense

- 7000 Provider Payments: Below budget for the month and \$12,098 below YTD.
- 6005 Salaries & Wages: Reflects the open positions.
- 8005 Audit: 2016 Audit with Boldt, Carlisle and Smith, payment made of \$13,508.
- 8006 Advertising: Up due to advertising for driver's, finance officer and transportation ops.
- 8020 Bldg & Grounds Maint: 8023 – replaced glass at a bus shelter, \$895 and \$690 for gate repair.
- 8080 Insurance: Quarterly payment made for liability insurance.
- 8072 Election: Fees for May, \$6,908.
- 9700 Capital Expense: Reflects payment of \$133,719 for the two new buses. Paperwork has been submitted for reimbursement.
- END

***Disclaimer:** The percentage of the year's budget cited above is just to be used as a basic benchmark for the fiscal year. Individual budget line items will vary based on expenditure time cycles. Items such as Fuel, Wages, & Bldg. Grounds and Maintenance are more consistent on a monthly basis and can be used to gauge against the percentage. However, other items such as Insurance and Legal Counsel have irregular payment cycles and therefore are not as good to judge against the percentage.

Sunset Empire Transportation District
JUNE FINANCIAL EXCEPTIONS & INFORMATION REPORT

For the June 2017 Board of Commissioner's Meeting

Ride Care Fund Profit and Loss

Ride Care's (RC) total Income is 89% of total budget. YTD revenues of \$3,052,690 are \$387,679 less than Budget. YTD Interest Income of \$12,242 was \$6,242 better than budgeted YTD. Materials & Services of \$2,841,506 are \$260,303 less than budget and are 92% of YTD budget.

Expense

- 7000 Contract Providers: Major providers include K & M \$44,210, Wapato \$82,018 and Tillamook \$46,763. Gas Vouchers accounted for \$20,659.
- Salaries and Wages are below budget \$12,520 for the month.
- 7030 Bus Passes: Down for June \$800
- 8005 Audit: 2016 audit with Boldt, Carlisle and Smith.
- 8139 Professional Services: Accounting Services in April 2017, offset in Wages.
- 8155 Telephone/Internet: June was paid in May and July was paid this month, so the service is paid up to date, just not showing for June expenses.
- END

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**Sunset Empire Transportation District
Profit & Loss Budget Performance-SETD
June 2017**

	<u>Month Actual</u>	<u>Month Budget</u>	<u>YTD Actual</u>	<u>YTD Budget</u>	<u>YTD Budget to YTD Actual</u>	<u>Annual Budget</u>	<u>YTD Act to Budget</u>
Ordinary Income/Expense					Better		
Income					(Worse)		
4000 FARES	35,624.04	23,025.00	311,445.30	268,300.00	43,145.30	268,300.00	116.1%
4090 DONATIONS/COMMISSIONS	101.00	0.00	1,838.35	600.00	1,238.35	600.00	306.4%
4100 CONTRACTED SERVICES-IGA	0.00	33,425.00	89,637.21	180,917.00	(91,279.79)	180,917.00	49.5%
4200 TAXES	21,437.80	35,000.00	914,611.77	925,000.00	(10,388.23)	925,000.00	98.9%
4250 TIMBER SALES	0.00	0.00	256,771.22	160,000.00	96,771.22	160,000.00	160.5%
4260 MASS TRANSIT ASSESSMENT	0.00	13,750.00	55,032.82	55,000.00	32.82	55,000.00	100.1%
4270 RENTAL INCOME					0.00		
4271 BILLBOARD LEASE	0.00	0.00	1,200.00	1,200.00	0.00	1,200.00	100.0%
4272 PARKING SPACES	712.50	760.00	8,550.00	9,120.00	(570.00)	9,120.00	93.8%
4273- Charging Station	0.00	0.00	320.47	160.00	160.47	160.00	200.3%
4270 RENTAL INCOME - Other	0.00		0.00	0.00	0.00	0.00	
Total 4270 RENTAL INCOME	712.50	760.00	10,070.47	10,480.00	(409.53)	10,480.00	96.1%
4300 INTEREST	378.27	400.00	5,851.05	4,800.00	1,051.05	4,800.00	121.9%
4310 MISC INCOME	0.00		847.48		847.48		
4500 RC PROVIDER SERVICE REIM	0.00	0.00	0.00	0.00	0.00	0.00	
5000 GRANTS	174,696.00	659,389.00	666,002.00	1,128,379.00	(462,377.00)	1,128,379.00	59.0%
5080 OREGON STF FUNDS	0.00	214,640.00	113,740.00	328,560.00	(214,820.00)	328,560.00	34.6%
Other Types of Income	75.00		75.00		75.00		
Total Income	233,024.61	980,389.00	2,425,922.67	3,062,036.00	(636,113.33)	3,062,036.00	79.2%
Gross Profit	233,024.61	980,389.00	2,425,922.67	3,062,036.00	(636,113.33)	3,062,036.00	79.2%
Expense							
1. PERSONNEL SERVICES							
6005 SALARIES & WAGES	84,818.49	138,664.00	1,079,174.51	1,243,631.00	164,456.49	1,243,631.00	86.8%
6200 PAYROLL EXPENSES	7,335.74	15,816.00	116,572.05	153,610.00	37,037.95	153,610.00	75.9%
6300 EMPLOYEE BENEFITS	23,195.70	24,597.00	285,838.49	295,166.00	9,327.51	295,166.00	96.8%
Total 1. PERSONNEL SERVICES	115,349.93	179,077.00	1,481,585.05	1,692,407.00	210,821.95	1,692,407.00	87.5%
2. MATERIALS & SERVICES					0.00		
7000 RC PROVIDER PAYMENTS	825.12	1,480.00	5,652.76	17,750.00	12,097.24	17,750.00	31.8%
7030 BUS PASSES	0.00	340.00	0.00	4,080.00	4,080.00	4,080.00	0.0%
8005 AUDIT	13,508.00	0.00	17,776.00	26,160.00	8,384.00	26,160.00	68.0%
8006 ADS (HR JOB POSTING)	2,096.51	350.00	3,786.86	4,200.00	413.14	4,200.00	90.2%
8010 BANK FEES	166.36	250.00	3,221.21	3,005.00	(216.21)	3,005.00	107.2%
8020 BLDING & GROUNDS MAINT	4,377.74	2,114.00	32,637.59	25,373.00	(7,264.59)	25,373.00	128.6%
8030 COMP-INFO-TECH SERVICES	4,983.74	2,245.00	39,082.14	26,237.00	(12,845.14)	26,237.00	149.0%
8035 CONF TRAINING & TRAVEL	680.12	5,100.00	13,878.05	37,042.00	23,163.95	37,042.00	37.5%
8045 DRUG/ALCOHOL/BG CHECKS	155.00	267.00	1,652.36	3,200.00	1,547.64	3,200.00	51.6%
8050 DUES SUBSCRIPTIONS & FEES	215.50	495.00	10,550.99	9,280.00	(1,270.99)	9,280.00	113.7%
8053 IGA - DUES AND FEES	0.00	0.00	16,667.00	16,700.00	33.00	16,700.00	99.8%
8055 DURABLE EQUIP/SMALL TOOL	1,568.65	1,066.00	11,275.44	16,750.00	5,474.56	16,750.00	67.3%
8061 EQUIPMENT LEASE/RENT	515.00	458.00	5,651.57	25,500.00	19,848.43	25,500.00	22.2%
8065 EDUCATION/OUTREACH	356.50	3,241.00	8,498.77	39,510.00	31,011.23	39,510.00	21.5%
8070 EMPLOYEE RECOGNITION	72.89	100.00	6,824.20	4,000.00	(2,824.20)	4,000.00	170.6%
8072 Election Fees	6,908.04	0.00	6,908.04	4,000.00	(2,908.04)	4,000.00	172.7%
8075 FUEL	19,209.59	19,905.00	120,594.15	238,772.00	118,177.85	238,772.00	50.5%
8080 INSURANCE	15,232.40	0.00	58,714.18	56,142.00	(2,572.18)	56,142.00	104.6%
8090 LEGAL ADS	335.04	400.00	790.78	800.00	9.22	800.00	98.8%
8095 LEGAL COUNSEL	140.00	1,500.00	2,116.00	6,400.00	4,284.00	6,400.00	33.1%
8100 MEETING EXPENSE	1,069.15	200.00	2,580.68	1,400.00	(1,180.68)	1,400.00	184.3%
8120 OFFICE SUPPLIES	2,973.97	2,000.00	13,061.35	15,450.00	2,388.65	15,450.00	84.5%
8130 PAYROLL PROCESSING FEES	0.00	160.00	1,718.80	2,080.00	361.20	2,080.00	82.6%
8135 PRINTING	1,455.46	3,052.00	9,394.06	33,950.00	24,555.94	33,950.00	27.7%
8139 PROFESSIONAL SERVICES	3,577.50	3,233.00	25,642.80	32,850.00	7,207.20	32,850.00	78.1%
8140 SUBGRANT PASS THROUGH	0.00	0.00	0.00	15,000.00	15,000.00	15,000.00	0.0%
8150 TAXES/LICENSES/BUS REG FE	209.00	80.00	283.22	330.00	46.78	330.00	85.8%
8155 TELEPHONE/INTERNET SERVI	1,264.48	1,771.00	23,110.81	21,296.00	(1,814.81)	21,296.00	108.5%
8160 UNIFORMS	182.68	3,000.00	3,305.93	5,924.00	2,618.07	5,924.00	55.8%
8165 UTILITIES	1,999.79	1,600.00	18,931.90	21,667.00	2,735.10	21,667.00	87.4%
8170 VEHICLE MAINT & REPAIRS	10,880.62	10,200.00	102,801.78	120,200.00	17,398.22	120,200.00	85.5%
Total 2. MATERIALS & SERVICES	94,958.85	64,607.00	567,109.42	835,048.00	267,938.58	835,048.00	67.9%
Total Expense	210,308.78	243,684.00	2,048,694.47	2,527,455.00	478,760.53	2,527,455.00	81.1%
Net Ordinary Income	22,715.83	736,705.00	377,228.20	534,581.00	157,352.80	534,581.00	70.6%

Sunset Empire Transportation District
Profit & Loss Budget Performance-SETD
June 2017

Other Income/Expense

Other Expense

3. OTHER EXPENSES							
9610 CLATSOP BANK-PRINCIPAL	5,640.98	5,653.41	66,343.45	66,421.11	77.66	66,421.11	99.9%
9611 CLATSOP BANK-LOAN INT	932.52	902.09	12,538.55	12,460.89	(77.66)	12,460.89	100.6%
Total 3. OTHER EXPENSES	6,573.50	6,555.50	78,882.00	78,882.00	0.00	78,882.00	100.0%
9600 DEBT SERVICE & INTERES-FEE	0.00		334.40	334.00	(0.40)	334.00	100.1%
9625 SDAO FLEXLEASE-PRINCIPAL	0.00		38,000.00	38,000.00	0.00	38,000.00	100.0%
9626 SDAO FLEXLEASE-INTEREST	3,391.50	4,389.00	7,780.50	8,778.00	997.50	8,778.00	88.6%
9700 CAPITAL EXPENSE	133,719.00	410,000.00	346,650.00	797,000.00	450,350.00	797,000.00	43.5%
9800 CONTINGENCY	0.00	106,104.00	0.00	106,104.00	106,104.00	106,104.00	0.0%
9850 TRANSFER OUT	0.00		0.00	0.00	0.00	0.00	
Total Other Expense	143,684.00	527,048.50	471,646.90	1,029,098.00	557,451.10	1,029,098.00	45.8%
Net Other Income	-143,684.00	-527,048.50	-471,646.90	-1,029,098.00	557,451.10	-1,029,098.00	45.8%
	-120,968.17	209,656.50	-94,418.70	-494,517.00	400,098.30	-494,517.00	19.1%

Sunset Empire Transportation District
Profit & Loss Budget Performance-RiDECARE
June 2017

	Month Actual	Month Budget	YTD Actual	YTD Budget	YTD Budget to YTD Actual	Annual Budget	YTD Act to Budget
Ordinary Income/Expense					Better		
Income					(Worse)		
4300 INTEREST	1,185.04	500.00	12,241.76	6,000.00	6,241.76	6,000.00	204%
4310 MISC INCOME	0.00		28.00		28.00		
4500 RC PROVIDER SERVICE REIM	267,928.13	300,009.00	3,040,420.31	3,434,370.00	(393,949.69)	3,434,370.00	89%
Other Types of Income	0.00		0.00	0.00	0.00	0.00	
Total Income	269,113.17	300,509.00	3,052,690.07	3,440,370.00	(387,679.93)	3,440,370.00	89%
	269,113.17	300,509.00	3,052,690.07	3,440,370.00	(387,679.93)	3,440,370.00	89%
Expense							
1. PERSONNEL SERVICES	33,744.19	46,264.43	414,286.62	493,537.60	79,250.98	493,537.60	84%
6005 SALARIES & WAGES	24,013.12	34,191.66	319,981.94	350,930.63	30,948.69	350,930.63	91%
6200 PAYROLL EXPENSES	2,002.62	4,277.29	31,041.76	45,204.75	14,162.99	45,204.75	69%
6300 EMPLOYEE BENEFITS	7,728.45	7,492.48	63,262.92	97,402.22	34,139.30	97,402.22	65%
Total 1. PERSONNEL SERVICES	33,744.19	46,264.43	414,286.62	493,537.60	79,250.98	493,537.60	84%
2. MATERIALS & SERVICES					0.00		
7000 RC PROVIDER PAYMENTS	249,379.50	242,977.00	2,704,836.08	2,781,506.00	76,669.92	2,781,506.00	97%
7030 BUS PASSES	700.00	1,500.00	20,680.00	18,000.00	(2,680.00)	18,000.00	115%
7050 DMAP/CCO Annual Adjustment	0.00	70,000.00	16,302.00	140,000.00	123,698.00	140,000.00	12%
8005 AUDIT	3,377.00	600.00	4,444.00	6,540.00	2,096.00	6,540.00	68%
8006 ADS (HR JOB POSTING)	0.00	200.00	468.58	2,000.00	1,531.42	2,000.00	23%
8010 BANK FEES	68.05	14.00	196.05	171.00	(25.05)	171.00	115%
8020 BLDING & GROUNDS MAINT	677.20	683.00	6,318.72	8,190.00	1,871.28	8,190.00	77%
8025 BUS PASSES	0.00	0.00	0.00	0.00	0.00	0.00	
8030 COMP-INFO-TECH SERVICES	1,753.87	635.00	8,823.58	7,609.00	(1,214.58)	7,609.00	116%
8035 CONF TRAINING & TRAVEL	0.00	490.00	632.45	6,788.00	6,155.55	6,788.00	9%
8045 DRUG/ALCOHOL/BG CHECKS	164.00	100.00	2,430.25	1,200.00	(1,230.25)	1,200.00	203%
8050 DUES SUBSCRIPTIONS & FEES	0.00	0.00	162.66	2,170.00	2,007.34	2,170.00	7%
8055 DURABLE EQUIP/SMALL TOOLS	0.00	1,000.00	7,504.30	19,700.00	12,195.70	19,700.00	38%
8065 EDUCATION/OUTREACH	0.00	500.00	0.00	2,400.00	2,400.00	2,400.00	0%
8070 EMPLOYEE RECOGNITION	0.00	100.00	26.99	1,800.00	1,773.01	1,800.00	1%
8072 Election Fees	0.00	0.00	0.00	1,000.00	1,000.00	1,000.00	0%
8080 INSURANCE	1,444.85	1,430.00	8,395.83	5,742.00	(2,653.83)	5,742.00	146%
8090 LEGAL ADS	0.00	100.00	0.00	500.00	500.00	500.00	0%
8095 LEGAL COUNSEL	0.00	0.00	0.00	200.00	200.00	200.00	0%
8100 MEETING EXPENSE	0.00	100.00	170.87	1,200.00	1,029.13	1,200.00	14%
8120 OFFICE SUPPLIES	447.29	343.00	4,793.15	4,050.00	(743.15)	4,050.00	118%
8130 PAYROLL PROCESSING FEES	0.00	40.00	429.95	520.00	90.05	520.00	83%
8135 PRINTING	343.62	250.00	589.15	3,000.00	2,410.85	3,000.00	20%
8139 PROFESSIONAL SERVICES	3,650.92	9,560.00	11,889.40	40,000.00	28,110.60	40,000.00	30%
8155 TELEPHONE/INTERNET SERVICE	226.28	3,267.00	34,227.33	39,184.00	4,956.67	39,184.00	87%
8160 UNIFORMS	0.00	0.00	0.00	0.00	0.00	0.00	
8165 UTILITIES	825.40	620.00	8,184.24	8,339.00	154.76	8,339.00	98%
Total 2. MATERIALS & SERVICES	263,057.98	334,509.00	2,841,505.58	3,101,809.00	260,303.42	3,101,809.00	92%
Total Expense	296,802.17	380,773.43	3,255,792.20	3,595,346.60	339,554.40	3,595,346.60	91%
Net Ordinary Income	-27,689.00	-80,264.43	-203,102.13	-154,976.60	48,125.53	-154,976.60	131%
Other Income/Expense							

Sunset Empire Transportation District
Profit & Loss Budget Performance-RiDECARE
June 2017

	<u>Month</u> <u>Actual</u>	<u>Month</u> <u>Budget</u>	<u>YTD Actual</u>	<u>YTD Budget</u>	<u>YTD Budget to</u> <u>YTD Actual</u>	<u>Annual</u> <u>Budget</u>	<u>YTD Act to</u> <u>Budget</u>
3. OTHER EXPENSES							
9611 CLATSOP BANK-LOAN INT	0.00		0.00	0.00	0.00	0.00	
Total 3. OTHER EXPENSES	0.00		0.00	0.00	0.00	0.00	
9600 DEBT SERVICE & INTERES-FEE	0.00		105.60	106.00	0.40	106.00	100%
9625 SDAO FLEXLEASE-PRINCIPAL	0.00		12,000.00	12,000.00	0.00	12,000.00	100%
9626 SDAO FLEXLEASE-INTEREST	1,071.00	1,386.00	2,457.00	2,772.00	315.00	2,772.00	89%
9655 DMAP REPAYMENT AGREEMENT	36,343.25	36,344.00	145,373.00	145,373.00	0.00	145,373.00	100%
9800 CONTINGENCY	0.00	200,000.00	0.00	200,000.00	200,000.00	200,000.00	0%
	<u>37,414.25</u>	<u>237,730.00</u>	<u>159,935.60</u>	<u>360,251.00</u>	<u>200,315.40</u>	<u>360,251.00</u>	44%
Net Other Income	-37,414.25	-237,730.00	-159,935.60	-360,251.00	200,315.40	-360,251.00	44%
	<u>-65,103.25</u>	<u>-317,994.43</u>	<u>-363,037.73</u>	<u>-515,227.60</u>	<u>152,189.87</u>	<u>-515,227.60</u>	70%

Sunset Empire Transportation District
Balance Sheet
As of June 30, 2017

ASSETS		LIABILITIES & EQUITY	
Current Assets		Liabilities	
Checking/Savings		Current Liabilities	
1000 SETD GEN FUND BANK ACCTS	688,722.96	Accounts Payable	
1040 TILLS	360.00	2000 ACCOUNTS PAYABLES	
1050 RIDECARE FUND BANK ACCTS	897,132.06	2010 SETD G	27,048.50
Total Checking/Savings	<u>1,586,215.02</u>	2020 RIDECA	100.00
Accounts Receivable		Total 2000 ACCOUNTS PA\	<u>27,148.50</u>
1200 ACCOUNTS RECEIVABLES	94,884.00	Total Accounts Payable	
1250 PROPERTY TAX RECEIVABLES	45,357.23	27,148.50	
1251 PASS TRANSIT RECEIVABLES	-7.00	Other Current Liabilities	
Total Accounts Receivable	<u>140,234.23</u>	Total Current Liabilities	
Other Current Assets		83,170.87	
1400 PREPAID EXPENSES	12,100.50	Long Term Liabilities	
1500 UNDEPOSITED FUNDS	-2.20	2800 INTERCOMPANY DUE TO/FROM	
Total Other Current Assets	<u>12,098.30</u>	2810 DUE TO RIDECARE	-220,178.82
Total Current Assets	<u>1,738,547.55</u>	2815 DUE TO/(FROM) SETI	220,178.82
TOTAL ASSETS	<u><u>1,738,547.55</u></u>	Total 2800 INTERCOMPANY DUE TO/FR	<u>0.00</u>
		Total Long Term Liabilities	0.00
		Total Liabilities	<u>83,170.87</u>
		Equity	
		3200 GF PRIOR PERIOD ADJUST	-8,891.00
		3700 FUND BALANCE NWRC-RESTRICT	1,311,965.11
		3800 FUND BALANCE GENERAL FUND	789,741.87
		3900 RETAINED EARNINGS	21,246.17
		Net Income	<u>-458,685.47</u>
		Total Equity	<u>1,655,376.68</u>
		TOTAL LIABILITIES & EQUITY	<u><u>1,738,547.55</u></u>

Sunset Empire Transportation District A/R Aging Summary As of June 30, 2017

	<u>Current</u>	<u>1 - 30</u>	<u>31 - 60</u>	<u>61 - 90</u>	<u>> 90</u>	<u>TOTAL</u>
CCC	60.00	0.00	0.00	0.00	0.00	60.00
CLATSOP BEHAVIORAL HEALTHCARE	330.00	0.00	0.00	0.00	0.00	330.00
CLATSOP COUNTY TREASURER	0.00	0.00	0.00	0.00	45,357.23	45,357.23
DHS - CHILD WELFARE-CLATSOP	933.00	0.00	0.00	0.00	0.00	933.00
DSHS-Childrens Admin Office	144.00	0.00	0.00	0.00	0.00	144.00
ISN	0.00	0.00	0.00	0.00	-330.00	-330.00
ODOT	0.00	0.00	0.00	0.00	-20.00	-20.00
OR DHS-VOCATIONAL REHAB SERVICES	0.00	-7.00	0.00	0.00	0.00	-7.00
OR DHS - ASTORIA - SSP/0401	850.00	0.00	0.00	0.00	0.00	850.00
OR TREASURY	0.00	0.00	0.00	0.00	0.00	0.00
P-ALLSTATE INSURANCE AGENCY	142.50	0.00	0.00	0.00	0.00	142.50
P-ANDI WARREN INSURANCE AGENCY	47.50	0.00	0.00	0.00	0.00	47.50
P-CELLAR ON 10TH, THE	95.00	0.00	0.00	0.00	0.00	95.00
P-H&R Block	142.50	0.00	0.00	47.50	0.00	190.00
P-HOMESPUN QUILTS	95.00	0.00	0.00	0.00	0.00	95.00
P-HOXIE, RONALD	47.50	0.00	0.00	47.50	0.00	95.00
P-IMPACT THRIFT	47.50	42.50	0.00	95.00	0.00	185.00
P-THORSEN, MARY	95.00	0.00	0.00	0.00	0.00	95.00
Providence Seaside Hospital	0.00	132.00	0.00	0.00	0.00	132.00
RC-PASSES	0.00	3,615.00	0.00	0.00	0.00	3,615.00
RC-SETD PARA	0.00	0.00	0.00	0.00	0.00	0.00
ZZZ-OPENING BALANCE ADJUSTMENT	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	<u>3,029.50</u>	<u>3,782.50</u>	<u>0.00</u>	<u>190.00</u>	<u>45,007.23</u>	<u>52,009.23</u>

Sunset Empire Transportation District
A/P Aging Summary
As of July 19, 2017

	<u>Current</u>	<u>1 - 30</u>	<u>31 - 60</u>	<u>61 - 90</u>	<u>> 90</u>	<u>TOTAL</u>
HOME DEPOT CREDIT SERVICES	59.88	17.44	0.00	0.00	0.00	77.32
MTR WESTERN BUS	0.00	0.00	0.00	0.00	0.00	0.00
O'REILLY AUTO PARTS	0.00	0.00	0.00	0.00	-178.04	-178.04
PACIFCSOURCE ADMINISTRATORS	0.00	0.00	0.00	0.00	0.00	0.00
PP-GF_for concversion	0.00	0.00	0.00	0.00	0.00	0.00
PP-RC_for conversion adj	0.00	0.00	0.00	0.00	0.00	0.00
RC-K & M MEDIVAN	0.00	0.00	0.00	0.00	0.00	0.00
RC-TILLAMOOK COUNTY TRANSPORTATION	0.00	0.00	0.00	0.00	30.00	30.00
SDIS	0.00	0.00	0.00	0.00	0.00	0.00
SNOW & SNOW ATTORNEYS AT LAW	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	<u>59.88</u>	<u>17.44</u>	<u>0.00</u>	<u>0.00</u>	<u>-148.04</u>	<u>-70.72</u>

Sunset Empire Transportation District
Check Detail
June 2017

<u>Num</u>	<u>Date</u>	<u>Name</u>	<u>Paid Amount</u>
	06/30/2017	CLATSOP COMMUNITY BANK	6,573.50
4490	06/06/2017	RC-SKINNYS TEXACO	5,411.85
4491	06/06/2017	RC-TILLAMOOK COUNTY TRANSPORTATION	9,743.00
4492	06/06/2017	RC-WAPATO SHORES, INC	16,772.05
4498	06/13/2017	RC-K & M MEDIVAN	7,000.38
4505	06/13/2017	RC-TILLAMOOK COUNTY TRANSPORTATION	10,787.00
4506	06/13/2017	RC-WAPATO SHORES, INC	14,095.50
4516	06/19/2017	RC-K & M MEDIVAN	5,468.74
4523	06/19/2017	RC-SKINNYS TEXACO	6,586.22
4524	06/19/2017	RC-TILLAMOOK COUNTY TRANSPORTATION	11,369.00
4526	06/19/2017	RC-WAPATO SHORES, INC	17,173.52
4527	06/19/2017	RC-WILCOX & FLEGEL	6,267.06
4530	06/19/2017	RC-K & M MEDIVAN	8,633.95
4531	06/21/2017	RC-OR DHS	36,343.25
4536	06/29/2017	RC-HOT SHOT TRANSPORTATION	5,039.63
4537	06/29/2017	RC-K & M MEDIVAN	14,555.29
4543	06/29/2017	RC-TILLAMOOK COUNTY TRANSPORTATION	14,864.00
4544	06/29/2017	RC-WAPATO SHORES, INC	18,169.81
4555	06/30/2017	RC-K & M MEDIVAN	8,552.29
4556	06/30/2017	RC-LEE, RYAN	6,416.82
4558	06/30/2017	RC-METRO WEST AMBULANCE	10,566.86
4561	06/30/2017	RC-WAPATO SHORES, INC	15,807.33
17015	06/13/2017	BOLDT, CARLISLE & SMITH, LLC	14,270.00
17026	06/13/2017	JACKSON & SON OIL, INC.	5,384.75
17034	06/13/2017	WILCOX & FLEGEL	6,324.09
17036	06/19/2017	CLATSOP COUNTY CLERK	6,908.04
17069	06/29/2017	SDIS	15,291.25
17074	06/30/2017	CREATIVE BUS SALES	133,719.00

Bill

Sunset Empire Transportation District
 ASTORIA, OR. 97103
 900 Marine Drive

Date	Ref. No.
06/15/2017	0342 5/9-6/7

Vendor
CARD SERVICE CENTER PO BOX 569100 DALLAS TX 75356-9100

PAID

Bill Due	07/15/2017
Terms	
Memo	

Expenses

Account	Memo	Amount	Customer:Job	Class
8038 TRAVEL	0667 HAZEN RED ROBIN - FOOD FOR JEFF FOR PTAC MEETING	11.98		ADMINISTRATION
8173 STOCK PARTS	A & M SYSTEMS INC - PARTS FOR SHOP	310.28		OPER 5311
8135 PRINTING	WALGREENS - PHOTOS FOR OPS	9.35		OPER 5311
8172 OUTSIDE SERVICES	ASTORIA ECO WASH - CAR WASH #04	12.00		OPER 5311
8038 TRAVEL	KLONDIKE RESTAURANT - FOOD FOR MARY, LYLLA, MARGARET AND JEFF FOR FEASIBILITY STUDY	43.00		ADMINISTRATION
8038 TRAVEL	JIMMY JOHNS - FOOD FOR JEFF FOR TRANS OPTION MEETING	9.00		TRANS OPTIONS
8038 TRAVEL	ABBY'S PIZZA - FOOD FOR JEFF FOR TRANS OPTION MEETING	18.75		TRANS OPTIONS
8120 OFFICE SUPPLIES	BLACK BEAR DINER - FOOD FOR JEFF FOR TRANS OPTION MEETING	17.28		TRANS OPTIONS
8038 TRAVEL	HILTON GARDEN INN - LODGING FOR JEFF FOR TRANS OPTION MEETING	401.68		TRANS OPTIONS
8038 TRAVEL	MCGRATH'S FISH HOUSE - FOOD FOR JEFF FOR PTAC MEETING	14.58		ADMINISTRATION
8038 TRAVEL	SALEM PARKING - PARKING FOR JEFF FOR PTAC MEETING	2.05		ADMINISTRATION
8038 TRAVEL	RAM RESTAURANT - FOOD FOR JEFF FOR PTAC MEETING	18.94		ADMINISTRATION

Bill

Sunset Empire Transportation District
 ASTORIA, OR. 97103
 900 Marine Drive

Date	Ref. No.
06/15/2017	0342 5/9-6/7

Vendor
CARD SERVICE CENTER PO BOX 569100 DALLAS TX 75356-9100

PAID

Bill Due	07/15/2017
Terms	
Memo	

Expenses

Account	Memo	Amount	Customer:Job	Class
8038 TRAVEL	RED LION INN - LODGING FOR JEFF FOR PTAC MEETING	107.10		ADMINISTRATION
8120 OFFICE SUPPLIES	0261 JONES STAPLES - OFFICE SUPPLIES	52.93	RIDECARE ADMIN	ADMINISTRATION
8032 SUPPORT SERVICES/CONTRACT	0334 LAYTON ADOBE - SOFTWARE SUBSCRIPTION	34.98		ADMINISTRATION
8121 POSTAGE-SHIPPING	USPS - STAMPS	98.00		ADMINISTRATION
8070 EMPLOYEE RECOGNITION	FRED MEYER - FOOD FOR EMPLOYEE QUARTERLY PARTY	72.89		OPER 5311
8120 OFFICE SUPPLIES	COSTCO CHECKS & FORMS - REORDER DEPOSIT SLIPS	50.58		ADMINISTRATION
8100 MEETING EXPENSE	0020 PARKER FRED MEYER	91.15		ADMINISTRATION
8100 MEETING EXPENSE	SAFEWAY	9.97		ADMINISTRATION
8100 MEETING EXPENSE	PETER PAN	70.80		ADMINISTRATION
8100 MEETING EXPENSE	HOME BAKING	23.35		ADMINISTRATION
8100 MEETING EXPENSE	SAFEWAY	71.37		ADMINISTRATION
8100 MEETING EXPENSE	SAFEWAY	72.74		ADMINISTRATION
8050 DUES	COMMUNITY TRANSIT	50.00		ADMINISTRATION
SUBSCRIPTIONS & FEES				
8100 MEETING EXPENSE	HOME BAKERY	17.85		ADMINISTRATION
8100 MEETING EXPENSE	SAFEWAY	75.37		ADMINISTRATION
8100 MEETING EXPENSE	PETER PAN	61.75		ADMINISTRATION
8135 PRINTING	LAZERQUICK - BROCHURES	497.88		ADMINISTRATION
8100 MEETING EXPENSE	HOME BAKING	13.45		ADMINISTRATION
8120 OFFICE SUPPLIES	STAPLES	13.47		ADMINISTRATION

Expense Total : 2,354.52

Bill Total : \$2,354.52

Date: July 21, 2017

To: Board of Commissioners

From: Jeff Hazen

Re: Agenda Item 10.b Seaside Urban Renewal District

As you will recall, I sent this packet out to you earlier this month to give you the opportunity to read it and give you time to think about any recommendations you would like to put forth on the plan.

When the Board agrees on the recommendations that they would like to make on the plan, staff will compose a letter to the City and submit it with the Chairperson's signature. There is a public hearing scheduled for August 14th so the letter will arrive at the City prior to the hearing.

I have also enclosed a copy of ORS 457.085 which confirms the procedure that urban renewal agency must follow. Section (5) refers to their requirements in regards to other taxing districts.

CITY OF SEASIDE

OREGON'S
FAMOUS
ALL-YEAR
RESORT

RECEIVED 989 BROADWAY
SEASIDE, OREGON 97138
(503) 738-5511

JUL 02 2017

JUNE 29, 2017

Re: Proposed Southeast Seaside Urban Renewal Plan

The Seaside City Council is considering adoption of an ordinance to establish an urban renewal area that encompasses the southeast portion of Seaside. (Figure 1). Figure 2 indicates the city limits, urban growth boundary properties and the properties outside the 2017 urban growth boundary. The tax increment revenues from urban renewal would assist with school infrastructure, general infrastructure, and business assistance projects that would enable this underdeveloped area to develop.

The legal requirements for the adoption of an urban renewal plan stipulate that the proposed urban renewal plan be sent to representatives of overlapping taxing districts. Although the approval of the other overlapping taxing districts is not required, the City Council is required to respond specifically to any written recommendations of the districts. This letter is the official transmission of the proposed Southeast Seaside Urban Renewal Plan. Clatsop County will also need to approve the Urban Renewal Plan as there are unincorporated properties within the area.

The Seaside City Council is scheduled to have a public hearing on the proposed Southeast Seaside Urban Renewal Plan on August 14. They will vote on the proposed Southeast Seaside Urban Renewal Plan on August 28 at the City Hall, at the 7:00 pm meeting.

I. BACKGROUND

In early 2017, the Seaside Improvement Commission began to consider another urban renewal area. The discussions focused on the south end of the city and the area where the school district anticipated moving schools. In May 2017, voters approved the Seaside School District's issuance of a major bond to move the location of the high school out of the tsunami inundation zone. This approval helped reinforce the Seaside Improvement Commission's desire to implement urban renewal as a partial means to help the school pay for infrastructure at the new school sites. The Seaside Improvement Commission also included underdeveloped and blighted properties in the south end of Seaside in the new urban renewal area boundary. This area is in need of infrastructure improvements. Businesses in the area could benefit from business assistance programs.

The Seaside Improvement Commission met four times to review the boundary, projects, goals and objectives, and financing of the Plan. They sponsored a Public Forum on May 2, 2017. The Public Forum provided opportunities for both information on the proposed urban renewal area and also for input from the community through questions in a formal presentation and responses to a questionnaire. The questionnaire reinforced the need for Avenue A,G,S,U bridge improvements and other transportation improvements. Questionnaire responses also supported the school infrastructure improvements. There were comments made on the questionnaire that affordable housing needed to be included as a project in the plan. As a result of the Public Forum, the Seaside Improvement Commission added Affordable Housing as a project to the Plan.

Some of the urban renewal area is outside of the Seaside city limits. State Statute requires that the County also approve the urban renewal plan when there are unincorporated properties.

II. PROPOSAL

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old deteriorated buildings, public spaces which need improvements, a lack of investment, streets and utilities in poor condition or they can lack streets and utilities altogether. The Area has many properties that are undeveloped or under developed, and lacks sufficient infrastructure within the Area. The specific projects proposed in this Plan are outlined in Sections IV and V of the Plan and include infrastructure, economic development, public safety, streetscape, entryways, signage, and transportation.

Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

Urban renewal is put into effect by the local government (the city in this case) adopting an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The goals of the Plan are listed in Section III of the attached Plan.

The Plan would be administered by the Seaside Improvement Commission. Major changes to the Plan, if necessary, must be approved by the Seaside Improvement Commission and City Council as detailed in Section IX Future Amendments to the Plan.

III. FINANCING

The proposed maximum indebtedness, the limit on the amount of funds that may be spent on administration, projects and programs in the Area is \$68,500,000. The maximum indebtedness does not include interest paid on any borrowing by the urban renewal agency. There is a proposed financing plan in the Report that shows that the Plan is financially feasible. It is understood that the Agency may make changes to the financing plan as needs and opportunities arise, typically during the annual budgeting process.

Figure 1 - Proposed Southeast Seaside Urban Renewal Area

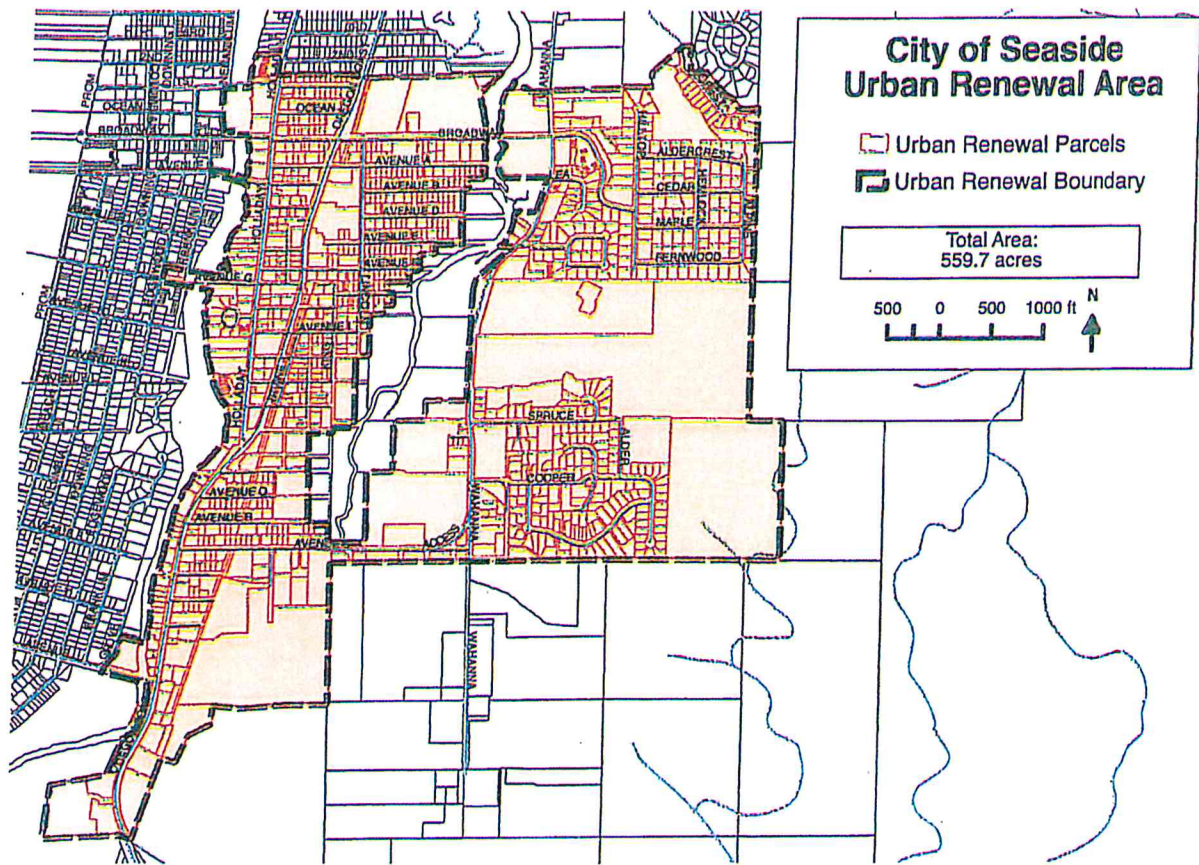
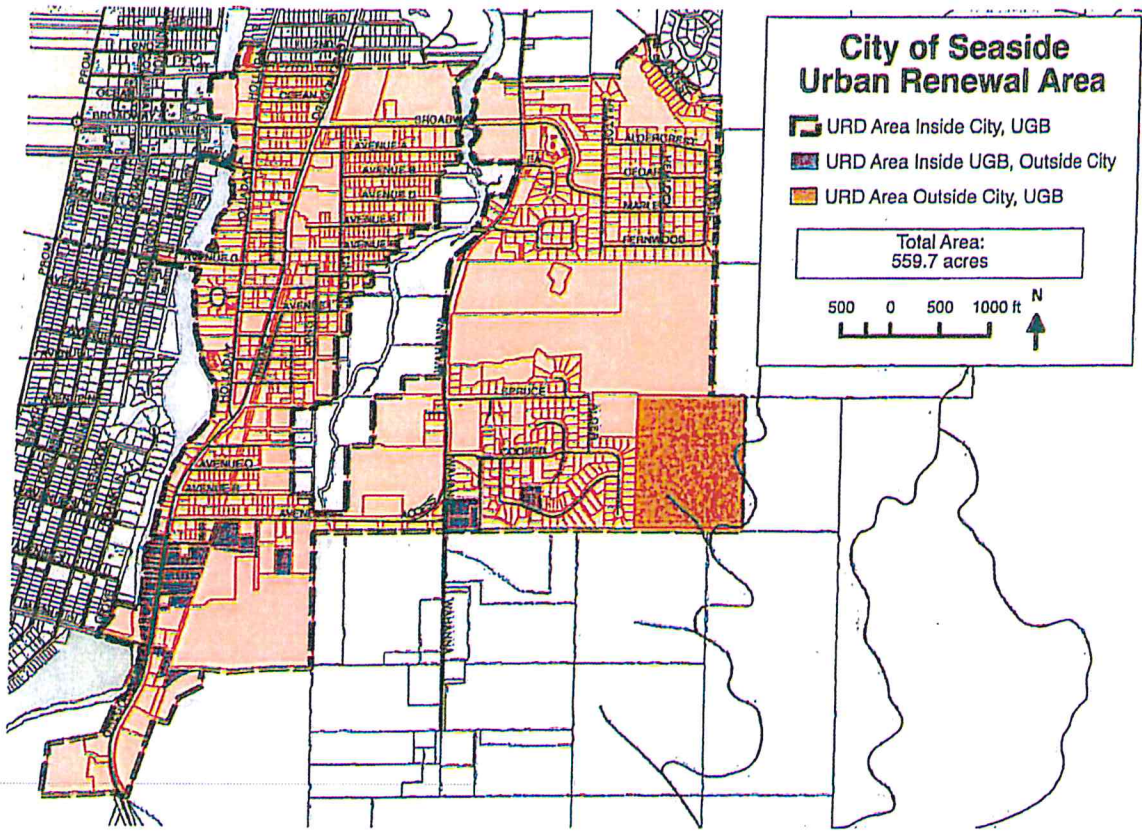


Figure 2 - Southeast Seaside Urban Renewal Plan Area Boundary, City Limits and UGB Designations



IV. IMPACT ON TAXING JURISDICTIONS

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 assessed value in the Area. The projections for impacts on the taxing jurisdictions are estimated through fiscal year (FY) 2042-43, twenty-five years of tax increment collections.

Revenue sharing was a feature of the 2009 legislative changes in urban renewal law. Revenue sharing is based on the actual tax increment revenues generated and occurs at stipulated trigger points in the life of a Plan. Revenue sharing is based on the actual tax increment revenues generated and occurs at stipulated trigger points in the life of a Plan. The first trigger point is when the annual tax increment revenues are equal to 10% of the maximum indebtedness established for the Area. Revenue sharing is not projected to be a part of this plan.

General obligation (GO) bonds and local option levies issued after October 2001 would not be impacted by the proposed urban renewal district.

Tables 1a and 1b show the projected impacts to the taxing districts as a result of the proposed Southeast Seaside Urban Renewal Plan.

Table 1a – Projected Impact on Taxing District Permanent Rate Levies - General Government

Year	City of Astoria Permanents	City of Astoria Pay of Assessor Permanents	City of Astoria Services Permanents	City of Astoria Permanents	Seaside-Rosd Permanents	Union Health Permanents	Sunset Empire Park Permanents	Sunset Empire Transit Permanents	Road Permanents	Seaside (RFP) Permanents	Clatsop County Law Permanents	Subtotal 4-year Govt.
2019	(\$37,402)	(\$3,063)	(\$1,302)	(\$75,608)	(\$7,242)	(\$410)	(\$22,138)	(\$3,950)	(\$540)	(\$290)	(\$382)	(\$152,329)
2020	(\$58,827)	(\$4,817)	(\$2,048)	(\$118,917)	(\$11,391)	(\$644)	(\$34,819)	(\$6,213)	(\$850)	(\$456)	(\$601)	(\$239,584)
2021	(\$80,651)	(\$6,604)	(\$2,808)	(\$163,036)	(\$15,616)	(\$883)	(\$47,737)	(\$8,518)	(\$1,165)	(\$824)	(\$824)	(\$328,470)
2022	(\$103,588)	(\$8,481)	(\$3,606)	(\$209,361)	(\$20,054)	(\$1,134)	(\$61,301)	(\$10,939)	(\$1,496)	(\$803)	(\$1,058)	(\$421,801)
2023	(\$127,630)	(\$10,451)	(\$4,443)	(\$258,002)	(\$24,713)	(\$1,398)	(\$75,544)	(\$13,480)	(\$1,844)	(\$989)	(\$1,304)	(\$519,798)
2024	(\$152,895)	(\$12,520)	(\$5,323)	(\$309,076)	(\$29,605)	(\$1,675)	(\$90,498)	(\$16,149)	(\$2,209)	(\$1,185)	(\$1,562)	(\$622,696)
2025	(\$179,423)	(\$14,693)	(\$6,247)	(\$362,702)	(\$34,741)	(\$1,965)	(\$106,200)	(\$18,951)	(\$2,592)	(\$1,391)	(\$1,833)	(\$730,738)
2026	(\$207,278)	(\$16,974)	(\$7,216)	(\$419,011)	(\$40,135)	(\$2,270)	(\$122,687)	(\$21,893)	(\$2,995)	(\$1,607)	(\$2,118)	(\$844,183)
2027	(\$236,526)	(\$19,369)	(\$8,235)	(\$478,134)	(\$45,798)	(\$2,591)	(\$139,998)	(\$24,982)	(\$3,418)	(\$1,833)	(\$2,417)	(\$963,300)
2028	(\$267,235)	(\$21,883)	(\$9,304)	(\$540,214)	(\$51,744)	(\$2,927)	(\$158,175)	(\$28,225)	(\$3,816)	(\$2,071)	(\$2,731)	(\$1,088,372)
2029	(\$299,481)	(\$24,524)	(\$10,427)	(\$605,398)	(\$57,988)	(\$3,280)	(\$177,261)	(\$31,631)	(\$4,327)	(\$2,321)	(\$3,060)	(\$1,219,698)
2030	(\$333,338)	(\$27,296)	(\$11,605)	(\$673,840)	(\$64,544)	(\$3,651)	(\$197,301)	(\$35,207)	(\$4,816)	(\$2,584)	(\$3,406)	(\$1,357,589)
2031	(\$368,889)	(\$30,208)	(\$12,843)	(\$745,706)	(\$71,427)	(\$4,041)	(\$218,344)	(\$38,962)	(\$5,330)	(\$2,859)	(\$3,769)	(\$1,502,377)
2032	(\$406,217)	(\$33,264)	(\$14,143)	(\$821,164)	(\$78,655)	(\$4,449)	(\$240,438)	(\$42,905)	(\$5,870)	(\$3,149)	(\$4,130)	(\$1,654,403)
2033	(\$445,411)	(\$36,474)	(\$15,507)	(\$900,395)	(\$86,244)	(\$4,879)	(\$263,637)	(\$47,044)	(\$6,436)	(\$3,452)	(\$4,551)	(\$1,814,031)
2034	(\$486,566)	(\$39,844)	(\$16,940)	(\$983,588)	(\$94,213)	(\$5,329)	(\$287,996)	(\$51,991)	(\$7,031)	(\$3,771)	(\$4,972)	(\$1,981,640)
2035	(\$529,777)	(\$43,382)	(\$18,444)	(\$1,070,940)	(\$102,580)	(\$5,803)	(\$313,573)	(\$55,955)	(\$7,655)	(\$4,106)	(\$5,413)	(\$2,157,629)
2036	(\$575,130)	(\$47,098)	(\$20,024)	(\$1,162,660)	(\$111,365)	(\$6,300)	(\$340,429)	(\$60,747)	(\$8,311)	(\$4,458)	(\$5,872)	(\$2,342,419)
2037	(\$622,791)	(\$50,999)	(\$21,683)	(\$1,258,967)	(\$120,590)	(\$6,822)	(\$368,627)	(\$65,779)	(\$8,999)	(\$4,827)	(\$6,363)	(\$2,536,447)
2038	(\$672,814)	(\$55,095)	(\$23,424)	(\$1,360,088)	(\$130,276)	(\$7,369)	(\$398,236)	(\$71,063)	(\$9,722)	(\$5,215)	(\$6,874)	(\$2,740,176)
2039	(\$723,338)	(\$59,397)	(\$25,253)	(\$1,466,265)	(\$140,446)	(\$7,945)	(\$429,325)	(\$76,610)	(\$10,480)	(\$5,622)	(\$7,411)	(\$2,954,092)
2040	(\$780,489)	(\$63,913)	(\$27,173)	(\$1,577,752)	(\$151,125)	(\$8,549)	(\$461,968)	(\$82,435)	(\$11,277)	(\$6,050)	(\$7,975)	(\$3,178,705)
2041	(\$838,397)	(\$68,655)	(\$29,189)	(\$1,694,812)	(\$162,337)	(\$9,183)	(\$496,244)	(\$88,551)	(\$12,114)	(\$6,498)	(\$8,566)	(\$3,414,547)
2042	(\$899,200)	(\$73,634)	(\$31,306)	(\$1,817,725)	(\$174,111)	(\$9,849)	(\$532,233)	(\$94,974)	(\$12,993)	(\$6,970)	(\$9,188)	(\$3,662,182)
2043	(\$963,044)	(\$78,862)	(\$33,529)	(\$1,946,785)	(\$186,473)	(\$10,548)	(\$570,022)	(\$101,717)	(\$13,915)	(\$7,464)	(\$9,840)	(\$3,922,199)
Total	(\$10,398,337)	(\$851,500)	(\$362,023)	(\$21,020,144)	(\$2,013,414)	(\$113,895)	(\$61,547,730)	(\$1,098,273)	(\$1,502,488)	(\$80,596)	(\$106,244)	(\$42,349,404)

Source: Tiberius Solutions, LLC

Table 1b – Projected Impact on Taxing District Permanent Rate Levies - Education

FYE	Clatsop Community College Permanent	NW Regional ESD Permanent	Seaside School District 10 Permanent	Subtotal Education	Total All
2019	(\$18,984)	(\$3,750)	(\$107,552)	(\$130,286)	(\$282,615)
2020	(\$29,858)	(\$5,899)	(\$169,158)	(\$204,915)	(\$444,499)
2021	(\$40,936)	(\$8,087)	(\$231,916)	(\$280,939)	(\$609,409)
2022	(\$52,567)	(\$10,385)	(\$297,812)	(\$360,764)	(\$782,565)
2023	(\$64,780)	(\$12,798)	(\$367,004)	(\$444,582)	(\$964,380)
2024	(\$77,604)	(\$15,331)	(\$439,654)	(\$532,589)	(\$1,155,285)
2025	(\$91,068)	(\$17,991)	(\$515,938)	(\$624,997)	(\$1,355,735)
2026	(\$105,207)	(\$20,785)	(\$596,036)	(\$722,027)	(\$1,566,210)
2027	(\$120,052)	(\$23,717)	(\$680,138)	(\$823,907)	(\$1,787,207)
2028	(\$135,639)	(\$26,797)	(\$768,446)	(\$930,881)	(\$2,019,253)
2029	(\$152,005)	(\$30,030)	(\$861,168)	(\$1,043,204)	(\$2,262,902)
2030	(\$169,190)	(\$33,425)	(\$958,526)	(\$1,161,142)	(\$2,518,731)
2031	(\$187,234)	(\$36,990)	(\$1,060,754)	(\$1,284,978)	(\$2,787,355)
2032	(\$206,181)	(\$40,733)	(\$1,168,092)	(\$1,415,005)	(\$3,069,408)
2033	(\$226,074)	(\$44,663)	(\$1,280,797)	(\$1,551,534)	(\$3,365,565)
2034	(\$246,963)	(\$48,790)	(\$1,399,138)	(\$1,694,891)	(\$3,676,531)
2035	(\$268,895)	(\$53,123)	(\$1,523,394)	(\$1,845,412)	(\$4,003,041)
2036	(\$291,925)	(\$57,672)	(\$1,653,866)	(\$2,003,463)	(\$4,345,882)
2037	(\$316,106)	(\$62,450)	(\$1,790,859)	(\$2,169,414)	(\$4,705,861)
2038	(\$341,495)	(\$67,466)	(\$1,934,702)	(\$2,343,664)	(\$5,083,840)
2039	(\$368,155)	(\$72,732)	(\$2,085,738)	(\$2,526,625)	(\$5,480,717)
2040	(\$396,147)	(\$78,263)	(\$2,244,326)	(\$2,718,736)	(\$5,897,441)
2041	(\$425,539)	(\$84,069)	(\$2,410,842)	(\$2,920,450)	(\$6,334,997)
2042	(\$456,401)	(\$90,166)	(\$2,585,685)	(\$3,132,252)	(\$6,794,434)
2043	(\$488,806)	(\$96,568)	(\$2,769,270)	(\$3,354,644)	(\$7,276,843)
Total	(\$5,277,810)	(\$1,042,681)	(\$29,900,811)	(\$36,221,302)	(\$78,570,706)

Source: Tiberius Solutions, LLC

Table 2 shows the tax revenues projected to be available to taxing jurisdictions once the Area is terminated. These are estimates only; changes in the economy may impact the projections. The table depicts the taxes from the frozen base of the Area that the taxing jurisdictions receive throughout the life of the Plan, and the taxes estimated from the additional taxes which will be received by the taxing jurisdictions once the Plan is terminated, estimated to be in FY 2042-43. The final column estimates the total amount of taxes estimated for the year that the Plan is expected to be terminated.

Table 2 – Additional Revenues Projected After Termination of Tax Increment Financing

Taxing District	Type	Tax Rate	Tax Revenue in FYE 2044 (year after termination)		
			From Frozen Base	From Excess Value	Total
General Government					
Clatsop County	Permanent	1.5338	\$ 392,366	\$ 1,072,516	\$ 1,464,882
Port of Astoria	Permanent	0.1256	\$ 32,130	\$ 87,826	\$ 119,956
4H & Extension Service	Permanent	0.0534	\$ 13,661	\$ 37,341	\$ 51,002
City of Seaside	Permanent	3.1696	\$ 793,165	\$ 2,168,082	\$ 2,961,247
Seaside Road	Permanent	0.3036	\$ 75,973	\$ 207,670	\$ 283,643
Union Health	Permanent	0.0168	\$ 4,297	\$ 11,748	\$ 16,045
Sunset Empire Park	Permanent	0.9280	\$ 232,240	\$ 634,818	\$ 867,058
Sunset Empire Transit	Permanent	0.1620	\$ 41,442	\$ 113,280	\$ 154,722
Clatsop County Law	Permanent	0.7195	\$ 4,009	\$ 10,959	\$ 14,968
<i>Subtotal</i>		<i>7.0123</i>	<i>\$ 1,589,283</i>	<i>\$ 4,344,240</i>	<i>\$ 5,933,523</i>
Education					
Clatsop Community College	Permanent	0.7785	\$ 199,150	\$ 544,370	\$ 743,520
NW Regional ESD	Permanent	0.1538	\$ 39,344	\$ 107,545	\$ 146,889
Seaside School District 10	Permanent	4.4105	\$ 1,128,264	\$ 3,084,061	\$ 4,212,325
<i>Subtotal</i>		<i>5.3428</i>	<i>\$ 1,366,758</i>	<i>\$ 3,735,976</i>	<i>\$ 5,102,734</i>
Total		12.3551	\$ 2,956,041	\$ 8,080,216	\$ 11,036,257

Source: Tiberius.Solutions, LLC

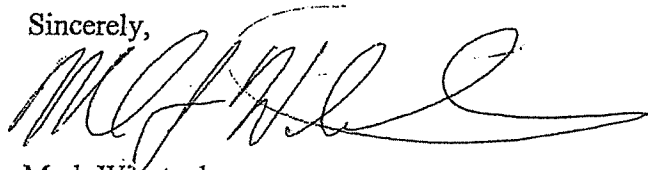
V. **PROCESS FOR REVIEW**

The process for final review of the Plan and Report include the following steps:

June 7	Seaside Improvement Commission review
June 29	Send formal notice to taxing jurisdictions
July 11	Planning Commission review
July 26	Clatsop County Commission review and vote on adoption
July 14	Notice to property owners using utility bills list and direct mail to unincorporated property owners
August 14	City Council Public Hearing
August 28	City Council Vote

The draft Southeast Seaside Urban Renewal Plan and Report are enclosed with this letter. If you would like to provide written comments, they will be responded to by the Seaside City Council. Please provide any written comments by August 1. For more information, please contact me at 503.738.5511 mwinstanley@cityofseaside.us.

Sincerely,



Mark Winstanley
City Manager
City of Seaside
989 Broadway
Seaside, Oregon 97138

Attachments:

- A: Southeast Seaside Urban Renewal Plan
- B: Report on the Southeast Seaside Urban Renewal Plan

Southeast Seaside Urban Renewal Plan

Adopted by the City of Seaside

Date

Ordinance No.

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

LIST OF PARTICIPANTS

Mayor	Jay Barber
City Council	Jay Barber, Mayor Tita Montero, Council President Randy Frank Dana Phillips Seth Morrissey Tom Horning Steve Wright
Planning Commission	Ray Romine, Chair Bill Carpenter, Vice Chair Louis Neubecker Teri Carpenter David Posalski Chris Hoth Richard Ridout
City Manager	Mark Winstanley
Public Works Director	Dale McDowell
City Engineer	Geoffrey Liljenwall
Planning Director	Kevin Cupples
Administrative Assistant	Kim Jordan
Accounts Payable Clerk	JudyAnn Dugari
Seaside Improvement Commission	Don Johnson, Chair Mike Bates, Vice Chair Jay Barber Tom Briggs Bill Carpenter Randy Frank Tom Horning Les McNary Tita Montero Dana Phillips Matt Rose Steve Wright Seth Morrissey Jon Wickersham
Consultant Team	Elaine Howard and Scott Vanden Bos of Elaine Howard Consulting, LLC Nick Popenuk of Tiberius Solutions, LLC Rob Wyman

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I. DEFINITIONS

“ADA” means Americans with Disabilities Act.

“Area” means the properties and rights-of-way located within the Southeast Seaside urban renewal boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“Board of Commissioners” means the Clatsop County Board of Commissioners.

“City” means the City of Seaside, Oregon.

“City Council” or “Council” means the Seaside City Council.

“Comprehensive Plan” means the City of Seaside comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Clatsop County, Oregon.

“Fiscal year” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

“Planning Commission” means the Seaside Planning Commission.

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“ROW” means right of way.

“Seaside Improvement Commission” means the city of Seaside’s urban renewal agency. The Seaside Improvement Commission is responsible for administration of the urban renewal plan.

“Seaside Park System Master Plan” means the Park System Master Plan adopted by the Seaside City Council.

“Seaside Transportation System Plan (TSP)” means the Transportation System Plan adopted by the Seaside City Council.

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“Urban Growth Boundary” means an acknowledged growth boundary contained in a city comprehensive plan.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

II. INTRODUCTION

The Southeast Seaside Urban Renewal Plan (Plan) was developed for the Seaside City Council (City Council) with input from the Seaside Improvement Commission, the city of Seaside's urban renewal agency. The Plan also includes input from the community received at a public forum and several public meetings and hearings before the Planning Commission, City Council, and Clatsop County Board of Commissioners. There are two steps required for full adoption: Pursuant to the ORS 457.095 and the Seaside City Charter, this Plan will go into effect when it has been adopted through a non-emergency ordinance by City Council. Pursuant to ORS 457.105 this Plan will also need to be adopted by the Clatsop County Commission as there are properties within the boundary that are not in the incorporated area of Seaside.

A. Plan Overview

The City of Seaside has successfully sunsetted two urban renewal districts, the Greater Seaside Urban Renewal Area and the Trails End Urban Renewal Area. These urban renewal areas successfully completed many projects such as the North Holladay Streetscape project, MGD Sewer Plant, Columbia Street Improvements, Promenade Railing Restoration, Stair Replacement and Lights, Avenue A Improvements, Quatut Marine Park, Fire Station Improvements, Oceanway Realignment, 1st Avenue Bridge, 12th Avenue Bridges, 12th Avenue Improvements Necanicum to Promenade, Broadway Bridge, Downtown Lighting Project, and the Seaside Library.

In early 2017, the Seaside Improvement Commission began to consider the formation of another urban renewal area. The discussions focused on the south end of the city and the area where the Seaside School District anticipated moving schools. In May 2017, voters approved the Seaside School District's issuance of a major bond to move the location of the elementary, middle and high schools out of the tsunami inundation zone. This approval helped reinforce the Seaside Improvement Commission's desire to implement urban renewal as a partial means to help the school pay for infrastructure to the new school sites. The Seaside Improvement Commission also included underdeveloped and blighted properties in the south end of Seaside in the new urban renewal area boundary. This area is in need of infrastructure improvements. In addition, businesses in the urban renewal area could benefit from business assistance programs.

The Seaside Improvement Commission met four times to review the boundary, projects, goals and objectives, and financing of the Plan. They sponsored a Public Forum on May 2, 2017. The Public Forum provided opportunities for both information on the proposed urban renewal area and also for input from the community through questions in a formal presentation and responses to a questionnaire. The questionnaire reinforced the need for Avenues A, G, S, and U bridge improvements and other transportation improvements. Questionnaire responses also supported the school infrastructure improvements. There were comments made on the questionnaire that affordable housing needed to be included as a project in the plan. As a result of the Public Forum, the Seaside Improvement Commission added Workforce/Affordable Housing as a project to the Plan.

Some of the urban renewal area is outside of the Seaside city limits. State Statute requires that the County also approve the urban renewal plan when there are unincorporated properties within the Area.

The Plan Area, shown in Figure 1, consists of approximately 559.7 total acres: 475.56 acres of land in tax lots and 84.14 acres of public rights-of-way. It is anticipated that the Plan will take 25 years of tax increment collections to implement. The maximum amount of indebtedness (amount of tax increment revenues for projects and programs) that may be issued for the Plan is \$68,500,000 (sixty-eight million five hundred thousand).

Detailed goals and objectives developed by the Seaside Improvement Commission for this Plan are intended to guide investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend funds generated by tax increment revenues. The Plan is to be administered by the Seaside Improvement Commission. Substantial amendments to the Plan must be approved by City Council as outlined in Section IX. All amendments to the Plan are to be listed numerically in this section of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

In summary, the Plan is designed to implement the goals and policies of the Seaside Comprehensive Plan and to provide infrastructure to the school, general infrastructure to the south end of Seaside, and assist businesses in the south end of Seaside.

B. Urban Renewal Overview

Urban renewal allows for the use of tax increment financing (TIF), a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues—the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established—are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. Seaside meets the definition of blight due to its infrastructure deficiencies and number of vacant and underdeveloped lots. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the accompanying Urban Renewal Report (Report).

The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;

- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

III. GOALS AND OBJECTIVES

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Seaside Improvement Commission intends to achieve each goal. The urban renewal projects identified in Sections IV and V of the Plan are the specific means of meeting the objectives. The goals relate to adopted plans, as detailed in Section X, and were developed with input from the Seaside Improvement Commission. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Seaside Improvement Commission. The goals and objectives are not listed in any order of importance or priority.

School Infrastructure

Goal: To assist in providing infrastructure to the sites for the Seaside School District project of relocation of schools out of the tsunami inundation zone.

Objectives

- a. *Improve transportation system as needed to assist in transportation to school.*
- b. *Bring sewer system to school site.*
- c. *Improve water storage at the school site.*
- d. *Acquire land as needed for right-of-way for streets and utilities.*
- e. *Reconstruct culvert in Area.*

General Infrastructure

Goal: To improve blighted infrastructure in the south end of town to facilitate improved transportation access, upgraded infrastructure and encourage economic development of the Area.

Objectives

- a. *Improve streets and streetscapes as needed throughout the Area.*
- b. *Improve bridges throughout the Area.*
- c. *Add a pedestrian/bike bridge to the Area.*
- d. *Provide appropriate infrastructure to the unincorporated properties in the Area.*
- e. *Provide parks projects to allow additional recreation activities in the Area.*

Building Improvements/Business Assistance

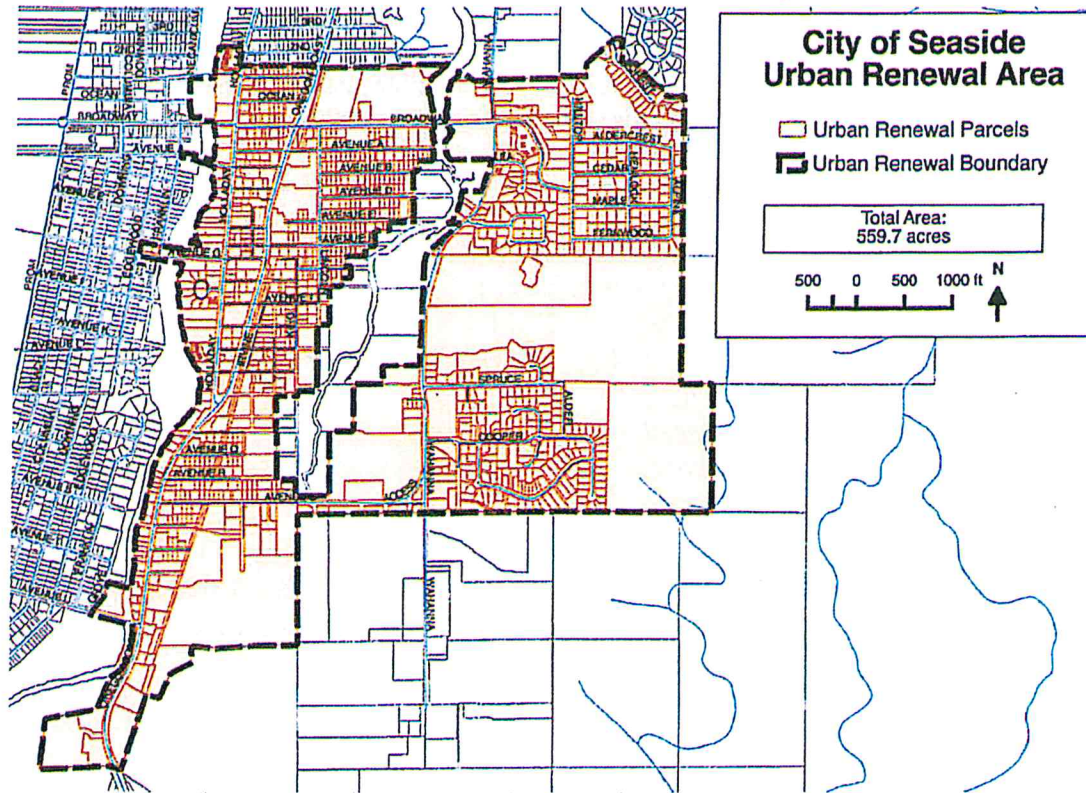
Goal: To assist businesses in the Area, encouraging improved conditions of building structures, economic development in the Area, creating an identity through wayfinding and signage, and assist in the development of workforce/affordable housing.

Objectives

- a. *Develop storefront/redevelopment assistance programs.*
- b. *Create unique wayfinding signage to draw citizens and visitors of Seaside to local businesses.*
- c. *Acquire land as needed to facilitate business opportunities.*
- d. *Evaluate the need for and potentially assist in the development of workforce/affordable housing.*

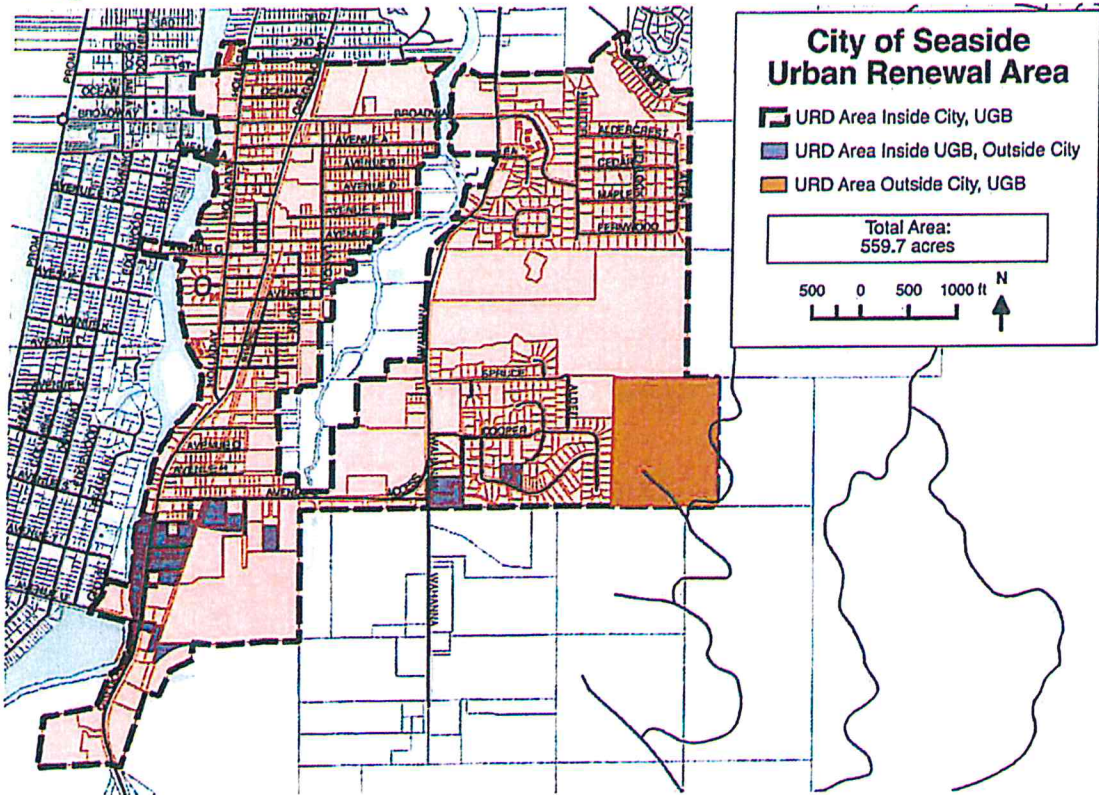
Figure 1 indicates the boundary of the Southeast Seaside Urban Renewal Area. Figure 2 indicates the city limits, urban growth boundary properties and the properties outside the 2017 urban growth boundary.

Figure 1 – Southeast Seaside Urban Renewal Plan Area Boundary



Source: Tiberius Solutions, LLC

Figure 2 - Southeast Seaside Urban Renewal Plan Area Boundary, City Limits and UGB Designations



Source: Tiberius Solutions, LLC

IV. URBAN RENEWAL PROJECT CATEGORIES

As an outcome of the goals described in the previous section, the projects within the Area fall into the following categories:

- *School Infrastructure*
- *General Infrastructure*
- *Business Assistance*

V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below.

A. School Infrastructure

1. Road Access

Project: Spruce Drive improvements and secondary access point adjacent to Providence Hospital and Wahanna ballfields.

Background: Spruce Drive is the current access point for the existing Seaside Heights Elementary School. Spruce Drive is inadequate to serve the proposed school campus consisting of the existing elementary school, the middle school and the high school. Estimated traffic counts include 200 staff member vehicles, 450 high school students, 450 middle school students and 600 elementary students. School buses, parents dropping and picking students up in personal vehicles, delivery vehicles, and event parking would all overwhelm Spruce Drive and the intersection at Wahanna Road without improvements.

2. ROW (Right of Way) Acquisition for Streets and Utilities

Project: Acquisition of properties to allow for the construction of infrastructure. This may require inclusion of these properties into the Urban Growth Boundary (UGB) and working with Clatsop County for the acquisition of the properties.

Background: There may be needs for acquisition of properties to construct the infrastructure. Clatsop County may own properties adjacent to proposed improvement projects.

3. US101 Turn Lane/Signals

Project: Oregon Department of Transportation may require a signal at Avenue "S" and US 101 to help facilitate a better flow of traffic in the Area.

Background: The traffic control at Avenue "S" and US101 is a stop sign.

4. Avenue "S" Overhaul

Project: New storm drainage, sanitary sewer, waterlines, roadway reconstruction, sidewalks and a multi-purpose path

Background: Avenue "S" has a lack of storm drainage, sidewalks and a narrow bridge.

5. Culvert Reconstruction - across Wahanna adjacent to Wahanna Ballfields

Project: Replacement of culvert with a 19 foot arched culvert to enhance salmon fish passage.

Background: There is a rusted out, partially collapsed culvert under Wahanna Road for Coho Creek. The culvert needs to be replaced. The City of Seaside is working with the Necanicum Watershed Council on obtaining a grant for a portion of this work (2017). Other funding could come from urban renewal.

6. Sewer System Needs

Project: Upgrading the existing sewer pump station and associated piping located along the Neawanna below the Providence Hospital campus.

Background: There is inadequate sewer system capacity for the proposed new school campus.

7. Utilities/Widening Roads

Project: Reconstruct existing roadways to ROW (Right of Way) and to current city standards to include underground utilities and street lighting.

Background: The existing roadways were constructed to county standards at the time of construction. They need to be upgraded to city standards.

B. General Infrastructure

1. Avenues "A", "G", "S", and "U" Bridge Improvements

Project: Design and construct new bridges with center turn lane, multi-purpose path and Americans with Disabilities Act (ADA) sidewalks.

Background: The current bridges do not meet seismic standards nor do they meet ADA standards

2. Avenue "S" Improvements

Project: Reconstruct roadway base, add sidewalks and multi-purpose pathway, bike lanes and street lighting.

Background: The roadway has settled considerably, asphalt surfacing has deteriorated, lack of sidewalks and street lighting.

3. Avenue "P", "Q", and "R" Improvements

Project: Installation of storm sewer, sanitary sewer clean-outs, electrical for street lighting, reconstruct roadway base, add sidewalks and asphalt paving, and signage.

Background: There are gravel roadways. The roadways are prone to potholes. There are no sidewalks, a lack of storm sewer and no street lighting.

4. Infrastructure of Unincorporated Area

Project: Installation of sanitary sewer, storm sewer, street lighting and associated provider utilities for future growth of the properties within the UGB.

Background: There is a lack of sanitary sewer, storm drainage, and street lighting in the areas that are not in the UGB.

5. Acquisition of ROW (Right of Way) for Sewer

Project: Work with both private owners and Clatsop County to allow acquisition in order to facilitate utility installation.

Background: Properties are currently either privately owned or owned by Clatsop County.

6. Holladay Streetscape Project - South of Existing New Streetscape

Project: Installation of new sanitary sewer, storm sewer, underground service provider utilities, ADA accessible sidewalks, reconstruction of the roadway, asphalt paving and street lighting.

Background: The current street scape is 1914 vintage, including much of the underground utilities, sidewalks and roadway. Sanitary sewer pipe is terracotta and allows for groundwater to infiltrate into the sanitary sewer overloading the system.

7. Parks/Recreation Water Access - Mill Ponds

Project: Trail access by gravel trail, with some elevated boardwalk areas, possible picnic tables and benches for families to enjoy the natural surroundings. This allows access to great bird watching areas.

Background: Access to the Mill Ponds is very limited.

8. Pedestrian/Bike Bridge and Infrastructure West Side to East Side of Necanicum River

Project: Construction pedestrian bridges in the vicinity of Avenue "S" and Avenue "F".

Background: Pedestrian crossings are at Avenue "U", "G", "A", Broadway, and 12th Avenue bridges. There are no pedestrian crossings at Avenue "S" and Avenue "F".

C. Business Assistance

1. Storefront/Redevelopment Assistance

Project: Expand sanitary sewer system, storm system and other provider utilities, reconstruct intersections, driveways, and sidewalks. Add street lighting and signage. Provide a storefront/redevelopment loan fund.

Background: Blighted areas need building facelifts, lack of proper driveway and sidewalk access, lack of street lighting, some areas are still on septic systems. Many properties have graveled frontage without any type of landscaping. There is presently no storefront/redevelopment loan fund.

2. Property Acquisition

Project: Allows for purchase of properties within the Area to further business development in the Area. Property Acquisition is further defined in the following section of this Plan.

Background: There is presently no funding source for purchase of properties in the Area.

3. Signage/Wayfinding

Project: Installation of Oregon Department of Transportation Tourist Oriented Destination Signage. Sidewalks in the Area would allow feather flags for advertising a business. Lighting would illuminate roadways at dusk, allowing business locations to be seen.

Background: There is presently limited signage and lighting in the Area as roadway shoulders are gravel.

4. Workforce/Affordable Housing

Project: Evaluate the need for and potentially assist in the development of workforce/affordable housing.

Background: The cost of housing in Seaside precludes many employees from living in the community in which they work. There is presently no program to assist in the development of workforce/affordable housing in the Area.

VI. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section IX. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g).

A. Property acquisition for public improvements

The Seaside Improvement Commission may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition from willing sellers

The Plan authorizes Seaside Improvement Commission acquisition of any interest in property within the Area that the Seaside Improvement Commission finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Seaside Improvement Commission. The Plan does not authorize the Seaside Improvement Commission to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The Seaside Improvement Commission will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Seaside Improvement Commission may retain such property during the construction of the public improvement.

The Seaside Improvement Commission may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the Seaside Improvement Commission, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Seaside Improvement Commission determines is reasonable.

VII. RELOCATION METHODS

When the Seaside Improvement Commission acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Seaside Improvement Commission shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future within the Area.

VIII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative increase in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Seaside Improvement Commission will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax increment financing and maximum indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Seaside Improvement Commission, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Seaside Improvement Commission based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$68,500,000 (sixty-eight million five hundred thousand). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

C. Duration

The Seaside Improvement Commission intends that it not collect tax increment revenues for the Area after FYE 2043, a 25 year period of tax increment collections. The Seaside Improvement Commission shall not initiate any urban renewal projects in the Area unless the Seaside Improvement Commission reasonably projects it will be able to pay for those projects from the proceeds of indebtedness issued on or before FYE 2043, and from other funds available to the Seaside Improvement Commission. Except as provided in the next sentence, all indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2043, and the Seaside Improvement Commission shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that the Seaside Improvement Commission reasonably projects it will receive on or before FYE 2043. The Seaside Improvement Commission may issue refunding indebtedness that matures after FYE 2043, only if issuing that refunding indebtedness is necessary to avoid a default on previously-issued indebtedness.

IX. AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Seaside Improvement Commission, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Seaside, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:

1. Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area¹; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.
3. Change the duration of the urban renewal plan.

B. Minor Amendments

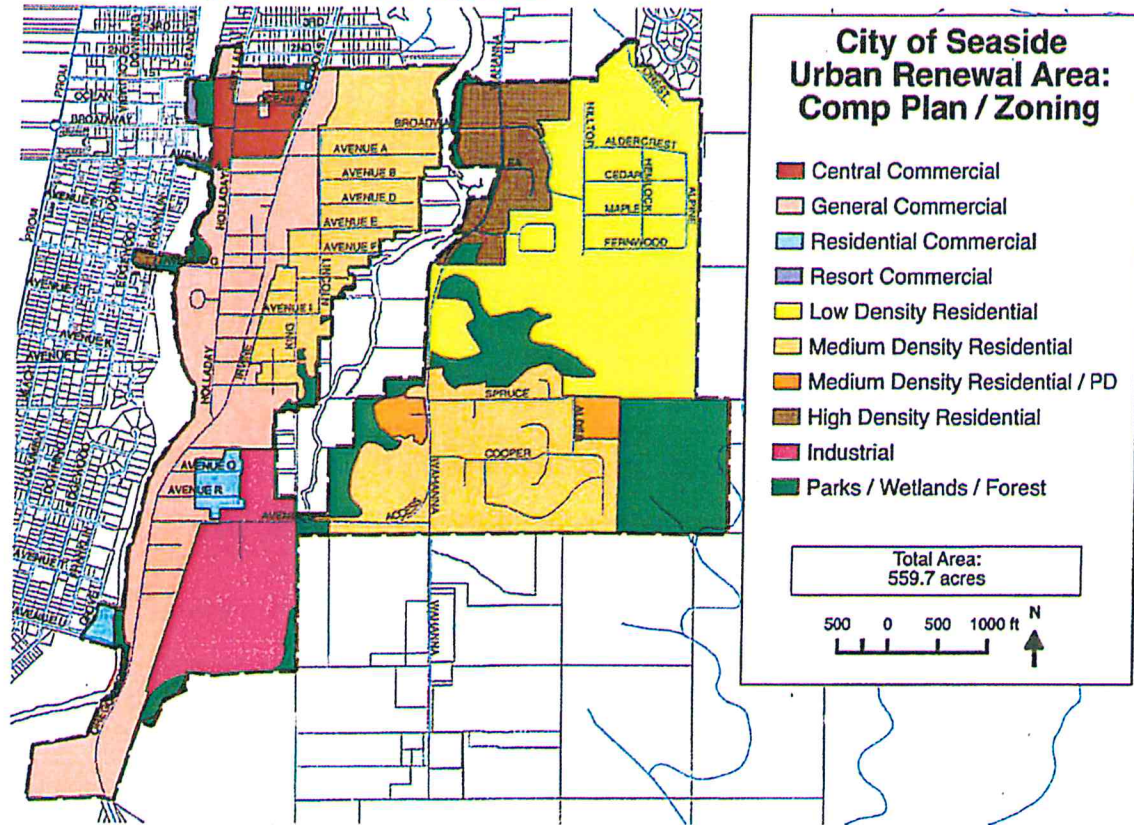
Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Seaside Improvement Commission by resolution.

C. Amendments to the Seaside Comprehensive Plan and/or Seaside Zoning Ordinance.

Amendments to the Seaside Comprehensive Plan and/or Seaside Zoning Ordinance that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Seaside Improvement Commission or City Council.

¹ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

Figure 3 – Comprehensive Plan Designations



Source: Tiberius Solutions, LLC

X. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the Seaside Comprehensive Plan, Clatsop County Comprehensive Plan, Seaside Zoning Ordinance, Clatsop County Zoning Ordinance, Seaside Transportation System Plan, and Seaside Park System Master Plan. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The comprehensive plan designation are shown on Figure 3 on the preceding page.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

Comprehensive Plan designations for all land in the Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Seaside and Clatsop County Zoning Ordinances.

A. Seaside Comprehensive Plan

1.1 Citizen Involvement

Policies

- 1. Citizens, including residents and property owners, shall have the opportunity to be involved in all phases of the planning efforts of the city, including collection of data and development of policies.*

The Southeast Seaside Urban Renewal Plan conforms to the Seaside Comprehensive Plan because it has had many opportunities for citizen involvement, including four Seaside Improvement Commission meetings, a Public Forum, a planning commission meeting, and a city council hearing.

4.1 Housing Policies

Policies

- 11. The City of Seaside shall consider leasing, or making available by other means, public lands for the development of housing for low and moderate income persons, especially the elderly.*

The Southeast Seaside Urban Renewal Plan conforms to the Seaside Comprehensive Plan because it has workforce/affordable housing as a project. Whether or not that housing occurs on lands owned by the City of Seaside is not yet determined.

5.1 Economic Policies

- 1. Since recreation and tourism are the major economic base in Seaside, all future development decisions shall consider both beneficial and adverse impacts on that*

base.

2. *Continued support should be given to the upgrading and revitalizing of the Broadway core area and the Highway 101 business area. The Urban Renewal District is seen as an important means of achieving this goal.*

The Southeast Seaside Urban Renewal Plan conforms to the Seaside Comprehensive Plan because it has a project for business assistance, signage/wayfinding, and a project for workforce/affordable housing.

6.1 Community Facilities Policies

Policies

2. *The City of Seaside will cooperate to the fullest extent with the Seaside School District to assure adequate sites for new schools that may be needed in the future, or for expansion of existing facilities to meet future education requirements.*

The Southeast Seaside Urban Renewal Plan conforms to the Seaside Comprehensive Plan because it has many projects in place to prepare the new school site with new infrastructure.

7.2.1 Sewer System Policies

Policies

1. *Sewer services will be extended to unserved areas only if they are within the city limits. All subdivisions and partitions within city limits shall be connected to the sewer system when available and subject to capacity limitations.*
2. *Sewer lines in proposed developments shall be adequately sized to meet future needs of the development and shall be designed to as to minimize excavation of the road surface in future connections.*

The Southeast Seaside Urban Renewal Plan conforms to the Seaside Comprehensive Plan because it contains sewer projects aimed at helping the school with new infrastructure and for general infrastructure for the Area.

7.3.1 Street System Policies

Policies

2. *The city shall coordinate the installation of utilities such as electrical, telephone, water, and sewer lines with road building operations.*
5. *Adequate storm drainage shall be provided in all street improvement projects, both public and private. The City Public Works Director or a Registered Engineer shall specify the appropriate placement and sizing of all drainage facilities on both public and private projects.*

The Southeast Seaside Urban Renewal Plan conforms to the Seaside Comprehensive Plan because it has projects such as road and utility improvements. Specifically, the drainage of Avenue "P", "Q", and "R" are slated for improvement.

9.1 Recreation Policies

Policies

6. *The city shall cooperate with the Sunset Empire Park and Recreation District and the Seaside School District in providing park and recreation facilities for the residents of the area.*

The Southeast Seaside Urban Renewal Plan conforms to the Seaside Comprehensive Plan because it has projects that will improve the recreation facilities in the Area.

B. Clatsop County Comprehensive Plan

The Clatsop County Comprehensive Plan was codified on May 29, 2007.

Goal 4 - Forest Lands

Goal: To conserve forest lands for forest uses.

Policies

13. *Existing utility right-of-ways shall be utilized to the maximum extent possible before new rights-of-ways are created.*
14. *Roads in forest areas shall be limited to the minimum width necessary for traffic management and safety.*

A portion of the urban renewal area is outside of the urban growth boundary of the City of Seaside. It is designated as F 80 – Forest 80. There is no intention that this land will be developed by the Seaside Improvement Commission. However, as the Seaside School District continues the planning for their new campus, they may need to use some of this property for infrastructure to serve the new campus. The Southeast Seaside Urban Renewal Plan conforms to the Clatsop County Comprehensive Plan because no use is projected for this property that does not comply with the existing use limitations.

Goal 9 - Economy

Goal: To Diversify and improve the economy of the state and Clatsop County.

The Southeast Seaside Urban Renewal Plan conforms to the Clatsop County Comprehensive Plan because it has projects in place for business assistance façade improvement.

Goal 10 - Housing

Goal: To provide for the housing needs of the citizens of the state.

Policies

- 2. Clatsop County shall assist in planning for the availability of adequate numbers of housing units at price ranges and rent levels commensurate with the financial capabilities of County residents.*

The Southeast Seaside Urban Renewal Plan conforms to the Clatsop County Comprehensive Plan because it has workforce/affordable housing as a project.

Goal 11 - Public Facilities

Goal: Urbanizable Areas: To provide public facilities in accordance with coordinated land use and transportation systems in a manner which encourages the orderly conversion of land from rural to urban land use.

The Southeast Seaside Urban Renewal Plan conforms to the Clatsop County Comprehensive Plan because it has many projects in place to prepare the new school site with new infrastructure.

Goal 12 - Transportation

Goal 1 Mobility: Develop a multimodal transportation system that serves the travel needs of Clatsop County residents, businesses, visitors, and freight transport.

Objectives

- 1. Provide a network of arterials and collectors that are interconnected, appropriately spaced, and reasonably direct.*
- 2. Balance the simultaneous needs to accommodate local traffic and through-travel.*
- 3. Minimize travel distances and vehicle-miles traveled.*

The Southeast Seaside Urban Renewal Plan conforms to the Clatsop County Comprehensive Plan because it has projects that entail building new roads for the school site.

Goal 14 - Urbanization

Goal: To provide for an orderly and efficient transition from rural to urban use.

Policy: Land within the urban growth boundaries separating urbanizable land from rural land shall be considered available over a time for urban uses. Conversion of urbanizable land to urban uses shall be based on consideration of:

- (1) Orderly, economic provision for public facilities and services;*
- (2) Availability of sufficient land for the various uses to insure choices in the market place;*

- (3) *LCDC goals or the acknowledged comprehensive plan; and,*
- (4) *Encouragement of development within urban areas before conversion of urbanizable areas.*

There are properties within the urban renewal area that are within the urban growth boundary, but not within the city limits. The Southeast Seaside Urban Renewal Plan conforms to the Clatsop County Comprehensive Plan because there are projects within the Plan to provide the necessary infrastructure to allow those properties to be annexed into the city in the future.

C. City of Seaside Zoning Ordinance

The land uses in the Area will conform to the zoning designations in the zoning ordinance, including maximum densities and building requirements, and are incorporated by reference herein. The following zoning districts are present in the Area.

Low Density Residential (R-1): Purpose. To provide for low density single family development with a maximum density of five dwelling units per net acre. These areas are characterized by suburban residential qualities and provide for other uses which are consistent with residential neighborhoods such as churches, schools, community uses, etc. No commercial or residential uses operated for commercial purposes should be in this zone.

Medium Density Residential (R-2): Purpose. To provide for moderately dense housing with a maximum density of 10 dwelling units per net acre - basically a single family zone with limited multiple family development.

General Commercial (C-3): Purpose. To provide for more intensive commercial uses which do not require prime areas, such as in the central business district or resort areas. The area is characterized by wholesale and heavier commercial uses which normally occur in the fringe area of the central business district.

Industrial (M-1): Purpose. To provide for limited industrial development without adversely affecting Seaside's resort character.

High Density Residential (R-3): Purpose. To provide for high density multi-family development with a maximum density of 20 dwelling units per net acre. These areas are predominantly single family, but multi-family units are the primary new development replacing many older units. Other uses, such as rooming and boarding houses, churches, schools, golf courses, parks, government buildings, utilities and condominiums are provided for in this zone. Under certain conditions, certain commercial uses which are for the convenience of neighbors may be allowed.

Commercial Resort (C-2): To provide for tourist oriented facilities and services. The resort character of these areas should be emphasized, and businesses and uses which contribute to the attractiveness for tourists are provided for. Sufficient and conveniently located parking, safe, easy pedestrian movement; concentration of colorful and attractive shops, and a favorable overall impression are important considerations in this zone.

Central Commercial (C-4): Purpose. To provide for a broad range of commercial and business activities that meet the day-to-day needs of the community's permanent residents. This is the central business district where the stores, shops, offices and government functions which serve the entire community locate.

Aquatic Natural (A-1): Purpose. To provide for aquatic areas which should be managed for resource protection, preservation and restoration. These areas may include areas of significant or extension salt marshes or tide flats which because of a combination of factors, such as biological productivity and habitat value, play a vital role in the functioning of the estuarine ecosystem. Natural aquatic areas may also include ecologically important water areas which lack significant alteration.

Freshwater Wetlands (A-3): Purpose. The purpose of the Coastal Lake and Freshwater Wetlands Zone is to assure conservation of important shoreland and wetland biological habitats and conserve examples of different natural ecosystem types in the Seaside area to assure a diversity of species and ecological relations.

Planned Development (PD): Purpose. It is the intent of the Planned Development Section of this ordinance to encourage appropriate and orderly development of tracts of land that are large enough to 31 allow comprehensive planning and to provide a degree of flexibility in the application of certain regulations which cannot be obtained through traditional lot-by-lot subdivisions. In this manner, environmental amenities may be enhanced by promoting a harmonious variety of uses, the economy of shared service and facilities, compatibility of surrounding areas, and the creation of attractive, healthy, efficient, and stable environments for living, shopping or working. Specifically, it is the purpose of this section to promote and encourage:

- 1. Comprehensive development equal to or better than that resulting from traditional lot by-lot land use development.*
- 2. Compatible mixtures of housing type and design.*
- 3. Compatible mixture of uses.*
- 4. More attractive and usable open space.*
- 5. Advances in technology, architectural design, and functional land use design.*
- 6. Recognition of the problems associated with population density, distribution, and circulation and to allow a deviation from rigid established patterns of land uses, but controlled by defined policies and objective.*
- 7. Flexibility of design in the placement and uses of buildings and open spaces, circulation facilities and off-street parking areas. It is not the intention of this section to be a bypass of regular zoning provisions solely to allow increased densities nor is it a means of maximizing densities on parcels of land which have unbuildable or unusable areas.*
- 8. Efficient use of sites characterized by special features of geography, topography, size or shape.*

Residential-Commercial (R-C): Outright Uses Permitted. In the R-C Zone, the following uses and their accessory uses are permitted outright.

- 1. Single family dwelling.*

2. Two family dwelling.
3. Retail businesses and services with business hours not to exceed 8:00 AM - 10:00 PM.

- A. Drug stores
- B. Variety stores
- C. Barber shop and beauty shop
- D. Clothes cleaning
- E. Antique stores
- F. Gift shop, flower shops, rock shops, hobby shops
- G. Professional offices
- H. Repair shops for TV and appliances
- I. Similar uses as authorized by the Planning Commission

4. Maintenance, repair or minor modification to existing roads, sidewalks, bike paths and public utilities and services; New sidewalks and bike paths. Where new right-of-way will be required that exceeds 25 percent of the existing right-of-way for the project area, the request shall be reviewed as a conditional use. These activities do not authorize the condemnation of property without due process.

Aquatic Conservation (A-2): Purpose. To provide for aquatic areas which can withstand limited amounts of adjacent development or alteration, consistent with the intent of the overall goals and policies of the Estuary Section of the Comprehensive Plan. Uses and activities within this zone must be non-consumptive, in that the area is to be managed for resource protection. Aquatic Conservation areas shall include water areas of the estuary and salt marshes and tidal flats of lesser biological significance than those in the A-1 Zone, and partially altered areas adjacent to existing development which do not qualify for inclusion in the A-2 Zone.

D. Clatsop County Zoning Ordinance

The land uses in the Area will conform to the zoning designations in the zoning ordinance, including maximum densities and building requirements, and are incorporated by reference herein. The following zoning districts are present in the Area.

Residential Agriculture (RA): Purpose. The RA-2 zone is intended to accommodate the immediate foreseeable demand for very low density rural residential development where commitments to such uses have already been made through existing subdivision, partitioning or development, or in selected, small areas having unique scenic quality and other development that will not require more than a very basic level of services (fire protection or community water). In areas contiguous with the SFR or RA-1 or any Urban Growth Boundary area the RA-2 zone is intended to be a transitional zone between the AF, F-80, EFU zones and said residential zone, with conversion of such lands to higher density residential use occurring in an orderly and economical manner.

Conservation/Forest Lands (F-80): Purpose. The purpose of the F-80 zone is to conserve forest lands by maintaining the County's forest land base; to protect the County's forest economy by making possible economically efficient forest practices that assure the continuous growth and harvest of forest tree species as the leading use of forest land consistent with sound management of soil, air, water, fish and wildlife resources, and scenic resources; and to provide for public and private recreational opportunities and agriculture.

E. Seaside Transportation System Plan

Goal 3: Mobility. Provide a viable transportation system that meets the needs of local residents, visitors, and the freight industry. The transportation system would allow different users of the network a reliable means of getting from origins to destinations.

Policies:

- *Provide a viable transportation system that accommodates future growth and addresses the regional and local travel needs of residents, businesses, and industries.*
- *Accommodate future and existing transit.*

Goal 4: Connectivity. Provide an interconnected transportation system that provides route choices for users.

Policies:

- *Improve bicycle and pedestrian connectivity by addressing gaps in the current network.*
- *Provide for and support a transit system that serves popular local and regional origins and destinations.*

The Southeast Seaside Urban Renewal Plan is in conformance with the Seaside Transportation System Plan as the Plan has a project that calls for building a new access road for the school. In addition, the Plan has a project that calls for building a bicycle/pedestrian bridge to improve east/west access. The Plan also calls for improved bridge connections throughout the Area.

F. Seaside Park System Master Plan

Goal 1: Provide Adequate Parkland and Facilities For Passive and Active Recreational Use

- *Assure adequate open space and natural areas.*
- *Provide a variety of park amenities that meet the needs of residents of all ages.*
- *Address the year-round recreational needs of residents and the seasonal demand by tourists on the park system.*

Goal 4: Ensure Adequate Access to Parks

- *Ensure residents of all ages have access to parks throughout the City.*

The Southeast Seaside Urban Renewal Plan is in conformance with the Seaside Park System Master Plan because it has a project to improve the Mill Pond Park.

XI. APPENDIX A: LEGAL DESCRIPTION

**INSERT TEXT LEGAL DESCRIPTION OF URBAN RENEWAL DISTRICT BOUNDARY
THAT IS CONSISTENT WITH THE ENCLOSED MAP**

Report Accompanying the Southeast Seaside Urban Renewal Plan

Adopted by the City of Seaside

DATE

Ordinance No. ____

Consultant Team

Elaine Howard Consulting, LLC

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Tiberius Solutions LLC

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I. INTRODUCTION

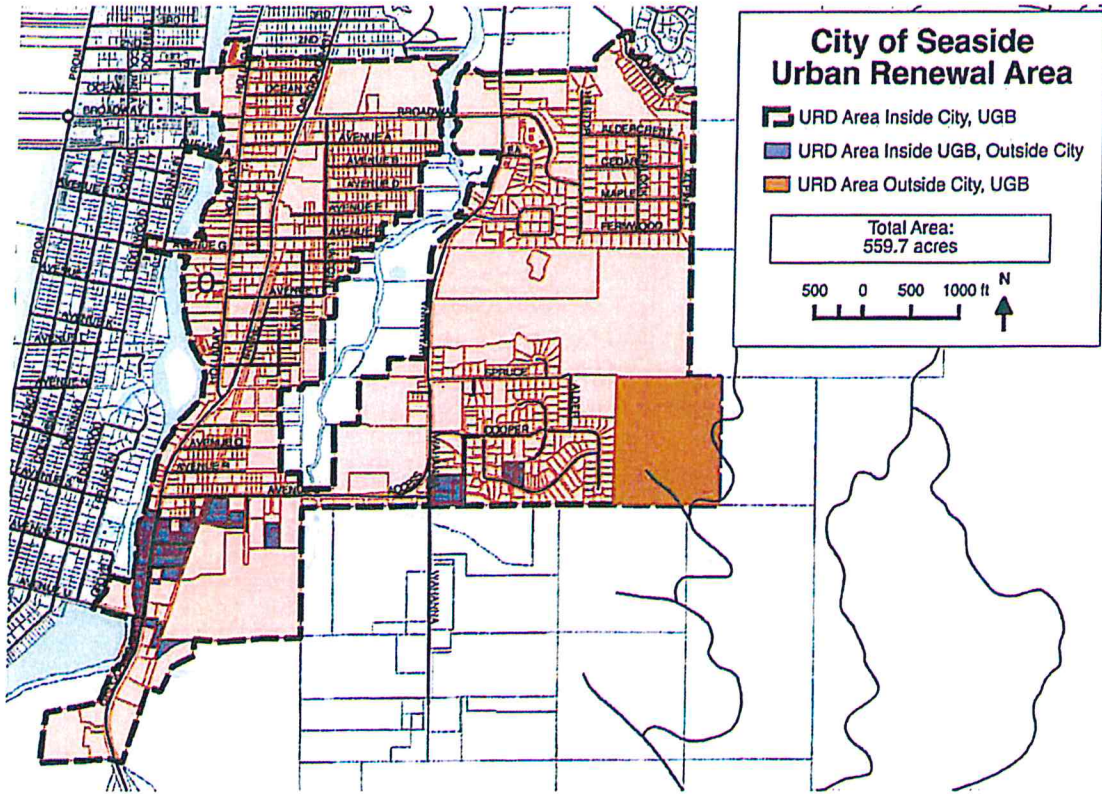
The Report on the Southeast Seaside Urban Renewal Plan (Report) contains background information and project details that pertain to the Southeast Seaside Urban Renewal Plan (Plan). The Report is not a legal part of the Plan, but is intended to provide public information and support the findings made by the City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The format of the Report is based on this statute. The Report documents the existing conditions in the Southeast Seaside Urban Renewal Area (Area) as they relate to the proposed projects in the Plan.

The Report provides guidance on how the urban renewal plan might be implemented. As the Seaside Improvement Commission, the City of Seaside's urban renewal agency, reviews revenues and potential projects each year; it has the authority to make adjustments to the implementation assumptions in this Report. The Seaside Improvement Commission may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other changes as allowed in the amendments section of the Plan.

Figure 1 indicates the boundary of the Southeast Seaside Urban Renewal Area. Figure 2 indicates the city limits, urban growth boundary properties and the properties outside the 2017 urban growth boundary.

Figure 2 - Southeast Seaside Urban Renewal Plan Area Boundary, City Limits and UGB designations



Source: Tiberius Solutions, LLC

II. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Southeast Seaside Urban Renewal Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area measures 559.7 total acres in size, encompassing 475.56 acres included in 1,118 individual parcels, and an additional 84.14 acres in public rights-of-way. An analysis of FYE 2016 property classification data from the Clatsop County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Exempt accounts for the largest land use within the area (30.83%). This is followed by Residential-Improved (25.55%), and Commercial-Improved (13.50%). The total land uses in the Area, by acreage and number of parcels, are shown in Table 1.

Table 1 – Existing Land Use in Area

Land Use	Tax Lots	Acres	% of Acres
Exempt	83	146.62	30.83%
Residential-Improved	589	121.49	25.55%
Commercial-Improved	191	64.18	13.50%
Forest-Vacant	1	32.62	6.86%
Residential-Vacant	84	22.36	4.70%
Tract-Vacant	4	18.24	3.84%
Multi-family-Improved	20	16.55	3.48%
Multi-family-Multiple special-Improved	2	10.77	2.26%
Residential-Commercial Zone-Improved	64	10.42	2.19%
Commercial-Vacant	42	10.06	2.12%
Forest-Unzoned Farmland-Vacant	1	6.62	1.39%
Tract-Improved	6	5.57	1.17%
Residential-Condominium	5	3.41	0.72%
Residential (prop class 10, condo?)	7	1.93	0.41%
Commercial-Condominium	1	1.42	0.30%
Industrial-Vacant	8	1.33	0.28%
Industrial-Improved	2	0.68	0.14%
Residential-Commercial Zone-Vacant	4	0.63	0.13%
Residential-Manufactured Structure	3	0.4	0.08%
Commercial-Residential Zone	1	0.26	0.05%
Total	1,118	475.56	100.00%

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions LLC and from the Clatsop County Department of Assessment and Taxation (FYE 2017)

2. Zoning/Comprehensive Plan Designations

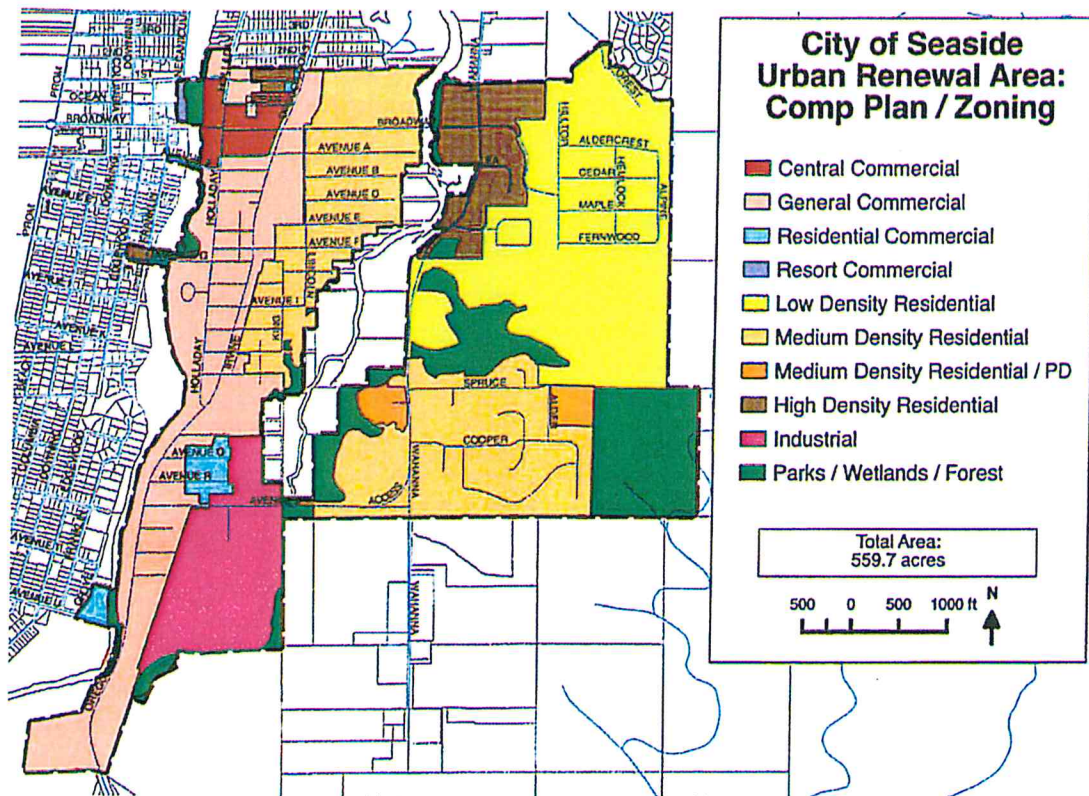
In Seaside, the zoning and comprehensive plan designations are the same. As illustrated in Table 2 and Figure 3, the most prevalent zoning/comprehensive plan designation of the Area by acreage is Low Density Residential (26.21%). The second most prevalent zoning/comprehensive plan designation is Medium Density Residential (24.85%).

Table 2 – Existing Zoning/Comprehensive Plan Designations of Area

Zoning/Comprehensive Plan Designations	Tax Lots	Acres	% of Acres
Low Density Residential	177	124.66	26.21%
Medium Density Residential	440	118.17	24.85%
General Commercial	290	84.95	17.86%
Industrial	33	45.73	9.62%
Conservation/Forest Lands	1	32.62	6.86%
High Density Residential	67	27.54	5.79%
Central Commercial	46	9.20	1.93%
Aquatic Natural	3	8.47	1.78%
Freshwater Wetlands	5	5.75	1.21%
Medium Density Residential/Planned Development	9	5.63	1.18%
Residential - Commercial	40	7.06	1.48%
Residential Agriculture	1	3.09	0.65%
Aquatic Conservation	6	2.69	0.57%
Total	1,118	475.56	100.00%

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions LLC and from the Washington County Department of Assessment and Taxation (FYE 2017)

Figure 3 – Area Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions, LLC

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in several City of Seaside infrastructure master plans that relate to these existing conditions. **This does not mean that all of these projects are included as projects to be undertaken in the Plan.** The specific projects that are included in the Plan are listed in Sections IV and V of this Report.

1. Transportation

The Seaside Transportation Systems Plan (TSP) identified the following existing conditions/needs:

Pedestrian Facilities and Deficiencies

- **Gaps in Sidewalk** – The sidewalk network has important gaps along US 101, and the system is fragmented in most residential neighborhoods. Pedestrian destinations are not connected by a complete sidewalk network.
- **Crossing US 101 and Neawanna Creek** – Crossing US 101 is challenging due to traffic volumes and speeds, long crossing distance, and relatively long distances between signalized intersections and marked crossings. Crossing Neawanna Creek is

challenging due to the limited number of crossings, and the lack of sufficient pedestrian accommodations along the existing crossings. The limited number of nonmotorized crossings over the creek affects the ease and attractiveness of walking and biking to downtown from east Seaside.

- **Wahanna Road** – Wahanna Road, the major north-south connector east of US 101, has only¹ a paved shoulder of variable width (0-2 feet), with no other accommodations for pedestrians.
- **Americans with Disabilities Act (ADA) Compliance** – Apart from sidewalks downtown and in the newer residential areas, few sidewalks have ADA-compliant curb cuts and curb ramps. In addition, some streets have obstacles that leave a narrow, area, less than 4 feet, for pedestrians to walk. Maintenance issues, such as vegetation and cracking, also provide real challenges to pedestrians with disabilities. Signalized intersections also lack audible pedestrian signals to facilitate safe crossings for the visually impaired.

The following projects were identified from the Seaside Transportation Systems Plan as overlapping with the Area boundary:

10. Avenue S Cross Section – Between US 101 and the Bridge \$3,459,000, between the bridge and Wahanna Road \$2,268,000

Avenue S would be upgraded into sections. From US 101 East to the bridge crossing Neawanna Creek, Avenue S would have two six-foot sidewalks, two six-foot bike lanes, and two twelve foot travel lanes. Between the bridge and Wahanna Road to the east, the cross-section would transition to the Wahanna Road cross-section to retain consistency with that corridor. This would consist of two twelve foot travel lanes, a ten foot boardwalk on the north side of the roadway, and shoulder on the south side of the roadway to a minimum of three feet. This cross-section would be narrow to minimize impacts to sensitive habitats.

11. US 101 and Avenue U Intersection – Add a signal at the Intersection of Avenue U and US 101 \$7,997,000

This project adds a right turn pocket onto Avenue U at the existing signal on US 101. Because the Necanicum River is located directly west of the US 101 intersection, this project triggers the need to upgrade and widen the bridge structure. Construction cost estimates also assume a seismic retrofit to bridge would be conducted. No southbound merger transition Lane on US 101 is included as a part of this recommendation because of environmental sensitivities associated with any additional fill in the vicinity of the Necanicum River. Over the long-term, Avenue U would become a four-legged intersection as Holladay Drive is extended southwards (see next section for a description of the Holladay Drive extension). Costs associated with the tie in of Holladay Drive extension are provided as a part of that project.

12. Extend S. Holladay Drive to the South - \$7,406,000

¹ Kevin Cupples, Planning Director, noted in an email dated June 28, 2017 that Wahanna has some pedestrian facilities, but they are inconsistent.

This new street alignment and connection with Avenue U would extend S. Holladay Drive to the south is a local street along the former railroad right-of-way. As the railroad right-of-way has transitioned back to local property owners, this street extension involves acquisition of right-of-way. This element helps reduce local trips on US 101 by providing a local north-south connection on the east side of US 101, and helps alleviate congestion on the highway during peak hours and seasons.

With the extension of S. Holladay Drive, the function of Avenue S and US 101 intersection would change. The traffic modeling work shows drivers were observed to prefer access to US 101 via Avenue U. Traffic volumes at US 101 and Avenue S decreased, allowing this intersection to stay stop control and full access.

In conversations with the community about the intersection of S. Holladay Drive and Avenue S, two possible treatments were discussed: a round-about and a four way stop. At this plan in level, considerable support was received for around-about at this location. Therefore, the cost estimate for extending S. Holladay to the south assumes a round-about at S. Holladay and Avenue S.

13. US 101 and Holladay Drive

The intersection of US 101 and Holladay Drive is extremely skewed, as Holladay Drive (the original state highway through Seaside) also travels in north-south direction parallel the US 101 and serves the historic core of the City. Traffic accessing the historic core turns left at this intersection, currently under two way stop control. Site distance is adequate for north and southbound traffic, but is poor due to skew and obstructions for left turning traffic on Holladay Drive.

TSP recommendations at this location are broken into two phases. Phase I is a signal at US 101 and Holladay Drive, which could be built at the same time as the local project to extend Holladay Drive to the south. Phase 2 (outside the 20 year timeframe of the TSP) is a grade-separated flyover of Holladay Drive over US 101. Both are described below.

13a. US 101 and Holladay Drive – New Signal – cost included in project 12

This TSP recommendation installs a traffic signal at the intersection of US 101 and Holladay Drive. The intersection geometry assumes left turn pockets and shared right/through pockets for all intersection approaches. As the anticipated US 101 cross-section but north of the intersection and south of the intersection consists of three lanes, no widening of the highway itself is assumed to be needed for this project.

13b. US 101 and Holladay Drive – Flyover - \$9,911,000

In the long-term, S. Holladay Drive would cross US 101 at a grade-separated flyover connecting with S. Holladay Drive extension to the south. Southbound right turns would be allowed from Holladay Drive onto US 101 at this location. This flyover would essentially allow travelers to progress between 24th Avenue at the North to Avenue U at the south on Holladay Drive without accessing US 101.

2. Water

The following projects were identified from the Water Master Plan Capital Improvement Projects list:

Table 3 – Water Capital Improvement Projects

Project Description	Project Location	Project Cost
Reservoir Improvements	Upper Pressure Zone Reservoir (East of UGB)	\$2,400,000
Pump Station Upgrades	Necanicum valley Station (Upper Pressure Zone)	\$780,000
Transmission Improvements	Upper Pressure Zone	\$1,900,000
Water Supply Planning	Source and Supply System Improvement Plan	\$75,000
Land Acquisition	N/A	\$750,000
Financial Plan	N/A	\$30,000

Source: Seaside Water Master Plan, October 2005

3. Stormwater

The following information was taken from a memo dated June 2, 2017 from Geoffrey Liljenwall, the City Engineer:

Storm Piping and Structures: Much of the storm system was installed with the sewer system. The two systems are in similar condition and age. Much of the storm piping is concrete and with concrete catch basins. A major problem is that there are some pipes that are Corrugated Metal Pipe (CMP). These are usually the storm discharge pipes into the rivers. Due to a combination of the age (over 50 years) and the brine level of the rivers, these pipes are in ‘critical’ condition.

When the City of Seaside ‘rejuvenates’ a city street, the City of Seaside will replace the storm lines with modern material.

Storm Capacity: Much of the storm discharges are directly to the Necanicum and Neawanna Rivers. However, there are no major flooding areas as a result of the lack of storm transmission. The storm systems need to be brought into compliance with state and federal level environmental laws.

4. Sanitary Sewer

The following information was taken from a memo dated June 2, 2017 from Geoffrey Liljenwall, the City Engineer:

Sewer Pump Stations in the Urban Renewal District:

- Ave G - S Holladay P/S #1
- Avenue M P/S #10
- Avenue D P/S #11
- Hospital P/S #13
- Pete Anderson P/S #20

Sewer Pump Stations: Most of these station are on their '3rd Technology Change'. They have gone through three upgrades since the 1950's. The last mechanical upgrade for most of these stations happened in 1985, over 30 years ago. This is considered past the industry standard of 20 – 25 year service life. These stations are 'suction primed' pumps. The current industry standards are submersible pumps. Submersible pumps provided better efficiency (electricity usage) and have less maintenance than the current pumps. These stations also need to have maintenance and repair made on the structural portions of the concrete wet wells and associated mechanical structures (piping).

Controls and Supervisory Control And Data Acquisition (SCADA): Only one station has been upgraded with current technology. Modern control systems are computerized and allow greater control, security, and alarms. Department of Environmental Quality (Oregon DEQ) requires that stations have alarms and SCADA systems. A SCADA system allows for remote operating, provides operating data, and alarms to be generated and monitored.

Generators: All five stations need to have a generator installed to operate in power outages.

Sewer Mains – Services: There are over 50 properties that have no connection to the city sewer system. There are also areas that can be developed to increase the housing density. These would require building additional sewer capacity (carrying).

Many of the sewer mains in these areas are 'way past' their service life. These sewer mains and service laterals are made out of concrete pipe or VCP (Vitrified Clay Pipe). Additionally, many of these areas are at a low elevation: 10' to 19' from sea level. Many of these areas have high ground water level and are 'tidally' influenced. The condition of the pipe, age of the pipe, and the ground water contribute to high levels of Infiltration/Inflow (I/I) throughout the year.

5. Parks and Open Space

The following parks are in the area:

Broadway Park

Description

Broadway Park is a 9.7 acre property located just north of Broadway East along the Neawanna Creek. The Park is used for a variety of active recreational activities including high school sports fields, water sports, and play areas for children. A covered shelter with picnic tables is available. Broadway Park also offers passive recreation activities such as walking, raptor and waterfowl viewing and environmental education.

There are two playing fields used by the *school sports teams*, and a small basketball court. Amenities for young children include swing sets, a jungle gym and teeter-totters. Recently, a skate park was added to the facilities and has proven a popular attraction. The community swimming pool, operated by the Sunset Empire Parks and Recreation District is adjacent to the ball fields. Recently a new boat, canoe/kayak launch was added. *In addition, the ball*

fields were recently upgraded to artificial turf, reconfigured and provided with new amenities.²

Access to Broadway Park is available off Highway 101 on Broadway East. A small trail provides an informal access point at the north end of the Park near Second Avenue. The parking lot that serves Broadway Park is shared with the Sunset Empire pool. There are 52 parking spaces, three of which are handicapped. Parking during football and baseball season is not sufficient when all facilities are experiencing peak use. Informal parking is located along the gravel access road that leads to the dock and boat/canoe/kayak launch. Some additional on-street parallel parking is available along Broadway East.

Broadway Park is in a central location. For example, Broadway Middle School and the Sunset Empire Pool are located to the east, residential neighborhoods to the north and south, and Neawanna Creek and a senior housing facility to the west. A sign for Broadway Park on Highway 101 directs highway traffic to Broadway Park. There are also three environmental education signs that overlook Neawanna Creek, noting ecosystem health and creek habitat.

Mature spruce and broad-leaved deciduous trees are the dominant trees throughout the Park. Broadway Park lacks a proper drainage system, which results in pooling under the swing sets, jungle gym, and in the horseshoe pit. A manual irrigation system is used for Broadway Park and fields. Although Broadway Park is City-owned, the playfields are maintained by the School Administration's Ground Department.

Park Amenities

- Restrooms
- 1 each Picnic Shelter with 4 Picnic Tables
- 1 each Picnic Shelter with 2 Picnic Tables
- 10 each Picnic Tables on Slabs
- Boat Ramp
- ADA Kayak Launch
- Football/Soccer Field
- Baseball Field
- 4 each Play Stations
- 1 each 3-seat Swing Set
- 1 each 4-seat Swing Set
- 1 each 6-seat Swing Set
- 1 each Barbecue Bit
- 1 each Basketball Court
- 2 each kiddie Spring Rides
- Bleachers
- Estuary Viewing Station
- Osprey Nest Viewing Station
- Flagpole

² Italicized text was added by Kevin Cupples, City Planner, 6/21/17

Concerns

Broadway Park needs enhancements to connect the field work to kiddie land in the back, with accessible surfacing. Parking is an issue for major events at the football/soccer/baseball fields. The northeast corner needs attention.

Mill Ponds Park

Description

Mill Ponds is a 17 acre property owned by the City of Seaside. This wetland area once served as holding ponds for the local mill. The City of Seaside acquired the land in 1999 following an environmental analysis that was spearheaded by the North Coast Land Conservancy. The Mill Ponds is part of the Neawanna Natural History Park and consists of three large ponds located east of Highway 101 and south of Avenue S. Mill Ponds is a naturally rehabilitated wetland ecosystem and can be used for passive recreation such as wildlife viewing, walking and environmental education.

Access to Mill Ponds is available off of Highway 101 on Avenue U and Avenue V. The area does not have a designated parking lot; however informal parking is available at the Mill Pond on Avenue U. From the parking areas here, Mill Ponds can be accessed by two trails that circle the ponds to the southeast and southwest. The trails do not connect. With the exception of an outdated "No Trespassing" sign, Mill Ponds lacks directional and informational signage.

The neighboring land uses of Mill Ponds include commercial to the west, light industrial to the north, and preserved open space to the east and south. The preserved open space, including the Mill Ponds, is a unique wetland area that hosts a variety of wildlife and native landscaping. The dominant wetland plants include salal, red alders, sword ferns, grasses and other broadleaved deciduous trees.

Park Amenities

- Natural Trails
- Park Benches

Park Concerns

There is dense overgrown vegetation in places. Mill Ponds has poor parking, with some of the parking blocking access to the Public Works Building.

Quatat Riverfront Park and Walkway

Description

Quatat Riverfront Park and Walkway is a 0.65-acre park located along the Necanicum River in downtown Seaside between Broadway and First Avenue. Quatat Riverfront Park and Walkway, built in the late 1980's, consists of a deck and dock space and wooden walkways on both sides of the river. This centrally located park also features a number of benches, a wooden bench amphitheater, boat slips and a boat ramp. The waterfront location serves as a viewing point of the Necanicum River and offers a number of active and passive recreational activities.

By car, Quatat Riverfront Park can be accessed off Highway 101 on Broadway and First Avenue. The dock and boat ramp serve as an access point from the Necanicum River. By foot, the walkways area easily accessed off Broadway to the south and north. The main parking lot is adjacent to Quatat Riverfront Park and is available for a fee of \$3.00 per day. The lot consists of 31 parking spaces, two (2) of which are for handicapped patrons. Additional on-street parking is available around the Seaside Convention Center but limited during the peak season.

Quatat Riverfront Park is in the center of downtown Seaside and surrounded by commercial facilities. The Turnaround, Promenade and Seaside Beach are approximately two (2) blocks west of Quatat Riverfront Park. Directional signage for the park is lacking and a wooden park sign is only visible when heading east on Ocean way. There are two educational signs that overlook the Necanicum River and describe the Native American history of the area. The landscaping is dominated by large planter boxes that feature flowering cherry trees, seasonal shrubs and flowers. Other trees throughout the park include shore pine, holly oak, and osier dogwood.

Amenities

- Restrooms
- Public Boat Ramp
- Public Boat Dock
- Park Benches
- Large Bench Seating area (auditorium style)
- Water fountain
- Trash cans
- Fixed wooden tables
- Dock slips

Concerns

The wooden structures throughout Quatat Riverfront Park suffer from rot and lichen. Some electrical outlets do not function properly.

Railroad Park

Description

Railroad Park is 1.12 acres of Community Gardens and Lawn Areas. It includes a Railroad Caboose Structure, Steam Locomotive Structure, Seaside Vintage Street Lights and Sidewalks.

C. Social Conditions

Data from the US Census Bureau is used to identify social conditions in the Area. The geographies used by the Census Bureau to summarize data do not strictly conform to the Plan Area. As such, the Census Bureau geographies that most closely align to the Plan Area are used, which, in this case, is Block Group 1, Census Tract 9511 and Block Group 3, Census Tract 9509. Within the Area, there are 690 tax lots shown as residential use. According to the US Census Bureau, American Community Survey (ACS) 2010-14, the block groups have 2,839 residents, 87% of whom are white.

Table 4 – Race in the Area

Race	Number	Percent
White alone	2,462	86.72%
Black or African American alone	-	0.00%
American Indian and Alaska Native alone	-	0.00%
Asian alone	43	1.51%
Native Hawaiian and Other Pacific Islander alone	-	0.00%
Some other race alone	200	7.05%
Two or more races	134	4.72%
Total	2,839	100%

Source: American Community Survey 2011-2015 Five Year Estimates

The largest percentage of residents in the block groups are between 25-34 years of age (13%).

Table 5 – Age in the Area

Age	Number	Percent
Under 5 years	290	10%
5 to 9 years	264	9%
10 to 14 years	111	4%
15 to 17 years	129	5%
18 to 24 years	202	7%
25 to 34 years	371	13%
35 to 44 years	341	12%
45 to 54 years	357	13%
55 to 64 years	351	12%
65 to 74 years	200	7%
75 to 84 years	177	6%
85 years and over	46	2%
Total	2,839	100%

Source: American Community Survey 2011-2015 Five Year Estimates

In the block group, 17% of adult residents have earned a bachelor's degree or higher. Another 38% have some college education without a degree, and another 24% have graduated from high school with no college experience.

Table 6 – Educational Attainment in the Area

Education	Number	Percent
Less than high school	260	14.11%
High school graduate (includes equivalency)	450	24.42%
Some college	702	38.08%
Associate's degree	110	5.97%
Bachelor's degree	228	12.37%
Master's degree	93	5.05%
Professional school degree	-	0.00%
Doctorate degree	-	0.00%
Total	1,843	100%

Source: American Community Survey 2011-2015 Five Year Estimates

In the block group, 49% of commuters drove less than 10 minutes to work, and another 24% of commuters drove 10 to 19 minutes to work.

Table 7 – Travel Time to Work in the Area

Travel time to work	Number	Percent
Less than 10 minutes	545	49%
10 to 19 minutes	268	24%
20 to 29 minutes	110	10%
30 to 39 minutes	101	9%
40 to 59 minutes	23	2%
60 to 89 minutes	21	2%
90 or more minutes	49	4%
Total	1,117	100%

Source: American Community Survey 2011-2015 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 68%, drove alone with another 10% carpooling.

Table 8 – Means of Transportation to Work in the Area

Means of Transportation to Work	Number	Percent
Drove alone	754	67.50%
Carpooled	110	9.85%
Public transportation (includes taxicab)	23	2.06%
Motorcycle	-	0.00%
Bicycle	23	2.06%
Walked	207	18.53%
Other means	-	0.00%
Worked at home	-	0.00%
Total	1,117	100%

Source: American Community Survey 2011-2015 Five Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Clatsop County Department of Assessment and Taxation for FYE 2016, including all real, personal, manufactured, and utility properties, is estimated to be \$255,813,213.

2. Building to Land Value Ratio

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 generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 9 below shows the improvement to land ratios for properties within the Southeast Seaside Area. Eighty-three tax lots representing 147 acres are exempt from taxation. Another 230 tax lots representing 133 acres have no improvement value. Two hundred twenty-seven tax lots in the area (13% of the acreage) have I:L ratios of less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 354 parcels in the Area, totaling 18.65% of the acreage have I:L ratios of 2.0 or more in FYE 2016. In summary, the Area is underdeveloped and not contributing as significantly as it could to the tax base in Seaside.

Table 9 – I:L Ratio of Parcels in the Area

Improvement/Land Ratio	Tax Lots	Acres	% Total Acres
Exempt	83	146.62	30.83%
No Improvement Value	230	132.74	27.91%
0.01-0.50	115	34.66	7.29%
0.51-1.00	112	27.07	5.69%
1.01-1.50	114	22.37	4.70%
1.51-2.00	110	23.44	4.93%
2.01-2.50	122	25.77	5.42%
2.51-3.00	93	21.81	4.59%
3.01-4.00	89	25.53	5.37%
> 4.00	50	15.55	3.27%
Total	1118	475.56	100.00%

Source: Calculated by Tiberius Solutions LLC with data from Clatsop County Department of Assessment and Taxation (FYE 2016)

E. Impact on Municipal Services

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

The projects being considered for future use of urban renewal funding are school infrastructure, general infrastructure, and business assistance. The use of urban renewal funding for these projects allows the city to match other funding sources to construct the improvements. It also allows the city to tap into different funding source besides the City of Seaside general fund or system development charges (SDC) funds.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development would not occur were the infrastructure not upgraded. This development will require city services. However, since the property is within the city limits or within the urban growth boundary, the city has anticipated the need to provide services to the Area. As the development will be new construction or redevelopment, it will be built to current building and fire code standards thus reducing their fire risk. An upgraded transportation system will also assist in fire prevention to the Area.

Some of the area is outside of the urban growth boundary. It is anticipated that these will be annexed into the City of Seaside as infrastructure is provided to the Area.

The financial impacts from tax increment collections will be countered by providing infrastructure in the Area and future jobs in the Southeast Seaside Area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions, including the city.

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

The reason for selecting the Area is to provide the ability to fund improvements necessary to cure blight within the Area.

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

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

A. School Infrastructure

1. Road Access

Proposed: Spruce Drive improvements and secondary access point adjacent to Providence Hospital and Wahanna ballfields.

Existing Conditions: Spruce Drive is the current access point for the existing Seaside Heights Elementary School. Spruce Drive is inadequate to serve the proposed school campus consisting of the existing elementary school, the middle school and the high school. Estimated traffic counts include 200 staff member vehicles, 450 high school students, 450 middle school students and 600 elementary students. School buses, parents dropping and picking students up in personal vehicles, delivery vehicles, and event parking would all overwhelm Spruce Drive and the intersection at Wahanna Road without improvements.

2. ROW (Right of Way) Acquisition for Streets and Utilities

Proposed: Acquisition of properties to allow for the construction of infrastructure. This may require inclusion of these properties into the Urban Growth Boundary (UGB) and working with Clatsop County for the acquisition of the properties.

Existing Conditions: There may be needs for acquisition of properties to construct the infrastructure. Clatsop County may own properties adjacent to proposed improvement projects.

3. US101 Turn Lane/Signals

Proposed: Oregon Department of Transportation may require a signal at Avenue "S" and US 101 to help facilitate a better flow of traffic in the Area.

Existing Conditions: The traffic control at Avenue "S" and US101 is a stop sign.

4. Avenue "S" Overhaul

Project: New storm drainage, sanitary sewer, waterlines, roadway reconstruction, sidewalks and a multi-purpose path

Existing Conditions: Avenue "S" has a lack of storm drainage, sidewalks and a narrow bridge.

5. Culvert Reconstruction (across Wahanna adjacent to Wahanna Ballfields)

Project: Replacement of culvert with a 19 foot arched culvert to enhance salmon fish passage.

Existing Conditions: There is a rusted out, partially collapsed culvert under Wahanna Road for Coho Creek. The culvert needs to be replaced. The City of Seaside is working with the Necanicum Watershed Council on obtaining a grant for a portion of this work (2017). Other funding could come from urban renewal.

6. Sewer System Needs

Project: Upgrading the existing sewer pump station and associated piping located along the Neawanna below the Providence Hospital campus.

Existing Conditions: There is inadequate sewer system capacity for the proposed new school campus.

7. Utilities/Widening Roads

Project: Reconstruct existing roadways to ROW (Right of Way) and to current city standards to include underground utilities and street lighting.

Existing Conditions: The existing roadways were constructed to county standards at the time of construction. They need to be upgraded to city standards.

B. General Infrastructure

1. Avenue "A", "G", "S", "U" Bridge Improvements

Project: Design and construct new bridges with center turn lane, multi-purpose path and Americans with Disabilities Act (ADA) sidewalks.

Existing Conditions: The current bridges do not meet seismic standards nor do they meet ADA standards.

2. Avenue "S" Improvements

Project: Reconstruct roadway base, add sidewalks and multi-purpose pathway, bike lanes and street lighting.

Existing Conditions: The roadway has settled considerably, asphalt surfacing has deteriorated, lack of sidewalks and street lighting.

3. Avenue "P", "Q", "R" Improvements

Project: Installation of storm sewer, sanitary sewer clean-outs, electrical for street lighting, reconstruct roadway base, add sidewalks and asphalt paving, and signage.

Existing Conditions: There are gravel roadways. The roadways are prone to potholes. There are no sidewalks, a lack of storm sewer and no street lighting.

4. Infrastructure of Unincorporated area

Project: Installation of sanitary sewer, storm sewer, street lighting and associated provider utilities for future growth of the properties within the UGB.

Existing Conditions: There is a lack of sanitary sewer, storm drainage, and street lighting in the areas that are not in the UGB.

5. Acquisition of ROW (Right of Way) for Sewer

Project: Work with both private owners and Clatsop County to allow acquisition in order to facilitate utility installation.

Existing Conditions: Properties are currently either privately owned or owned by Clatsop County.

6. Holladay Streetscape project-south of existing new Streetscape

Project: Installation of new sanitary sewer, storm sewer, underground service provider utilities, ADA accessible sidewalks, reconstruction of the roadway, asphalt paving and street lighting.

Existing Conditions: The current street scape is 1914 vintage, including much of the underground utilities, sidewalks and roadway. Sanitary sewer pipe is terracotta and allows for groundwater to infiltrate into the sanitary sewer overloading the system.

7. Parks/recreation water access – Mill Ponds

Project: Trail access by gravel trail, with some elevated boardwalk areas, possible picnic tables and benches for families to enjoy the natural surroundings. This allows access to great bird watching areas.

Existing Conditions: Access to the Mill Ponds is very limited.

8. Pedestrian/Bike Bridge and Infrastructure West Side to East Side of Necanicum River

Project: Construction pedestrian bridges in the vicinity of Avenue “S” and Avenue “F”.

Existing Conditions: Pedestrian crossings are at Avenue “U”, “G”, “A”, Broadway, and 12th Avenue bridges. There are no pedestrian crossings at Avenue “S” and Avenue “F”.

C. Business Assistance

1. Storefront/redevelopment assistance

Project: Expand sanitary sewer system, storm system and other provider utilities, reconstruct intersections, driveways, and sidewalks. Add street lighting and signage. Provide a storefront/redevelopment loan fund.

Existing Conditions: Blighted areas need building facelifts, lack of proper driveway and sidewalk access, lack of street lighting, some areas are still on septic systems. Many properties have graveled frontage without any type of landscaping. There is presently no storefront/redevelopment loan fund.

2. Property Acquisition

Project: Allows for purchase of properties within the Area to further business development in the Area. Property Acquisition is further defined in the following section of this Plan.

Existing Conditions: There is presently no funding source for purchase of properties in the Area.

3. Signage/Wayfinding

Project: Installation of Oregon Department of Transportation Tourist Oriented Destination Signage. Sidewalks in the Area would allow feather flags for advertising a business. Lighting would illuminate roadways at dusk, allowing business locations to be seen.

Existing Conditions: There is presently limited signage and lighting in the Area as roadway shoulders are gravel.

4. Workforce/Affordable Housing

Project: Evaluate the need for and potentially assist in the development of workforce/affordable housing.

Existing Conditions: The cost of housing in Seaside precludes many employees from living in the community in which they work. There is presently no program to assist in the development of workforce/affordable housing in the Area.

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

Individual projects and cost estimates are shown in Table 10. All cost estimates shown are estimates from the City of Seaside Engineering Department and city staff and are the most current figures available at the time of the preparation of the Plan.

The Plan assumes that the city will seek out other funding sources to pay for many of the urban renewal projects listed and use urban renewal funds as leverage. These sources include City of Seaside general funds and system development charges. The city may also pursue regional, County, State, and federal funding and private developer contributions.

The Seaside Improvement Commission will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared.

Table 10 – Projects to be Completed Using Urban Renewal Funds – YOE Costs

Project	Cost
School Infrastructure	
Road access – Spruce Street circular access project by hospital via Wahanna	\$1,000,000
ROW acquisition for streets, utilities	TBD
101 turn lane/signals	\$430,000
Avenue “S” overhaul	\$1,738,000
Culvert reconstruction	\$155,000
Sewer system needs	\$788,000
Utilities/widening roads	\$2,300,000
Water storage – water tank	\$2,270,000
Subtotal	\$8,681,000
General Infrastructure	
Avenue “A”, “G”, “S”, and “U” bridge improvements	\$26,000,000
Avenue “S” improvements	\$738,000
Avenue “P”, “Q”, and “R” improvements	\$686,000
Infrastructure of unincorporated area (Acquisition of ROW for sewer)	\$3,100,000
Holladay Streetscape project- south of existing new streetscape	\$9,250,000
Parks/recreation water access - Mill Ponds	\$650,000
Ped/bike bridge and infrastructure west to east	\$4,688,000
Subtotal	\$45,112,000
Business Assistance	
Storefront/redevelopment assistance programs	TBD
Property Acquisition	TBD
Signage/wayfinding	TBD
Workforce/affordable Housing	TBD
Subtotal	\$300,000
Administration	
Administration	\$1,125,000
Subtotal	\$1,125,000
Total	\$55,218,000

Source: City of Seaside, Tiberius Solutions LLC forecasts, *YOE is Year Of Expenditure dollars.

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Seaside Improvement Commission. Rather than identify the specific timing and dollar amount of individual projects, the forecast for the allocation of funding over time is shown for three broad categories of projects: school infrastructure; general infrastructure; business assistance. Annual expenditures for project administration and finance fees are also shown.

The Area is anticipated to complete all projects, leveraging urban renewal funding with other sources of funding, and have sufficient tax increment finance revenue to terminate the district in FYE 2043. The projections in the financial model assume 5.0% annual growth in the assessed value of real, personal, utility, and manufactured property value.

Estimated annual expenditures by project category are shown in Table 11. All costs shown in Table 11 are in year-of-expenditure dollars, which are adjusted by 3% annually to account for inflation. The Seaside Improvement Commission may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The first year of tax increment collections is anticipated to be FYE 2019.

Table 11 – Projects and Costs in Year of Expenditure Dollars

URA PROJECTS FUND	Total	FYE 2019	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025
Resources								
Beginning Balance		\$0	\$17,389	\$24,894	\$12,509	\$28,290	\$4,816	\$1,170
Interest Earnings	\$2,259	\$0	\$87	\$124	\$63	\$141	\$24	\$6
Transfer from TIF Fund	\$46,540,240	\$282,615	\$444,499	\$248,317	\$421,473	\$603,288	\$473,223	\$673,673
Bond/Loan Proceeds	\$21,900,000	\$0	\$0	\$4,500,000	\$0	\$0	\$4,000,000	\$0
Other	\$0							
Total Resources	\$68,442,499	\$282,615	\$461,975	\$4,773,335	\$434,046	\$631,719	\$4,478,063	\$674,849
Expenditures (YOE \$)								
School Infrastructure	(\$10,115,794)	(\$238,703)	(\$409,763)	(\$4,642,688)	(\$376,773)	(\$597,050)	(\$3,850,817)	
General Infrastructure	(\$55,632,405)						(\$484,581)	(\$601,730)
Business Assistance	(\$447,685)							
Financing Fees	(\$438,000)			(\$90,000)			(\$80,000)	
Administration	(\$1,793,170)	(\$26,523)	(\$27,318)	(\$28,138)	(\$28,983)	(\$29,853)	(\$61,495)	(\$63,340)
Total Expenditures	(\$68,427,054)	(\$265,226)	(\$437,081)	(\$4,760,826)	(\$405,756)	(\$626,903)	(\$4,476,893)	(\$665,070)
Ending Balance		\$17,389	\$24,894	\$12,509	\$28,290	\$4,816	\$1,170	\$9,779

Source: Tiberius Solutions LLC

Table 11 – Projects and Costs in Year of Expenditure Dollars, page 2

URA PROJECTS FUND	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033
Resources								
Beginning Balance								
Interest Earnings	\$9,779	\$13,235	\$9,728	\$31,978	\$11,435	\$8,600	\$12,204	\$21,049
Transfer from TIF Fund	\$49	\$66	\$49	\$160	\$57	\$43	\$61	\$105
Bond/Loan Proceeds	\$884,147	\$1,105,145	\$1,337,191	\$916,077	\$1,171,907	\$1,440,531	\$1,722,584	\$2,018,741
Other	\$0	\$0	\$0	\$6,900,000	\$0	\$0	\$0	\$0
Total Resources	\$893,975	\$1,118,446	\$1,346,968	\$7,848,215	\$1,183,400	\$1,449,174	\$1,734,849	\$2,039,895
Expenditures (YOE \$)								
School Infrastructure								
General Infrastructure								
Business Assistance	(\$815,500)	(\$1,041,523)	(\$1,176,570)	(\$7,556,210)	(\$1,027,950)	(\$1,285,710)	(\$1,558,000)	(\$1,845,405)
Financing Fees			(\$69,210)	(\$71,285)	(\$73,425)	(\$75,630)	(\$77,900)	(\$80,235)
Administration	(\$65,240)	(\$67,195)	(\$69,210)	(\$71,285)	(\$73,425)	(\$75,630)	(\$77,900)	(\$80,235)
Total Expenditures	(\$880,740)	(\$1,108,718)	(\$1,314,990)	(\$7,836,780)	(\$1,174,800)	(\$1,436,970)	(\$1,713,800)	(\$2,005,875)
Ending Balance	\$13,235	\$9,728	\$31,978	\$11,435	\$8,600	\$12,204	\$21,049	\$34,020

Source: Tiberius Solutions LLC

Table 11 – Projects and Costs in Year of Expenditure Dollars, page 3

URA PROJECTS FUND	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043
Resources										
Beginning Balance	\$34,020	\$16,525	\$43,525	\$52,984	\$41,966	\$53,949	\$41,059	\$49,601	\$34,355	\$28,674
Interest Earnings	\$170	\$83	\$218	\$265	\$210	\$270	\$205	\$248	\$172	\$143
Transfer from TIP Fund	\$1,487,926	\$1,814,437	\$2,157,278	\$2,517,257	\$2,895,237	\$3,292,113	\$3,708,836	\$4,507,486	\$4,966,922	\$5,449,331
Bond/Lenin Proceeds	\$6,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other										
Total Resources	\$8,022,117	\$1,831,045	\$2,201,022	\$2,570,506	\$2,937,414	\$3,346,332	\$3,750,101	\$4,557,335	\$5,001,449	\$5,478,148
Expenditures (VOE \$)										
School Infrastructure										
General Infrastructure										
Business Assistance										
Financing Fees										
Administration										
Total Expenditures	(\$8,005,592)	(\$85,120)	(\$87,675)	(\$90,305)	(\$93,015)	(\$95,805)	(\$98,680)	(\$101,640)	(\$104,690)	(\$107,830)
Ending Balance	\$16,525	\$43,525	\$52,984	\$41,966	\$53,949	\$41,059	\$49,601	\$34,355	\$28,674	\$22,733

Source: Tibertus Solutions LLC

VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 12 shows the allocation of tax increment revenues to debt service and transfers to the project fund.

It is anticipated that all debt will be retired by FYE 2043 (any outstanding bonds will be defeased). The maximum indebtedness is \$68,500,000 (sixty-eight million five hundred thousand).

The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$68,500,000 is \$78,570,706 and is made up of tax increment revenues from permanent rate levies.

The interest rate for the loans and bonds are estimated at 5% with varying terms. The assumed financing plan maintains a debt service coverage ratio of at least 1.5 x total annual debt service payments.

The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Seaside Improvement Commission may decide to issue bonds or take on loans on a different schedule, and that will alter the financing assumptions. These assumptions show one scenario for financing and that this scenario is financially feasible.

Table 12 – Tax Increment Revenues and Allocations to Debt Service

TAX INCREMENT FUND	Total	FYE 2019	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025
Resources								
Beginning Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF: Current Year	\$76,152,011	\$282,615	\$434,607	\$594,198	\$761,768	\$937,718	\$1,122,465	\$1,316,449
TIF: Prior Years	\$2,418,693	\$0	\$9,892	\$15,211	\$20,797	\$26,662	\$32,820	\$39,286
Total Resources	\$78,570,704	\$282,615	\$444,499	\$609,409	\$782,565	\$964,380	\$1,155,285	\$1,355,735
Expenditures								
<i>Debt Service</i>								
Loan A	(\$7,221,833)	\$0	\$0	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)
Loan B	(\$6,419,407)	\$0	\$0	\$0	\$0	\$0	(\$320,970)	(\$320,970)
Loan C	(\$9,971,427)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Loan D	(\$8,417,797)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Debt Service	(\$23,612,667)	\$0	\$0	(\$361,092)	(\$361,092)	(\$361,092)	(\$682,062)	(\$682,062)
<i>Debt Service Coverage Ratio</i>				1.65	2.11	2.60	1.65	1.93
Transfer to URA Projects Fund	(\$46,540,240)	(\$282,615)	(\$444,499)	(\$248,317)	(\$421,473)	(\$603,288)	(\$473,223)	(\$673,673)
Total Expenditures	(\$70,152,907)	(\$282,615)	(\$444,499)	(\$609,409)	(\$782,565)	(\$964,380)	(\$1,155,285)	(\$1,355,735)
Ending Balance		\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: Tiberius Solutions LLC

Table 12 – Tax Increment Revenues and Allocations to Debt Service, page 2

TAX INCREMENT FUND	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033
Resources								
Beginning Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF: Current Year	\$1,520,133	\$1,734,002	\$1,958,563	\$2,194,351	\$2,441,929	\$2,701,887	\$2,974,842	\$3,261,446
TIF: Prior Years	\$46,076	\$53,205	\$60,690	\$68,550	\$76,802	\$85,468	\$94,566	\$104,119
Total Resources	\$1,566,209	\$1,787,207	\$2,019,253	\$2,262,901	\$2,518,731	\$2,787,355	\$3,069,408	\$3,365,565
Expenditures								
<i>Debt Service</i>								
Loan A	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)
Loan B	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)
Loan C	\$0	\$0	\$0	(\$664,762)	(\$664,762)	(\$664,762)	(\$664,762)	(\$664,762)
Loan D	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Debt Service	(\$682,062)	(\$682,062)	(\$682,062)	(\$1,346,824)	(\$1,346,824)	(\$1,346,824)	(\$1,346,824)	(\$1,346,824)
<i>Debt Service Coverage Ratio</i>	2.23	2.54	2.87	1.63	1.81	2.01	2.21	2.42
Transfer to URA Projects Fund	(\$884,147)	(\$1,105,145)	(\$1,337,191)	(\$916,077)	(\$1,171,907)	(\$1,440,531)	(\$1,722,584)	(\$2,018,741)
Total Expenditures	(\$1,566,209)	(\$1,787,207)	(\$2,019,253)	(\$2,262,901)	(\$2,518,731)	(\$2,787,355)	(\$3,069,408)	(\$3,365,565)
Ending Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: Tibertus Solutions LLC

Table 12 – Tax Increment Revenues and Allocations to Debt Service, page 3

TAX INCREMENT FUND	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043
Resources										
Beginning Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF: Current Year	\$3,562,379	\$3,878,358	\$4,210,139	\$4,538,506	\$4,924,293	\$5,308,367	\$5,711,647	\$6,135,090	\$6,579,706	\$7,046,553
TIF: Prior Years	\$114,151	\$124,683	\$135,743	\$147,355	\$159,548	\$172,350	\$185,793	\$199,908	\$214,728	\$230,290
Total Resources	\$3,676,530	\$4,003,041	\$4,345,882	\$4,705,861	\$5,083,841	\$5,480,717	\$5,897,440	\$6,334,998	\$6,794,434	\$7,276,843
Expenditures										
Debt Service										
Loan A	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)	(\$361,092)
Loan B	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)	(\$320,970)
Loan C	(\$664,762)	(\$664,762)	(\$664,762)	(\$664,762)	(\$664,762)	(\$664,762)	(\$664,762)	(\$664,762)	(\$664,762)	(\$664,762)
Loan D	(\$841,780)	(\$841,780)	(\$841,780)	(\$841,780)	(\$841,780)	(\$841,780)	(\$841,780)	(\$841,780)	(\$841,780)	(\$841,780)
Total Debt Service	(\$2,188,604)	(\$2,188,604)	(\$2,188,604)	(\$2,188,604)	(\$2,188,604)	(\$2,188,604)	(\$2,188,604)	(\$2,188,604)	(\$2,188,604)	(\$2,188,604)
Debt Service Coverage Ratio	1.63	1.77	1.92	2.08	2.25	2.43	2.61	3.36	3.60	3.86
Transfer to URA Projects Fund	(\$1,487,926)	(\$1,814,437)	(\$2,157,278)	(\$2,517,257)	(\$2,895,237)	(\$3,292,113)	(\$3,708,836)	(\$4,507,486)	(\$4,966,922)	(\$5,449,331)
Total Expenditures	(\$3,676,530)	(\$4,003,041)	(\$4,345,882)	(\$4,705,861)	(\$5,083,841)	(\$5,480,717)	(\$5,897,440)	(\$6,334,998)	(\$6,794,434)	(\$7,276,843)
Ending Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: Tibertus Solutions LLC

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2043, as shown above, are based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. The assumptions include assumed growth in assessed value of 5.0% for real property, derived from a combination of appreciation of existing property values and new construction. A 5.0% growth rate was also assumed for manufactured, utility, and personal property.

Table 13 shows the projected incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, delinquencies, and compression losses. These projections of increment are the basis for the projections in Tables 11 and 12. The first year of tax increment collections is FYE 2019. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is per thousand dollars of value, so the calculation is "tax rate multiplied by excess value divided by one thousand." The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies which would not be impacted by this Plan.

Table 13 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed Value			Tax Rate	Tax Increment Finance		
	Total	Frozen Base	Increment		Gross	Adjustments	Net
2019	\$ 282,034,069	\$ 255,813,213	\$ 26,220,856	11.5895	\$ 303,887	\$ (21,272)	\$ 282,615
2020	\$ 296,135,772	\$ 255,813,213	\$ 40,322,559	11.5895	\$ 467,319	\$ (32,712)	\$ 434,607
2021	\$ 310,942,560	\$ 255,813,213	\$ 55,129,347	11.5895	\$ 638,923	\$ (44,725)	\$ 594,198
2022	\$ 326,489,689	\$ 255,813,213	\$ 70,676,476	11.5895	\$ 819,106	\$ (57,338)	\$ 761,768
2023	\$ 342,814,173	\$ 255,813,213	\$ 87,000,960	11.5895	\$ 1,008,299	\$ (70,581)	\$ 937,718
2024	\$ 359,954,881	\$ 255,813,213	\$ 104,141,668	11.5895	\$ 1,206,952	\$ (84,487)	\$ 1,122,465
2025	\$ 377,952,626	\$ 255,813,213	\$ 122,139,413	11.5895	\$ 1,415,537	\$ (99,088)	\$ 1,316,449
2026	\$ 396,850,259	\$ 255,813,213	\$ 141,037,046	11.5895	\$ 1,634,552	\$ (114,419)	\$ 1,520,133
2027	\$ 416,692,772	\$ 255,813,213	\$ 160,879,559	11.5895	\$ 1,864,518	\$ (130,516)	\$ 1,734,002
2028	\$ 437,527,411	\$ 255,813,213	\$ 181,714,198	11.5895	\$ 2,105,981	\$ (147,418)	\$ 1,958,563
2029	\$ 459,403,783	\$ 255,813,213	\$ 203,590,570	11.5895	\$ 2,359,517	\$ (165,166)	\$ 2,194,351
2030	\$ 482,373,972	\$ 255,813,213	\$ 226,560,759	11.5895	\$ 2,625,731	\$ (183,802)	\$ 2,441,929
2031	\$ 506,492,672	\$ 255,813,213	\$ 250,679,459	11.5895	\$ 2,905,255	\$ (203,368)	\$ 2,701,887
2032	\$ 531,817,307	\$ 255,813,213	\$ 276,004,094	11.5895	\$ 3,198,755	\$ (223,913)	\$ 2,974,842
2033	\$ 558,408,173	\$ 255,813,213	\$ 302,594,960	11.5895	\$ 3,506,931	\$ (245,485)	\$ 3,261,446
2034	\$ 586,328,582	\$ 255,813,213	\$ 330,515,369	11.5895	\$ 3,830,515	\$ (268,136)	\$ 3,562,379
2035	\$ 615,645,011	\$ 255,813,213	\$ 359,831,798	11.5895	\$ 4,170,278	\$ (291,920)	\$ 3,878,358
2036	\$ 646,427,262	\$ 255,813,213	\$ 390,614,049	11.5895	\$ 4,527,031	\$ (316,892)	\$ 4,210,139
2037	\$ 678,748,625	\$ 255,813,213	\$ 422,935,412	11.5895	\$ 4,901,619	\$ (343,113)	\$ 4,558,506
2038	\$ 712,686,056	\$ 255,813,213	\$ 456,872,843	11.5895	\$ 5,294,938	\$ (370,645)	\$ 4,924,293
2039	\$ 748,320,359	\$ 255,813,213	\$ 492,507,146	11.5895	\$ 5,707,922	\$ (399,555)	\$ 5,308,367
2040	\$ 785,736,378	\$ 255,813,213	\$ 529,923,165	11.5895	\$ 6,141,556	\$ (429,909)	\$ 5,711,647
2041	\$ 825,023,197	\$ 255,813,213	\$ 569,209,984	11.5895	\$ 6,596,871	\$ (461,781)	\$ 6,135,090
2042	\$ 866,274,357	\$ 255,813,213	\$ 610,461,144	11.5895	\$ 7,074,952	\$ (495,246)	\$ 6,579,706
2043	\$ 909,588,075	\$ 255,813,213	\$ 653,774,862	11.5895	\$ 7,576,938	\$ (530,385)	\$ 7,046,553

Source: Tiberius Solutions LLC

Notes: TIF is tax increment revenues. Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the area. The share is a percentage basis dependent upon the tax rates of the taxing jurisdictions. The first threshold is 10% of the original maximum indebtedness. At the 10% threshold, the Seaside Improvement Commission will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing jurisdictions will receive 75% of the increment above the 10% threshold. The second threshold is set at 12.5% of the maximum indebtedness. If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

Revenue sharing targets are not projected to be reached during the life of the Area. If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

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 assessed value in the Area. These projections are for impacts estimated through FYE 2053, and are shown in Tables 14a and 14b.

Tables 14a and 14b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 14a shows the general government levies, and Table 14b shows the education levies.

General obligation bonds and local option levies are impacted by urban renewal only if they were originally approved by voters in an election prior to October 6, 2001. There are no local option levies or general obligation bonds approved prior to October 6, 2001 that will still be in effect in the Area at the time that tax increment revenues begin to be collected.

Table 14a – Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Clatsop County		Port of Astoria		4H & Extension Service		City of Seaside		Seaside Road		Union Health		Sunset Empire Park		Sunset Empire Transit		Road 1		Seaside RFPD		Clatsop County Law		Subtotal Gen. Govt.	
	Permanent		Permanent		Permanent		Permanent		Permanent		Permanent		Permanent		Permanent		Permanent		Permanent		Permanent		Permanent	
2019	(\$37,402)	(\$3,063)	(\$1,302)	(\$7,608)	(\$7,242)	(\$410)	(\$22,138)	(\$3,950)	(\$540)	(\$290)	(\$382)	(\$152,329)												
2020	(\$58,827)	(\$4,817)	(\$2,048)	(\$118,917)	(\$11,391)	(\$644)	(\$34,819)	(\$6,213)	(\$850)	(\$456)	(\$601)	(\$239,584)												
2021	(\$80,651)	(\$6,604)	(\$2,808)	(\$163,036)	(\$15,616)	(\$883)	(\$47,737)	(\$8,518)	(\$1,165)	(\$625)	(\$824)	(\$328,470)												
2022	(\$103,568)	(\$8,481)	(\$3,606)	(\$209,361)	(\$20,054)	(\$1,134)	(\$61,301)	(\$10,939)	(\$1,496)	(\$803)	(\$1,058)	(\$421,801)												
2023	(\$127,630)	(\$10,451)	(\$4,443)	(\$258,002)	(\$24,713)	(\$1,398)	(\$75,544)	(\$13,480)	(\$1,844)	(\$989)	(\$1,204)	(\$519,798)												
2024	(\$152,895)	(\$12,520)	(\$5,323)	(\$309,076)	(\$29,605)	(\$1,675)	(\$90,498)	(\$16,149)	(\$2,209)	(\$1,185)	(\$1,562)	(\$622,696)												
2025	(\$179,423)	(\$14,693)	(\$6,247)	(\$362,702)	(\$34,741)	(\$1,965)	(\$106,200)	(\$18,951)	(\$2,592)	(\$1,391)	(\$1,833)	(\$730,738)												
2026	(\$207,278)	(\$16,974)	(\$7,216)	(\$419,011)	(\$40,135)	(\$2,270)	(\$122,687)	(\$21,893)	(\$1,607)	(\$1,671)	(\$2,118)	(\$844,183)												
2027	(\$236,526)	(\$19,369)	(\$8,215)	(\$478,134)	(\$45,798)	(\$2,591)	(\$139,998)	(\$24,982)	(\$1,833)	(\$1,833)	(\$2,417)	(\$963,300)												
2028	(\$267,235)	(\$21,883)	(\$9,304)	(\$540,214)	(\$51,744)	(\$2,927)	(\$158,175)	(\$28,225)	(\$2,071)	(\$2,071)	(\$2,731)	(\$1,088,372)												
2029	(\$299,481)	(\$24,524)	(\$10,427)	(\$603,398)	(\$57,988)	(\$3,280)	(\$177,261)	(\$31,631)	(\$4,327)	(\$2,321)	(\$3,060)	(\$1,219,698)												
2030	(\$333,338)	(\$27,296)	(\$11,605)	(\$673,840)	(\$64,544)	(\$3,651)	(\$197,301)	(\$35,207)	(\$4,816)	(\$2,584)	(\$3,406)	(\$1,357,589)												
2031	(\$368,889)	(\$30,208)	(\$12,843)	(\$745,706)	(\$71,427)	(\$4,041)	(\$218,344)	(\$38,962)	(\$5,330)	(\$2,859)	(\$3,769)	(\$1,502,377)												
2032	(\$406,217)	(\$33,264)	(\$14,143)	(\$821,164)	(\$78,655)	(\$4,449)	(\$240,438)	(\$42,905)	(\$6,436)	(\$3,149)	(\$4,150)	(\$1,654,403)												
2033	(\$445,411)	(\$36,474)	(\$15,507)	(\$900,395)	(\$86,244)	(\$4,879)	(\$263,637)	(\$47,044)	(\$7,655)	(\$3,452)	(\$4,551)	(\$1,814,031)												
2034	(\$486,566)	(\$39,844)	(\$16,940)	(\$983,588)	(\$94,213)	(\$5,329)	(\$287,996)	(\$51,391)	(\$8,458)	(\$3,711)	(\$4,972)	(\$1,981,640)												
2035	(\$529,777)	(\$43,382)	(\$18,444)	(\$1,070,940)	(\$102,580)	(\$5,803)	(\$313,573)	(\$55,955)	(\$9,722)	(\$4,106)	(\$5,413)	(\$2,157,629)												
2036	(\$575,150)	(\$47,098)	(\$20,024)	(\$1,162,660)	(\$111,365)	(\$6,300)	(\$340,429)	(\$60,747)	(\$10,999)	(\$4,458)	(\$5,877)	(\$2,342,419)												
2037	(\$622,791)	(\$50,999)	(\$21,683)	(\$1,258,967)	(\$120,590)	(\$6,822)	(\$368,627)	(\$65,779)	(\$12,155)	(\$4,827)	(\$6,363)	(\$2,536,447)												
2038	(\$672,814)	(\$55,095)	(\$23,424)	(\$1,360,088)	(\$130,276)	(\$7,369)	(\$398,236)	(\$71,063)	(\$13,722)	(\$5,215)	(\$6,874)	(\$2,740,176)												
2039	(\$725,338)	(\$59,397)	(\$25,253)	(\$1,466,265)	(\$140,446)	(\$7,945)	(\$429,325)	(\$76,610)	(\$14,480)	(\$5,622)	(\$7,411)	(\$2,954,092)												
2040	(\$780,489)	(\$63,913)	(\$27,173)	(\$1,571,752)	(\$151,125)	(\$8,549)	(\$461,968)	(\$82,435)	(\$15,277)	(\$6,050)	(\$7,975)	(\$3,178,705)												
2041	(\$838,397)	(\$68,655)	(\$29,189)	(\$1,694,812)	(\$162,337)	(\$9,183)	(\$496,244)	(\$88,551)	(\$16,114)	(\$6,498)	(\$8,566)	(\$3,414,547)												
2042	(\$899,200)	(\$73,634)	(\$31,306)	(\$1,817,725)	(\$174,111)	(\$9,849)	(\$532,233)	(\$94,974)	(\$17,993)	(\$6,970)	(\$9,188)	(\$3,662,182)												
2043	(\$963,044)	(\$78,862)	(\$33,529)	(\$1,946,785)	(\$186,473)	(\$10,548)	(\$570,022)	(\$101,717)	(\$19,915)	(\$7,464)	(\$9,840)	(\$3,922,199)												
Total	(\$10,398,337)	(\$851,300)	(\$362,023)	(\$21,020,144)	(\$2,013,414)	(\$113,895)	(\$6,154,730)	(\$1,098,273)	(\$150,248)	(\$80,596)	(\$106,244)	(\$42,349,404)												

Source: Tiberius Solutions LLC

Table 14b – Projected Impact on Taxing District Permanent Rate Levies - Education

FYE	Clatsop Community College Permanent	NW Regional ESD Permanent	Seaside School District 10 Permanent	Subtotal Education	Total All
2019	(\$18,984)	(\$3,750)	(\$107,552)	(\$130,286)	(\$282,615)
2020	(\$29,858)	(\$5,899)	(\$169,158)	(\$204,915)	(\$444,499)
2021	(\$40,936)	(\$8,087)	(\$231,916)	(\$280,939)	(\$609,409)
2022	(\$52,567)	(\$10,385)	(\$297,812)	(\$360,764)	(\$782,565)
2023	(\$64,780)	(\$12,798)	(\$367,004)	(\$444,582)	(\$964,380)
2024	(\$77,604)	(\$15,331)	(\$439,654)	(\$532,589)	(\$1,155,285)
2025	(\$91,068)	(\$17,991)	(\$515,938)	(\$624,997)	(\$1,355,735)
2026	(\$105,207)	(\$20,785)	(\$596,036)	(\$722,027)	(\$1,566,210)
2027	(\$120,052)	(\$23,717)	(\$680,138)	(\$823,907)	(\$1,787,207)
2028	(\$135,639)	(\$26,797)	(\$768,446)	(\$930,881)	(\$2,019,253)
2029	(\$152,005)	(\$30,030)	(\$861,168)	(\$1,043,204)	(\$2,262,902)
2030	(\$169,190)	(\$33,425)	(\$958,526)	(\$1,161,142)	(\$2,518,731)
2031	(\$187,234)	(\$36,990)	(\$1,060,754)	(\$1,284,978)	(\$2,787,355)
2032	(\$206,181)	(\$40,733)	(\$1,168,092)	(\$1,415,005)	(\$3,069,408)
2033	(\$226,074)	(\$44,663)	(\$1,280,797)	(\$1,551,534)	(\$3,365,565)
2034	(\$246,963)	(\$48,790)	(\$1,399,138)	(\$1,694,891)	(\$3,676,531)
2035	(\$268,895)	(\$53,123)	(\$1,523,394)	(\$1,845,412)	(\$4,003,041)
2036	(\$291,925)	(\$57,672)	(\$1,653,866)	(\$2,003,463)	(\$4,345,882)
2037	(\$316,106)	(\$62,450)	(\$1,790,859)	(\$2,169,414)	(\$4,705,861)
2038	(\$341,495)	(\$67,466)	(\$1,934,702)	(\$2,343,664)	(\$5,083,840)
2039	(\$368,155)	(\$72,732)	(\$2,085,738)	(\$2,526,625)	(\$5,480,717)
2040	(\$396,147)	(\$78,263)	(\$2,244,326)	(\$2,718,736)	(\$5,897,441)
2041	(\$425,539)	(\$84,069)	(\$2,410,842)	(\$2,920,450)	(\$6,334,997)
2042	(\$456,401)	(\$90,166)	(\$2,585,685)	(\$3,132,252)	(\$6,794,434)
2043	(\$488,806)	(\$96,568)	(\$2,769,270)	(\$3,354,644)	(\$7,276,843)
Total	(\$5,277,810)	(\$1,042,681)	(\$29,900,811)	(\$36,221,302)	(\$78,570,706)

Source: Tiberius Solutions LLC

Table 15 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2044.

Table 15 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Type	Tax Rate	Tax Revenue in FYE 2044 (year after termination)		
			From Frozen Base	From Excess Value	Total
General Government					
Clatsop County	Permanent	1.5338	\$ 392,366	\$ 1,072,516	\$ 1,464,882
Port of Astoria	Permanent	0.1256	\$ 32,130	\$ 87,826	\$ 119,956
4H & Extension Service	Permanent	0.0534	\$ 13,661	\$ 37,341	\$ 51,002
City of Seaside	Permanent	3.1696	\$ 793,165	\$ 2,168,082	\$ 2,961,247
Seaside Road	Permanent	0.3036	\$ 75,973	\$ 207,670	\$ 283,643
Union Health	Permanent	0.0168	\$ 4,297	\$ 11,748	\$ 16,045
Sunset Empire Park	Permanent	0.9280	\$ 232,240	\$ 634,818	\$ 867,058
Sunset Empire Transit	Permanent	0.1620	\$ 41,442	\$ 113,280	\$ 154,722
Clatsop County Law	Permanent	0.7195	\$ 4,009	\$ 10,959	\$ 14,968
<i>Subtotal</i>		<i>7.0123</i>	<i>\$ 1,589,283</i>	<i>\$ 4,344,240</i>	<i>\$ 5,933,523</i>
Education					
Clatsop Community College	Permanent	0.7785	\$ 199,150	\$ 544,370	\$ 743,520
NW Regional ESD	Permanent	0.1538	\$ 39,344	\$ 107,545	\$ 146,889
Seaside School District 10	Permanent	4.4105	\$ 1,128,264	\$ 3,084,061	\$ 4,212,325
<i>Subtotal</i>		<i>5.3428</i>	<i>\$ 1,366,758</i>	<i>\$ 3,735,976</i>	<i>\$ 5,102,734</i>
Total		12.3551	\$ 2,956,041	\$ 8,080,216	\$ 11,036,257

Source: Tiberius Solutions LLC

X. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2017 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$255,813,213. The total assessed value of the City of Seaside is \$1,141,175,599. The value in the urban renewal area is 22.42% of the city, below the 25% threshold.

The Area contains 559.7 acres, including public rights-of-way, and the City of Seaside contains 2,719 acres. Therefore, 20.58% of the City's acreage is in an urban renewal area, below the 25% statutory limit.

Table 16 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Acreage	Assessed Value
Southeast Seaside Urban Renewal Area	559.7	\$255,813,213
In City	2,719	\$1,141,175,599
Percent in UR Boundary	20.58%	22.42%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Seaside and Clatsop County Department of Assessment and Taxation (FYE 2016)

XI. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future within the Area.

2015 ORS 457.085¹

Urban renewal plan requirements

- accompanying report
- contents
- approval required

- (1) An urban renewal agency shall provide for public involvement in all stages in the development of an urban renewal plan.
- (2) An urban renewal plan proposed by an urban renewal agency shall include all of the following:
 - (a) A description of each urban renewal project to be undertaken.
 - (b) An outline for the development, redevelopment, improvements, land acquisition, demolition and removal of structures, clearance, rehabilitation or conservation of the urban renewal areas of the plan.
 - (c) A map and legal description of the urban renewal areas of the plan.
 - (d) An explanation of its relationship to definite local objectives regarding appropriate land uses and improved traffic, public transportation, public utilities, telecommunications utilities, recreational and community facilities and other public improvements.
 - (e) An indication of proposed land uses, maximum densities and building requirements for each urban renewal area.
 - (f) 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 of the plan.
 - (g) An indication of which real property may be acquired and the anticipated disposition of said real property, whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition.
 - (h) If the plan provides for a division of ad valorem taxes under ORS 457.420 (Plan may provide for division of property taxes) to 457.460 (Financial report required for agency), the maximum amount of indebtedness that can be issued or incurred under the plan.
 - (i) A description of what types of possible future amendments to the plan are substantial amendments and require the same notice, hearing and approval procedure required of the original plan under ORS 457.095 (Approval of plan by ordinance) as provided in ORS 457.220 (Plan amendment), including but not limited to amendments:

- (A) 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.
 - (B) Increasing the maximum amount of indebtedness that can be issued or incurred under the plan.
 - (j) For a project which includes a public building, an explanation of how the building serves or benefits the urban renewal area.
- (3) An urban renewal plan shall be accompanied by a report which shall contain:
- (a) A description of physical, social and economic conditions in the urban renewal areas of the plan and the expected impact, including the fiscal impact, of the plan in light of added services or increased population;
 - (b) Reasons for selection of each urban renewal area in the plan;
 - (c) The relationship between each project to be undertaken under the plan 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 (Plan may provide for division of property taxes) to 457.460 (Financial report required for agency) and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 (Plan may provide for division of property taxes) to 457.460 (Financial report required for agency);
 - (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 the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area; **and**
 - (i) A relocation report which shall include:
 - (A) An analysis of existing residents or businesses required to relocate permanently or temporarily as a result of agency actions under ORS 457.170 (Urban renewal agency's powers in planning or undertaking an urban renewal project);
 - (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 35.500 (Definitions for ORS 35.500 to 35.530) to 35.530 (Federal law controls); **and**
 - (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.

- (4) An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095 (Approval of plan by ordinance).
- (5) An urban renewal plan and accompanying report shall be forwarded to the governing body of each taxing district affected by the urban renewal plan and the agency shall consult and confer with the taxing districts prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095 (Approval of plan by ordinance). Any written recommendations of the governing body of each taxing district shall be accepted, rejected or modified by the governing body of the municipality in adopting the plan.
- (6) No urban renewal plan shall be carried out until the plan has been approved by the governing body of each municipality pursuant to ORS 457.095 (Approval of plan by ordinance) and 457.105 (Approval of plan by other municipalities). [1979 c.621 §2; 1983 c.544 §1; 1987 c.668 §1; 1987 c.447 §130; 1991 c.459 §332; 1997 c.541 §444]

¹ Legislative Counsel Committee, *CHAPTER 457—Urban Renewal*, https://www.oregonlegislature.gov/bills_laws/ors/ors457.html (2015) (last accessed Jul. 16, 2016).

Date: July 21, 2017

To: Board of Commissioners

From: Jeff Hazen

Re: Agenda Item 11.a Payroll Procedure

For quite some time, I have questioned why RideCare had so much cash on hand in the LGIP account. At times, it was around \$1,200,000. Early in my employment, I was led to believe that the general fund was paying RideCare's payroll as a payback for some of the wrongful acts from years ago. Al had the same understanding as I did. Last year, I directed Al to dig through everything in the office including files and electronic files from the previous Finance Officer to find a document that showed anything related to this so I could learn when this payback would be over and done with. He spent a considerable amount of time going through everything but wasn't able to find anything. There was talk amongst some of the staff that it was part of the settlement we had with DHS but I said that wasn't the case, that was a totally separate issue that stemmed from an audit the State had done on RideCare billings.

Having found nothing, I had Mary call our former HR Officer to find out what she knew. After talking with her and learning what it was all about, Mary transferred the call to me and I spoke to her. She explained that wasn't the case at all. At the bank, we have a separate payroll account. When payroll is processed every other week, the payroll paperwork is reviewed and approved by the Executive Director and then a transfer of cash from the general fund bank account is made to the payroll bank account. Each month she would fill out a form listing all of the personnel costs attributed to RideCare and then the former Finance Officer would transfer cash from the RideCare bank account to the general fund bank account. She told me that she had explained this to Tami but Tami said she was never told about it by her and that the former Finance Officer had never asked her for the form. Al also stated that he was never told about this as well. Tami went through the files and found the last form that was partially filled out and it was the first half of September of 2014. This means that there were no cash transfers between the RideCare bank account and the general fund bank account had been done since the month before I was hired.

Tracy and Tami calculated the total dollars for the fiscal year ending June 30, 2017 and that totaled \$358,046.72. That amount was transferred from the RideCare LGIP account to the general fund LGIP account prior to the last day of the fiscal year so personnel costs were properly paid out of the correct bank/investment account.

This means that ten months of fiscal 2015 and all of fiscal 2016 were not done correctly. We are still awaiting to hear back from the audit firm what to do about that since those years are long closed. I'm also inquiring why this wasn't discovered in an audit. The costs were attributed to the correct funds within the financials but the cash was not moved as it should have been. Maybe that's why it wasn't noticed. The balance sheets have shown the funds being in balance all along but the cash was sitting in the wrong bank or investment accounts.

Now that Tami is aware of the process, she will now be turning in the form to Tracy monthly and Tracy will keep them on file and do transfers on a quarterly basis. Tracy, Tami, and I have entered this on our calendars so we are making sure that it is done.

Date: July 21, 2017

To: Board of Commissioners

From: Jeff Hazen

Re: Agenda Item 11.b Board Vacancy

As you can see by the attached letter, Jim Servino has submitted his resignation from the Board effective August 31, 2017.

Staff is recommending that the Board accept the resignation as of August 31st, 2017 and direct staff to advertise the vacancy.

7/17/2017

To: Jeff Hazen, Executive Director, Sunset Empire Transportation District
Fr: Jim Servino, SETD Commissioner position #7
Re: resignation

Since I'll be traveling and cannot make the SETD board meeting on July 27th, 2017, I wish to submit my letter of intended resignation now, to allow the board the opportunity to discuss how to best fill my seat.

My resignation becomes effective August 31st, 2017.

I had intended to serve my full term back when I decided to put my name on the ballot for this past election.

After recently visiting family outside of Austin Texas, it caused my wife and I to discuss how moving closer to them seemed prudent now. We have 4 grandchildren there.

We are selling our house in Astoria and will be moving in September.

I've enjoyed my time as a commissioner and have enjoyed learning a lot from the staff and fellow commissioners. There is no doubt in my mind that the district will continue to rebuild and continue to do an excellent job in meeting the transportation needs of the citizens of Clatsop County.

Thank you for giving me the opportunity to serve.

A handwritten signature in black ink that reads "Jim Servino". The signature is written in a cursive, flowing style.

SUNSET EMPIRE TRANSPORTATION DISTRICT BOARD OF COMMISSIONERS MID-TERM BOARD VACANCY	Policy # B-308	Effective Date: <i>April 25, 2013</i>
	Signature: <i>Paul [Signature]</i>	Date of Last Review

POLICY:

The Board shall fill a vacancy on the Board by appointment by a majority of the remaining members of the governing body. (ORS 198.320-Filling of vacancies on boards of certain districts.)

1. The Board Chair or the Vice Chair will notify the Board of any Board member's resignation.
2. The appointee will serve until a successor can be elected at the next regular special district election.

Date: July 21, 2017

To: Board of Commissioners

From: Jeff Hazen

Re: Agenda item 11.d Appointments to Senior & Disabled (S&D) Transportation Advisory Committee

The S&D Committee is recommending that the Board of Commissioners reappoint Barbara Carson to the S&D Transportation Advisory Committee and direct staff to advertise for the 2 vacant positions.

Date: July 21, 2017

To: Board of Commissioners

From: Jeff Hazen

Re: Agenda Item 11.e Rider Appreciation Day

For the last several years, SETD has held Rider Appreciation Day on the same day as Project Homeless Connect. Project Homeless Connect is going to be held on January 30th, 2018 this fiscal year. We budget for this each year within operations.

Staff is recommending that we continue the tradition of celebrating Rider Appreciation Day on January 30th, 2018 and offer free rides for all routes within the County for the day.

Date: July 21, 2017

To: Board of Commissioners

From: Jeff Hazen

Re: National Transit Tribute to Rosa Parks Day

Transit agencies across the nation will be paying tribute to Rosa Park's stance against discrimination on a bus on December 1, 1955.

Staff is requesting that the Board direct staff to form a resolution to pay tribute to Rosa Parks to be read at a Board meeting prior to December 1st and to allow staff to reserve a seat at the front of each bus that is on a route on December 1st.

Date: July 20, 2017

To: Board of Commissioners

From: Tami Carlson

Re: Agenda Item 11.g Executive Director Performance Evaluation 2017

Per SETD Policy, each year, the Board conducts a performance evaluation for the Executive Director. It is time to move forward and appoint the subcommittee for this process. The subcommittee usually includes the Board Chair, Vice Chair, Secretary Treasury and the Human Resource Officer.

The evaluation process is designed to help the district to fully accomplish its goals. The Board will determine those goals and objectives to reaffirm the SETD mission, strategic direction and future of the district. The Board determines the appropriate compensation package based on the Executive Director's annual performance evaluation.

Date: July 21, 2017

To: Board of Commissioners

From: Mary Parker

Re: Agenda Item 11. h Executive Director Employment Agreement

Executive Director Jeff Hazen's Employee Agreement will expire on October 31, 2017. Pursuant to the agreement, the agreement will automatically renew if notice is not given by the Board by August 2, 2017. The Board will need to determine what action they would like to take.

Executive Director Report
July Board Meeting

- Bus RFP's
- E-Fare Update
- IGA w/Clatsop County Emergency Services
- Bus Roadeo
- Barbeque

Weekly Reports:

6/13/17

Good morning, I already reported on the meetings in Salem last week so I won't repeat all of that excitement. We had Shem and Chris from Rogue Valley Transportation visit RideCare last week. Chris is the software developer that RVTD hired to develop the new software program to replace OBSS. They were able to meet with each employee and show them the basics of the new software and how to use it. I may have mentioned it before but when I sat in on a webinar with them, I found the program to be very user friendly and easy enough that I feel that I could walk into RideCare and start answering calls and using it! At the last meeting Lylla recommended getting ahold of Mel Jasmin to see if he could recommend someone that could do the security that we want to start enforcing the ordinance. Good call Lylla! He put me in touch with Ed Hauer who has a security business. I had no idea he had that besides his small equipment business in Astoria! We are working out the details and should have something set up very soon so we can move forward on this. On Thursday, I went to Banks for the NWACT meeting. Kathy was also there so I'll let her report out at the Board meeting last week. I'll only mention that Senator Johnson was there and did not mince words! (in other words, since this email is a public document, I can't type some of the words she used!) During our Team meeting on Friday, we selected Steve Weinert as our Employee of the Quarter. Steve does a spectacular job of writing driver schedules with the limited amount of drivers we have. His plate is overflowing everyday but he always has a smile on his face! We are fortunate to have him! We have started radio ads for recruiting drivers and will also be doing a large ad in the Daily Astorian. We are having a large banner made to hang on the fence at the Warrenton yard since we have a lot of truck traffic drive by every day in hopes maybe a log truck or chip truck driver may want to make a change. We can also attach it to a bus and have the bus parked in a high visibility location.

7/12/17

I'm sure you all know that the Transportation Bill passed in the legislature and I would like to share a couple of highlights with you. First of all, the original bill had a "poison pill" in it, meaning that if any portion of the bill was referred to the voters and the voters voted against that portion, the entire bill would be voided. The poison pill was taken out of the final version. The

transit piece of the bill remained intact with the 1/10th of 1% employee tax as the funding source for transit. The employee tax will begin being collected on July 1, 2018 so we won't see any funds for a while. Rules have to be worked out and while I was at the PTAC meeting on Monday, Hal Gard made it very clear that he is not one that believes in ODOT making the rules, that there must be work group(s) to help craft the rules for implementation. I hope that I will be a part of that.

So, what can Sunset Empire Transportation District expect to see in the way of funding? Here are the numbers:

2017-19 Biennium: \$695,445
2019-21 Biennium: \$1,579,677
2021-23 Biennium: \$1,743,253
2023-25 Biennium: \$1,923,981
2025-27 Biennium: \$2,131,944

This is a game changer for the entire transit family in Oregon! A lot of hard work was put into getting this package put together. A lot more work is ahead of us as the rules get crafted but fortunately we have a little time to thoughtfully put together the rules. The approach the Joint Committee took was brilliant by going all over the state to listen to the needs of the people and they consistently heard that transit was crucial everywhere. The Governor's Vision Panel did the same thing and heard the same thing. One of the things that I shared at both the PTAC meeting on Monday and the OTA meeting on Tuesday was the fact that we recently completed our long range comprehensive transportation plan, and now we have a funding source to assist moving forward with it! Julie Brown who is the General Manager of RVTD in Medford and the President of OTA has been getting calls from all over the nation asking how we were able to get this passed! She shared that there was a unified voice that never wavered in the message of the importance of transit in all areas from large urban areas to extremely rural areas.

I hope that you share my excitement with this, the atmosphere over the last couple of days in Salem was like nothing I have ever seen there. Smiles and hugs were abundant! I think Ernie Palmer, my counterpart in Klamath Falls who is retiring this month said it best, "I've spent 43 years in transit and I think this is the most exciting going away present a guy could ask for!"

So here's my virtual glass raised with a toast that the future of SETD has just gotten a whole lot brighter!!!

7/6/17

I've been continuing to work with Groupon on the potential for the NW Connector to run a special. I've got most of the information I need and will be discussing it with the partners next week at our meeting. The Low/No grant was successfully submitted to the FTA. All of the applications are being reviewed by the FTA. I have no idea how long it will be until decisions are made on the applications. I would assume it is several months. I've working on the

Management Discussion & Analysis of the FY 2016 audit and have submitted it to the auditors. They are in the process of doing their final review. RideCare had a great training session on Trauma Informed Care. It has given them tools to deal with people that have experienced various types of trauma in their lives and how to best communicate with them.

We have gotten one of the new para-transit vans wrapped this week and Paul drove it in the Warrenton parade this week to show it off. I have attached a picture of it. The other one will be wrapped soon. We are excited to have these added to our fleet! I'm pleased to report that in our second round of recruitment, we have received a few applications for the Transportation Options Specialist position that is vacant. I'm very confident that we will be able to select one of the candidates by next week. I'll be spending considerable time this week and next week digging deeper into the E-fare systems. As you recall, I've been working with the consultants for Trimet on the Hop Pass program and just received some jaw dropping cost estimates for it. I have also mentioned that I went to Medford to see the system that RVTD has gone with and I was very impressed with it. Central Oregon Intergovernmental Council (COIC) was in Medford also and they are going to go with that system as well. I've been talking with their senior planner and he shared some cost estimates that he received when they did their due diligence in getting quotes for E-fare systems. Now it's our turn to do our due diligence before moving forward.

“The Bus” (Fixed Route) Highlights:

- **18,259 people** used fixed routes in June for an average of **608.6 riders per day**.
- **2.4% increase** in average passengers who rode fixed routes per day from last June (594.4 to **608.6**)
- **10.1 people per hour**, on average, got on any fixed route at any time that the bus runs in June. **6.3% increase** (9.5 to 10.1 from last June.
- **0.6% decrease** in the ratio of elderly/disabled riders from last June (20.1% to **19.9%**)

RideAssist Highlights:

- **859 rides** were provided by RideAssist in June for an average of **34.4 rides per day**.
- **8.4% increase** in average RideAssist passengers per day from last June (31.7 to **34.4**)
- **6 % increase** in all ADA Paratransit rides from last June (499 to **529**)

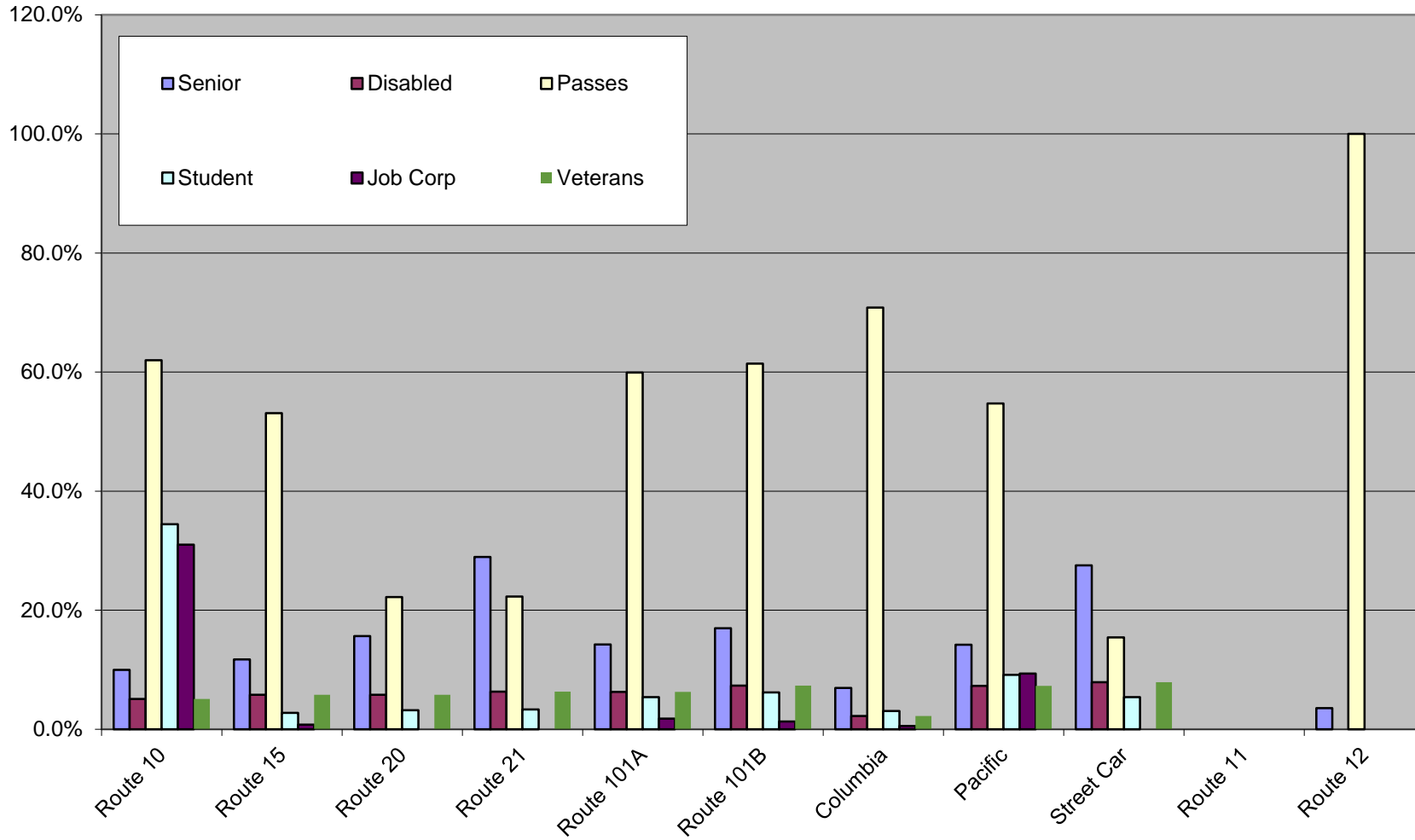
Clatsop Care Center Health District Highlights:

- **12 rides** were provided by SETD in June for an average of **4 riders per day**.

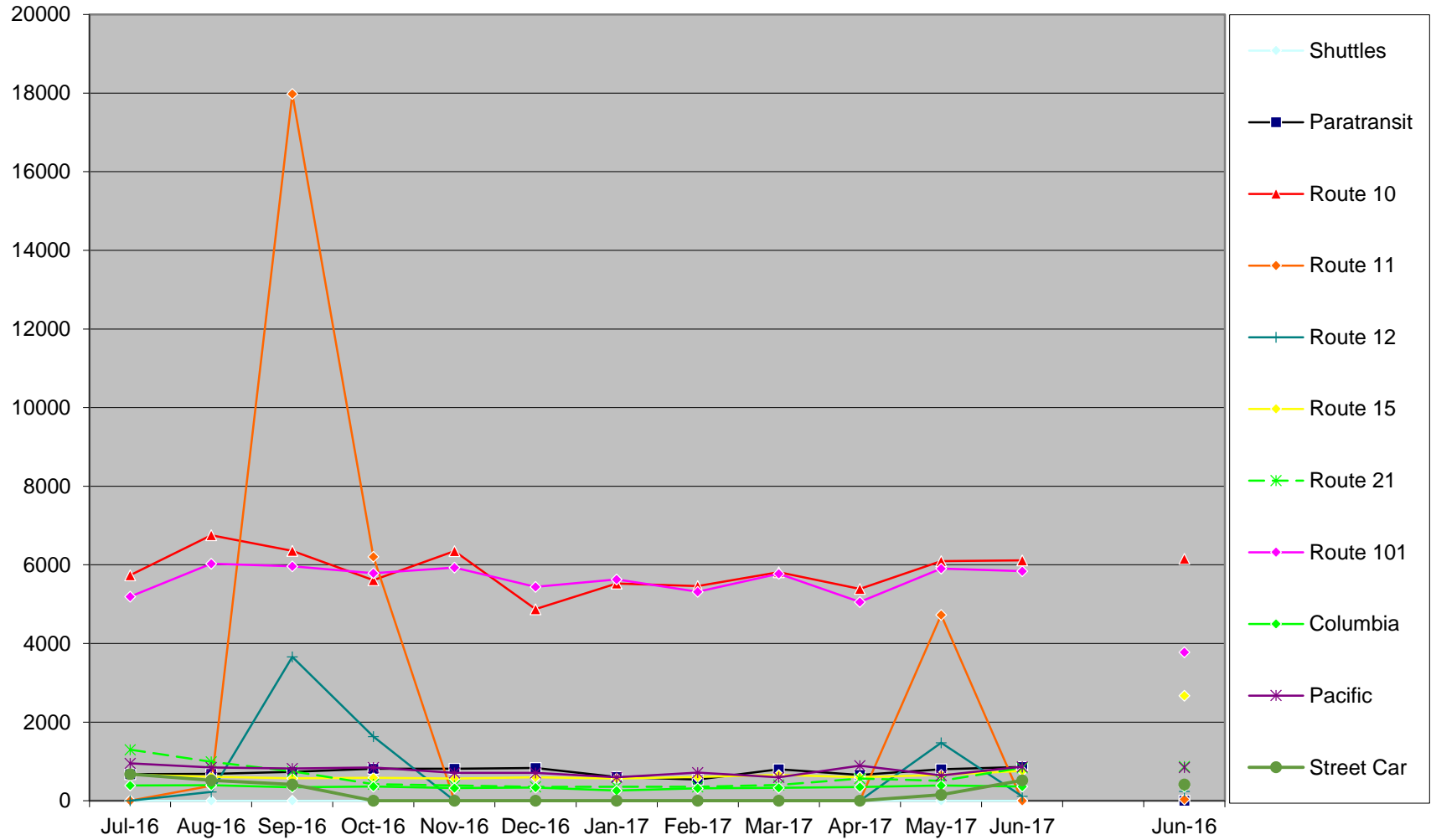
System Highlights:

- **19,130 people** used Sunset Empire Transportation in June for an average of **637.7 riders per day**.
- **3.1 % increase** in all average passengers per day from last June (618.7 to **637.7**)

Rider Breakdown by Route



SETD Rides



Operations Report
July Board Meeting
Paul Lewicki

I am learning some of the more interesting and challenging aspects of Operations at SETD. I am pleasantly overwhelmed by the cooperative, committed, professional performance of the folks in Operations and feel privileged to be a part of the department.

We ran vehicles in the local Fourth of July parades in Seaside and Warrenton. Turnout in both locations was very strong. Seaside enjoyed the district's Trolley Bus which was decorated by Shana and her family as well as a few local citizens who helped decorate the bus in exchange for the opportunity to ride the Trolley along the parade route. I had the honor of driving the new van, #1702, in the Warrenton parade. I was pleased to be able to show off the new vehicle with a never-before-seen graphics wrap!

We received our two paratransit vans that were originally due in February of this year. One was wrapped in our shop on July 3rd so that it would be ready for the parade in Warrenton. The second van was wrapped on July 15th, and will be placed in service during the week of July 17th. Each van is configured to carry 11 ambulatory riders, or 5 wheelchair riders, or certain combinations of both.

We continue our efforts to attract new drivers, while our current ranks work hard to cover the routes with reduced time off.

Jason and I are working together to improve housekeeping at the Warrenton facility. We are tidying up the grounds, hauling away the clutter, and assessing stored items - furniture, obsolete computer hardware, etc. - to determine whether we should continue to store them, or free up the space for more current operational needs.

RIDE ASSIST Report
July Board Meeting
Jennifer Geisler

- RideAssist provided transportation for 223 RideCare rides, 62 escorts and 529 ADA rides. That is 859 rides for an average of 34 rides per day.
- Dial-A-Ride had 0 rides for the month of June.
- We received eight new ADA paratransit applications and approved four in June.
- For the month of June, we provided six ADA weekend ride requests on three different weekends.
- The two new Paratransit vans were delivered to the Warrenton lot. The two-way radios were installed and they were scheduled to be wrapped in July and then ready for service.
- We started a fourth RideAssist driver the second half of June. Having four drivers on the road, we have been able to provide more service for RideCare and eliminate a lot of “wait-time” for clients using our service.

Paratransit Fares Collected for June

- Para-transit Fares: \$ 866
- Dial-A-Ride \$ 0
- Tickets Collected: \$ 469
- Medicaid Collected: \$ 3736
- Ticket books sold: \$ 270
- Tips collected \$18

Marketing & Outreach Report
July Board Meeting
Mary Parker

Transportation Options- I have been working with the Kelly Bantle from PacWest who does the marketing for the Transportation Options Program and who is also organizing the marketing for the upcoming Drive Less Connect Challenge in September. We have placed an order for posters and rack cards.

Summer Schedules- I have been concentrating on making sure that Cannon Beach has schedule information accessible for the added Route 21 Weekday service which because it is seasonal is not included on the schedule map.

I have also been in Seaside distributing Streetcar schedules and posters on a regular basis. Ridership has not been as good as I would like to see.

I am ordering more shelter maps so that I can replace them as they become torn or loose at the corners. They actually wintered quite well.

Van Wraps- Glad to say the new van wraps turned out beautifully. Gillespie Graphics worked with us and came to Warrenton to apply the first wrap earlier than scheduled so we could be in the Seaside and Warrenton 4th of July parades. Added a fawn on the back since these vans are smaller. Have been working with Gillespie to finalize the small changes made in the van wraps to accommodate the size etc. We are continuing to follow the same designs as on the buses.

Human Resource Report
July Board Meeting
Tami Carlson

- June 7th attended LCHRMA seminar in Astoria. Topic presented, Effective Workplace Communication: Promoting Success Through a Culture of Trust and Belief by Dianna Gould, SHRM-SCP, CAE. Dianna has over 20 years' experience in the human resource profession and is the field service director for the Pacific West Region for the Society of Human Resource Management (SHRM). In this session Dianna shared the benefits of effective workplace communication, strategies for building a culture of trust and belief, the importance of effective communication, and the skills needed to develop to be proficient. The ability to communicate effectively is a critical competency to be able to contribute to success.
- Recruitment process for a finance officer/grant administrator resulted in the hiring of Tracy Lofstrom. Tracy has a strong background in accounting, bookkeeping and office management. Welcome Tracy!
- Recruitment process for an operations manager resulted in the hiring of Paul Lewicki. In May, Paul was appointed Interim Operations Manager for the district. This month there were other applicants in the interview process including Paul and Paul was the best candidate for the position. Congratulations Paul!
- Currently recruiting for several positions at SETD. Transportation Opts Specialist, Mechanic Assistant and Drivers. Reposting of these positions continue.
- Subscribed to Total Employer Cost of Compensation (TECC). Membership enables SETD to perform a wage/compensation analysis for all positions. Data survey for the website is a very detailed process but end results will be very beneficial.
- Other projects – Completed SDIS health & dental employee open enrollment for 2017-18; prepared RC payroll 2016-17 for finance officer.

RideCare Report
July Board Meeting
Jason Jones

- In the month of June Ride Care has been attempting to replace a Secured Transportation provider that left the business in April. At this time, there is only 1 other provider that are working with out of Salem so we are hoping that one of our current providers we are contracted with will be able to connect with the state to become Secured Transport approved. This process has been delayed since the Lead individual at the state had retired and his successor is just now taking on the duties. Sam Dickson is now the individual we contact for all things Secured Transport and look forward to him working with 2 of our current providers to fill the gap.
- I was recently in a meeting to discuss alternate forms of Non-Emergent Medical Transportation and I was able to discuss why our agreement with the DHS Volunteer drivers was so important. Ride Care has the largest roster of Volunteer drivers in state with 30 drivers who will drive for us. This is not to say I have 30 drivers driving every day but depending on availabilities Ride Care will field the most Volunteer drivers on any given day. In a business that is constantly being asked to lower costs we can look at the Volunteer program and its very low-cost outline as a great tool in lowering costs yet keeping our customer service top notch. Just this last week, Volunteer drivers provided 14,720 miles of NEMT work for us that saved us roughly \$15,000 if we had to use our paid providers. Needless to say that my conversation with this group was fun.
- I have been very pleased to be a part of the team helping SETD beautify and maintain our Warrenton facility. I'm trying to keep to a regular time frame in mowing and keeping a small part of my time available to work with Paul during the week.
- Looks like 10,000 in-bound/out-bound calls per month is the new normal. Since January Ride Care has seen 10K plus calls every month except for February's 9,460 stumble. In the first ½ of 2017 we have averaged 10,349 calls and in June we had our first ever 11,000 calls total. Our previous average in 2016 was only 9,600 calls and in 2015 it was tremendously low 7,038 calls. In 2012 our average was 4,450!! There are more members, there are more appointments being set up, more verification calls being made for accuracy, more care facilities utilizing NEMT and even more Same day or Next day requests. (these calls usually require up to 4 additional calls to facilitate the short noticed request) We are busy.
- At the end of the month I received a call from the Oregon Health Authority's Ralph Magrish to inform me that our ride reimbursement rate was going to be changed. Even though the majority of our NEMT business is done with Care Oregon, OHA still has several members that utilize NEMT. The State calculated that our ride rate needed to be raised from \$39/trip to \$62/trip. We are pleased that the State saw the need to raise the rates to better come in line with the actual costs associated with NEMT services.