

REPORT ACCOMPANYING NEWPORT NORTHSIDE URBAN RENEWAL PLAN

Adopted by the City of Newport

DATE

Ordinance No. ____

Newport Northside Urban Renewal Area

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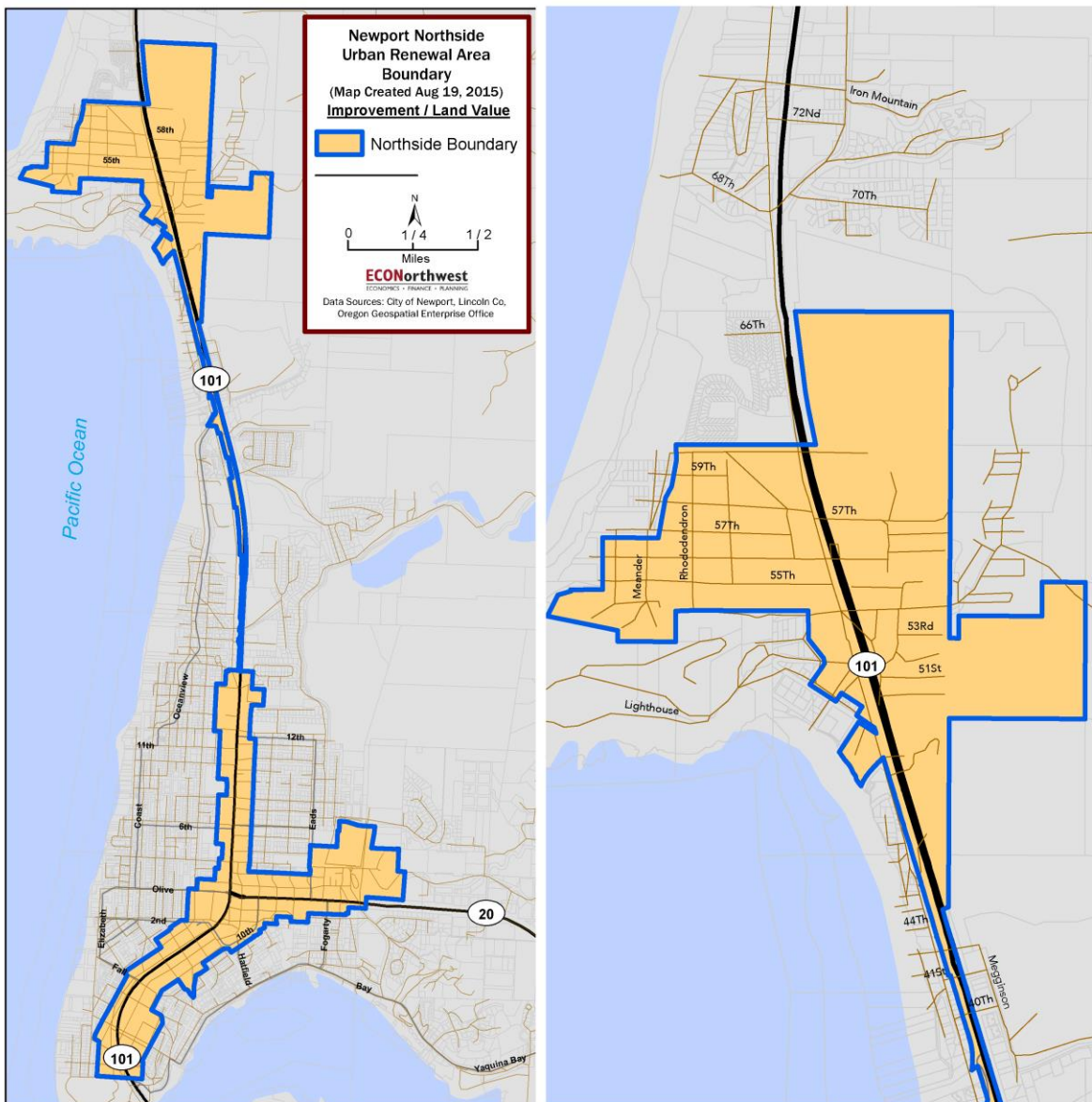
II. INTRODUCTION

The Report on the Newport Northside Urban Renewal Plan (Report) contains background information and project details that pertain to the Newport Northside Urban Renewal Plan (Plan). The Report is not a legal part of the Plan, but is intended to provide public information and a basis for the findings made by the City Council as part of its 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 not only the proposed projects in the Plan, but also documents the existing conditions in the Newport Northside Urban Renewal Area (Area).

However, the Report provides only guidance on how reviews revenues and potential projects each year, they have the authority to make adjustments to the assumptions in this Report. They 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 – Newport Northside Urban Renewal Plan Area Boundary



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

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

A. Physical Conditions

1. Land Use

According to data obtained from the City of Newport and Lincoln County Assessor’s office, the Area, shown in Figure 1 above, contains 1,243 parcels and consists of 396.3 acres in parcels and 149.6 acres of public right-of-way, for a total size of 545.9 acres.

An analysis of property classification data from the City of Newport and Lincoln County Assessment and Taxation database was used to determine the land use designation of parcels in the Area. Within the Area, the largest use of land by acreage is Commercial (28% of total acreage). The second largest use by acreage is Single-family Residential (26%).

Table 1 – Existing Land Use of Area

Land Use	Acres		Parcels	
	Number	Percent	Number	Percent
Condominium	0.5	0.10%	10	0.80%
Single-family residential	101.8	25.70%	524	42.20%
Multi-family residential	9.6	2.40%	17	1.40%
Commercial	111.2	28.10%	398	32.00%
Industrial	8.8	2.20%	24	1.90%
Rural / Ag / Farm	33.2	8.40%	2	0.20%
Public / Exempt	55.7	14.10%	81	6.50%
Vacant	74.8	18.90%	187	15.00%
Other	0.7	0.20%	0	0.00%
Total	396.3	100%	1,243	100%

Source: Lincoln County Assessor Data

2. Zoning and Comprehensive Plan Designations

The zoning code establishes districts to control land use throughout the city and regulates development standards within these established use districts. Medium Density Single-family Residential zoning accounts for 38% of the acreage in the Area. Retail and Service Commercial accounts for 23% of the acreage in the Area.

Table 2a – Existing Zoning Plan Designations of Area

Zone Designation	Acres		Parcels	
	Number	Percent	Number	Percent
Medium Density Single -family Residential	150.6	38.00%	423	34.00%
Retail and Service Commercial	92.5	23.30%	397	31.90%
Heavy Commercial	69.6	17.60%	250	20.10%
Exempt/Institutional	41.4	10.50%	41	3.30%
High Density Multi- family Residential	35.3	8.90%	121	9.70%
Single Family/Multi-family	2.6	0.70%	2	0.20%
Commercial/Multi- family	1.8	0.40%	2	0.20%
Commercial/Single- family	1.5	0.40%	2	0.20%
Low Density Single -family	0.9	0.20%	3	0.20%
Medium Density Multi-family	0.1	0.00%	2	0.20%
Total	396.3	100%	1,243	100%

Source: Lincoln County Assessor Data

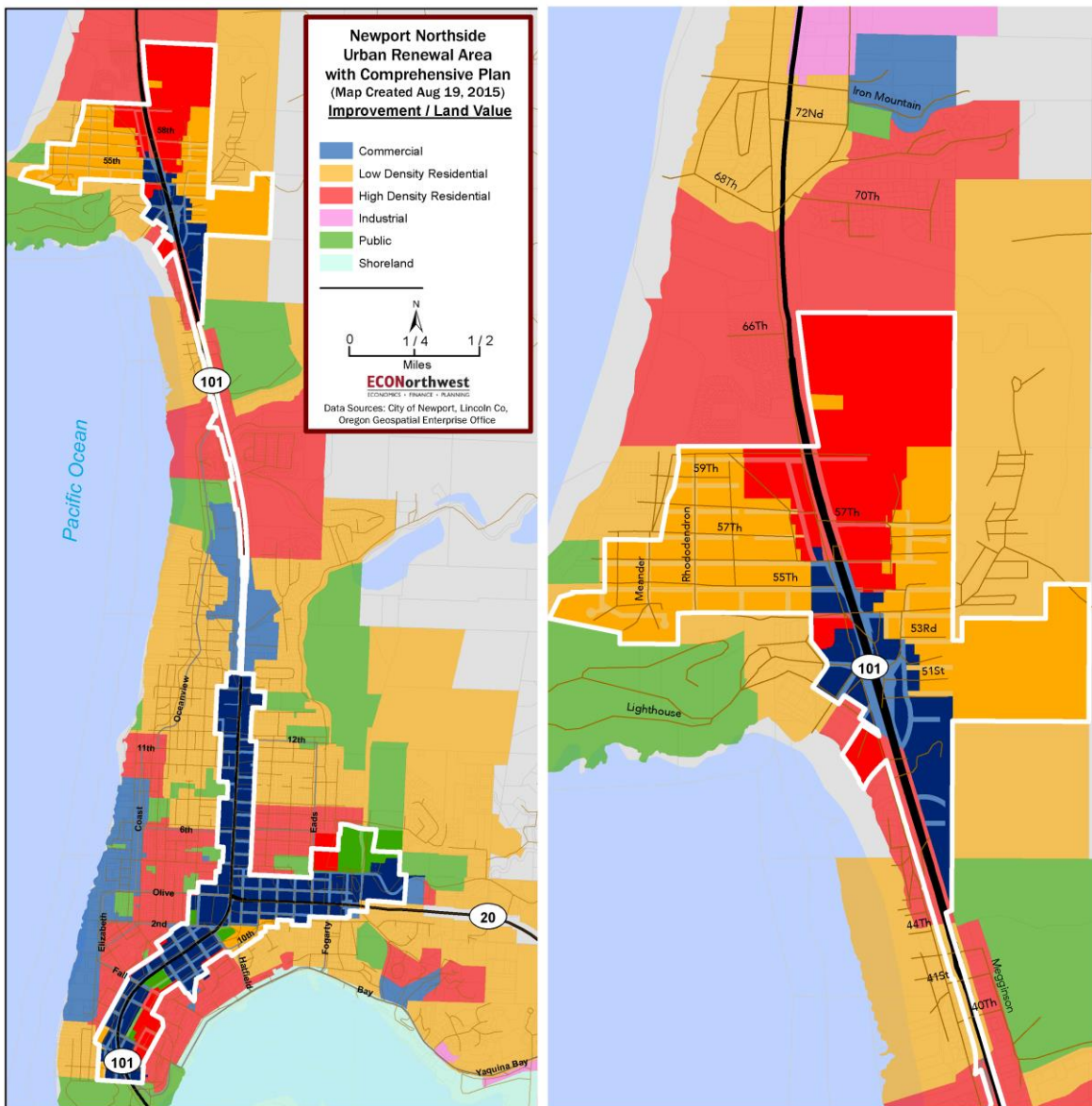
As illustrated in Table 2b, 44% of the acreage is designated as commercial in the comprehensive plan. Low Density Residential accounts for 25% of the acreage by comprehensive plan designation.

Table 2b – Existing Comprehensive Plan Designations of Area

Comprehensive Plan Designation	Acres		Parcels	
	Number	Percent	Number	Percent
Commercial	175.1	44.20%	669	53.80%
Low Density Residential	111.3	28.10%	405	32.60%
High Density Residential	88.2	22.30%	149	12.00%
Public	21.8	5.50%	20	1.60%
Total	396.3	100%	1,243	100%

Source: Lincoln County Assessor Data

Figure 2 – Area Comprehensive Plan Designations



B. Infrastructure: Existing Conditions

Existing conditions are examined within an urban renewal area to help identify blighting conditions in the urban renewal area. **This does not mean that a project has been identified in the urban renewal plan to address each deficiency, this is solely to identify conditions that are deficient within the Area, as required by statute.**

1. Infrastructure

This section of the study identifies the existing deficiencies in the infrastructure in the Area. The street conditions information is from the Newport Transportation Systems Plan (TSP).

a) Streets (p 75 of SDC doc)

The following improvements are identified in the TSP.

Widen US 101 to five lanes (NE 31st Street to North City Limits)

Widen US 20 to five lanes (John Moore Road to US 101)

Improve to 3-Lane urban standard NE 1st Street from US 101 US 20 to provide westbound two northbound bypass of US 101 and US 20 intersection

b) Transportation Management System Improvements (p8)

US 101 revisions (between OR 20 and Yaquina Bay Bridge)

NE 52nd Street area improvements - improve Northeast lucky gap between NE. 52nd Street in North E. 54th Street; provide access from Longview Hills to North E. 52nd Street

NW 56th Street improvement area

Surface parking lots for US 101 business

NE 57th - eliminate US 101 access; cul-de-sac NE. 57th Street on its western terminus; connect NE Hazel Court to NE 60th Street

US 101/US 20 - signal revisions/improvements; realign E Olive Street

US 101 at NW 11th Street - realign intersection to eliminate slight offset. Consider need for additional east/west turning lanes and/or signalization improvements.

US 101 at NW 6th Street - realign intersection to eliminate offset. Consider need for added east/west turning lanes and/or improved signal to address congestion problem.

US 101, US 20 North to NW 12th Street - evaluate opportunities for driveway and/or minor street closures or consolidation.

US 101 at US 20 - add second southbound left turn lane. Widen eastbound US 22 received two lanes of traffic, transition to one lane east of US 101.

US 20 at NE. Coos Street - add signal and improve intersection to encourage North/S. Local St. alternative to US 101. Signal could help relieve congestion at NE Eads Street.

c) Traffic Signals

US 101 at Northeast 36th Street

US 101 at NE. 73rd Street

d) Pedestrian and Bicycle Facility Improvements (p28)

US 101 crossings:

NW 68th Undercrossing - an undercrossing at US 101 at Northwest 68th Street midblock between 16th and 17th streets - add median, raised stop bars, appropriate signage, and striped continental crosswalk

NW 15th St. - add crosswalk

13th Street - add median, raised stop bars, appropriate signage, and striped continental crosswalk

10th Street - add median, raised stop bars, appropriate signage, and striped continental crosswalk

8th Street - add median, raised stop bars, appropriate signage, and striped continental crosswalk

3rd and 4th Streets - add median, raised stop bars, appropriate signage, and striped continental crosswalk

2nd Street - add median, raised stop bars, appropriate signage, and striped continental crosswalk

e) Sidewalks

There are numerous sidewalk deficiencies throughout the Area.

Avery Street - US 101 to end of street

NE 3rd Street – NE Eads to NE Harney

NE 2nd Street – US 01 to NE Eads Street

f) Sidewalks and Bike Lanes

NE Harney Street - US 20 to NE 3rd Street

US 20 NE Harney Street/SE Moore Drive to US 101 intersection

g) Bicycle System Improvements

NE Eads Street – NE 12th Street to NE 3rd Street – provide a bike route

NE 3rd Street – Eads Street to Harney Road – provide a bike route

h) Shared roadways/bicycle boulevards

NE Eads Street – US 20 to NE 12th Street

i) Wayside Improvements

Agate Beach – SW corner of US 101 and NW Agate Way to north end of Agate Beach

j) Water

The City of Newport Water Master Plan, prepared in October 2008, identifies the following projects in the Capital Improvement Project summary.¹ (p27 SDC doc)

Agate Beach lower storage tank

Agate Beach upper storage tank

Highway 101 Northeast 36 to North East 40th water line

Highway 101 N. East 40th to circle way water line

k) Storm Water

The city of Newport is currently developing a Storm Water Master plan. (P 56 SDC)

Project 9 – Agate Way Storm Drainage Improvements. The project is to include approximately 500-lf of 18-inch storm drainage piping. The project is needed to correct existing deficiencies but components should be doubled in size to provide additional capacity for potential future development.

l) Sanitary Sewer

Project 8 - 48th Street Lift Station Upgrade p 53 SDC document. The 48th Street pump station is located near 48th Street and Highway 101. The 1996 Facilities Plan recommends that the station be upgraded to a firm pumping capacity of around 3 MGD (2,100 gpm). The station will require significant upgrades

¹ City of Newport Public Infrastructure System Development Charge Methodology, September 2007
HBH Consulting Engineers.

with only minor station components being adequate to be reused as part of the upgrade. The project includes approximately 1,500 lf of 12-inch diameter force main that is to be installed through a pipe bursting technique.

m) Parks

Project 1 - West Agate Beach Park Development Located in the northern portion of the City, this existing park is only partially developed and capable of limited service to park users. Under this project, the existing park would be improved to provide a higher level of service and increase the ability of the park to accommodate additional users.

C. Social Conditions

An analysis of the social conditions of the area was compiled using data from the U.S. Census Bureau, 2013 update and Social Explorer. The data was retrieved from block group summaries that roughly correspond to the Agate Beach residential area and then block group summaries that correspond to the city of Newport as a whole in order to also include the other residential neighborhood surrounding US 20 that is also within the urban renewal area. The charts include the Agate Beach information and the information for the city of Newport as a whole.

2. Age

The age distribution of the Area is shown in Table 3. The majority of the population in the Area is between the ages of 25 and 74.

Table 3 – Age Distribution of Area

Age	Total Agate Beach Areas		Total Newport	
	Number	Percent	Number	Percent
0 to 4 Years	412	6%	622	6%
5 to 9 Years	282	4%	570	5%
10 to 14 Years	313	5%	566	5%
15 to 17 Years	162	2%	364	3%
18 to 24 Years	425	7%	695	7%
25 to 34 Years	811	12%	1,306	12%
35 to 44 Years	773	12%	1,225	11%
45 to 54 Years	838	13%	1,399	13%
55 to 64 Years	1,115	17%	1,846	17%
65 to 74 Years	776	12%	1,187	11%
75 to 84 Years	388	6%	585	5%
85 Years and over	198	3%	310	3%
Total	6,493	100%	10,675	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

3. Race

The racial characteristics of the Area are shown in Table 4. The majority of people (88%) identify themselves as white and the second largest group (4% in the Agate beach area and 3% in Newport as a whole) that people identify with is “some other race.” The U.S. Census does not provide a breakout on race that includes Hispanic in their definitions, Hispanic are those people who classify themselves in one of the specific Spanish, Hispanic, or Latino categories listed in the U.S .Census questionnaire. Hispanic or Latino of any race in Newport is 15.3% of the population.

Table 4 – Racial Characteristics of the Area

Race	Total Agate Beach Areas		Total Newport	
	Number	Percent	Number	Percent
White Alone	5,724	88%	9,346	88%
Black or African American Alone	39	1%	59	1%
American Indian and Alaska Native Alone	124	2%	186	2%
Asian Alone	31	0%	117	1%
Native Hawaiian and Other Pacific Islander Alone	120	2%	161	2%
Some Other Race Alone	249	4%	319	3%
Two or More races	206	3%	487	5%
Total	6,493	100%	10,675	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

4. Educational Attainment

Thirty five percent of the residents in the Agate Beach area and 37% of Newport as a whole have some college. An additional 17% of Agate Beach area and 19% of Newport as a whole have a Bachelor’s degree, 7% of both areas have a Master’s degree.

Table 5 – Educational Attainment of the Area

Educational Attainment	Total Agate Beach Areas		Total Newport	
	Number	Percent	Number	Percent
Less Than High School	550	11%	737	9%
High School Graduate (includes equivalency)	1,313	27%	1,978	25%
Some college	1,718	35%	2,878	37%
Bachelor's degree	839	17%	1,468	19%
Master's degree	358	7%	589	7%
Professional school degree	28	1%	55	1%
Doctorate degree	93	2%	153	2%

Total	4,899	100%	7,858	100%
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Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

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5. *Travel time to work*

Forty-one percent of the residents of the Agate Beach area and 43% of Newport as a whole travel less than 10 minutes to work. Another 29% of the Agate Beach area and 28% of Newport as a whole travel less than 20 minutes.

Table 6 – Travel Time to Work in the Area

Travel Time to Work	Total Agate Beach Areas		Total Newport	
	Number	Percent	Number	Percent
Less than 10 minutes	1,105	41%	1,990	43%
10 to 19 minutes	785	29%	1,301	28%
20 to 29 minutes	223	8%	347	8%
30 to 39 minutes	318	12%	510	11%
40 to 59 minutes	107	4%	139	3%
60 to 89 minutes	14	1%	50	1%
90 or More minutes	64	2%	76	2%
Worked at home	55	2%	200	4%
Total	2,671	100%	4,613	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

6. *Means of Transportation to Work*

Seventy-three percent of the residents of Agate Beach and 74% of Newport as a whole drove alone to work. Fifteen percent of the residents of Agate Beach and 14% of Newport as a whole carpooled.

Table 7 – Means of Transportation to Work in the Area

Means of Transportation to Work	Total Agate Beach Areas		Total Newport	
	Number	Percent	Number	Percent
Drove Alone	1,957	73%	3,427	74%
Carpooled	392	15%	628	14%
Public transportation (Includes Taxicab)	98	4%	115	2%
Motorcycle	-	0%	0	0%
Bicycle	4	0%	9	0%
Walked	131	5%	200	4%
Other means	34	1%	34	1%
Worked at home	55	2%	200	4%
Total	2,671	100%	4,613	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

7. Population

In the last few years, Newport has remained stable in population. There are annual projections performed by the Portland State University Population and Research Center after reviewing the 2010 Census data. The overall population of Newport in the 2014 adjustment by Portland State University was 10,095 people, and the 2010 data indicates Newport had 10,030 people.

D. Economic Conditions

1. Taxable Value of Property Within the Area

The estimated 2014/2015 total assessed value of the real property in the Area is \$210,510,678. The total estimated assessed value, including all real, personal, and utility properties, is \$237,000,136. This data is summarized in Table 8.

Table 8 – Total Estimated Assessed Value

Property Type	Urban Renewal Area
Real	\$210,510,678
Personal	15,386,790
Manufactured	1,004,350
Utility	10,098,308
Total	\$237,000,136

Source: Lincoln County Assessor's data

If an urban renewal plan is adopted, the Lincoln County Assessor will calculate the frozen base using tax accounts for all of the real, personal, manufactured, and utility properties in the Area. The total assessed value of the City of Newport is \$1,243,361,351.²

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 Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L may be

² Data from Lincoln County Assessor's 2011/12 tax roll summary

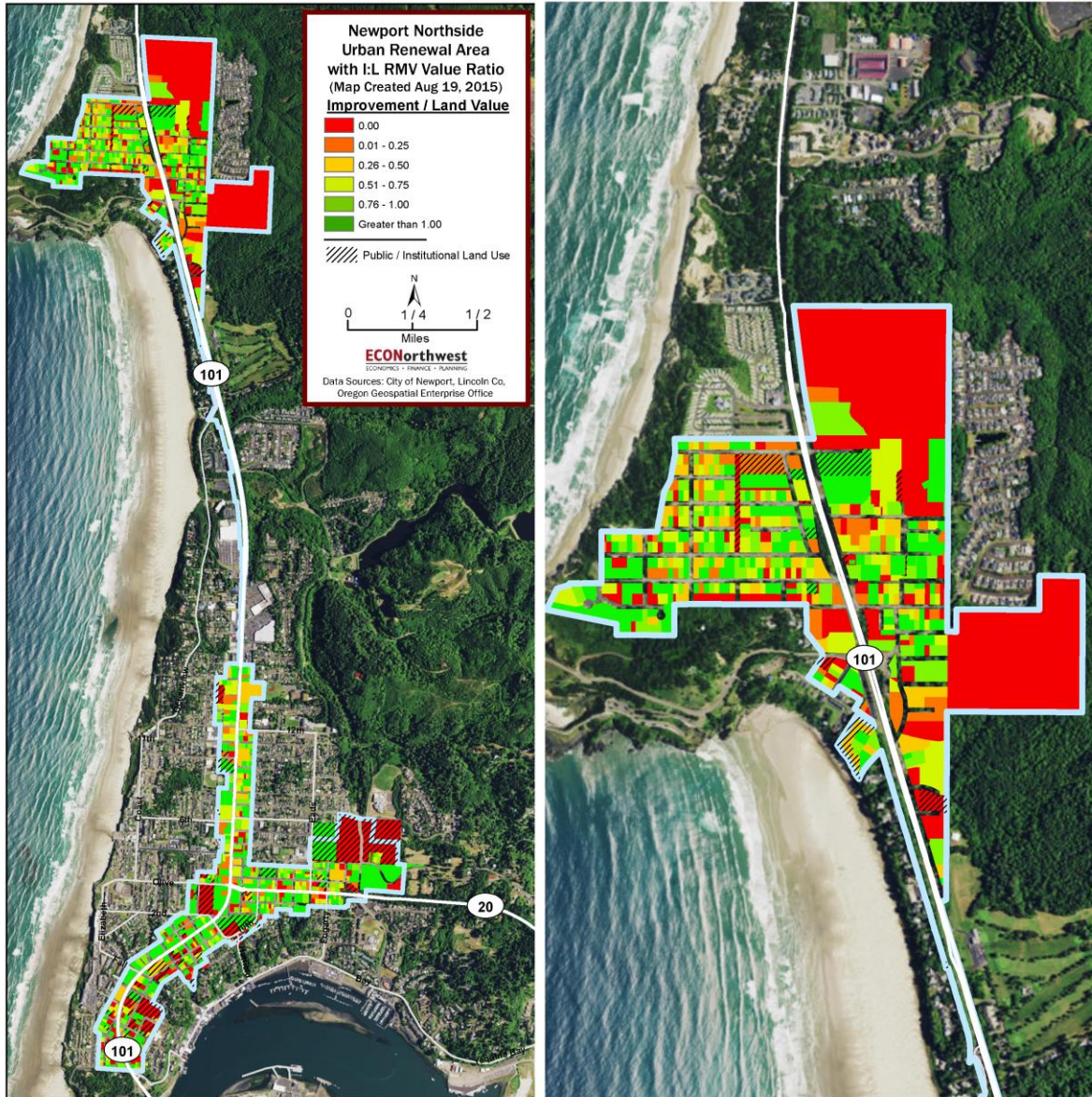
used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives. A healthy condition of real estate investment in the Area would be 2:1 or more, for both residential and commercial properties. Non-taxable parcels account for 17% of the total acreage. Properties with no improvements account for 27% of the total acreage. An additional 49% of the acreage is below the 2:1 threshold. Many of the properties in the Area are under-utilized and or underdeveloped.

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

I:L Ratio	Parcels	Acreage	% of Total Acreage
Not Taxable	115	69.91	17.34%
No Improvements	194	110.14	27.31%
No land value	61	4.25	1.05%
0.01 - 0.50	197	48.64	12.06%
0.51 - 1.00	311	75.03	18.60%
1.01 - 1.50	171	40.02	9.92%
1.51 - 2.00	98	23.45	5.81%
2.01 – 2.51	43	11.79	2.92%
2.51 – 3.00	22	10.05	2.49%
>3.01	31	10.01	2.48%
Total	1,243	403.29	100.00%

Source: Lincoln County Assessor Real Market Value data The acreage total number is different from the total acreage number due to some double counts on parcels in the GIS system. This double count is very minor and does not impact the analysis of the data.

Figure 3 – Improvement to Land Ratios



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 the Section on Impact of Tax Increment Financing 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 are primarily district identity/transportation, business improvement/development, and public facilities projects. The use of urban renewal funding for these projects allows the City to match other funding sources to actually construct the improvements. It also allows the City to tap a different funding source besides the City of Newport's general funds and system development charges funds to make these improvements.

It is anticipated that these improvements will catalyze development on the adjacent undeveloped and underdeveloped parcels. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide infrastructure to the Area. As the development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs.

These impacts will be countered by providing transportation funding for vital connections to Newport and major parcels of undeveloped and underdeveloped land. This land will provide future jobs to the Newport area and future increased tax base for all taxing jurisdictions.

IV. 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.

V. 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. The projects are listed in no particular order.

1. Refinement Plans

a) Commercial Core Areas Revitalization Plan

The Commercial Core Areas Revitalization Plan (CCARP) will analyze key transportation infrastructure issues within the commercial core areas in the Plan. The CCARP boundary for the study will be defined at the point that the plan is undertaken. It will study key transportation issues including traffic flow, safety, and parking issues within the study area. The CCARP will help define the transportation system enhancements and the priority of implementation of those enhancements that are undertaken as projects in this Plan.

Existing Conditions:

There is no revitalization plan for the commercial core areas. The Oregon Department of Transportation has indicated a desire to study transportation issues in the Area, but requires a match for part of the funding. There is a need to identify solutions to traffic flow, safety and parking issues within the area.

b) Agate Beach Neighborhood Plan

The Agate Beach Neighborhood Plan (ABNP) will analyze key transportation infrastructure issues within the Agate Beach neighborhood. The ABNP will help define the transportation system enhancements and infrastructure needs and the priority of implementation of those enhancements and needs that are undertaken as projects in this Plan.

Existing Conditions:

There is no revitalization plan for the Agate Beach area. There is a need to identify define and prioritize the needed transportation and infrastructure system enhancements in Agate Beach.

2. Public Buildings

The fairgrounds property has future renovation potential as a multipurpose building. This project would incorporate supporting infrastructure to the site and potential funding for the structure. The project will be further defined as the county moves through the process of planning for that area.

Existing Conditions:

The existing fairgrounds area is underutilized and underdeveloped. The area has capacity to attract new uses for both existing residents and tourists to the area, expanding the economy through the provision of business and recreational activities in Newport.

3. Transportation and Utility Enhancements

Transportation system enhancements include enhancements to the commercial core areas as well as to US 101 and US 20. These enhancements could include street upgrades, potential couplet if defined in the CCARP, widening, intersection realignments, local street right-of-way improvements, parking improvements right-of-way acquisition, signal installation or adjustment, storm drainage improvements, and water line capacity upgrades. The exact location and further definition of these transportation enhancements will come as a result of the CCAARP in addition to the Transportation System Plan and the other city utility master plans.

Existing Conditions:

There is a need to identify solutions to traffic flow, safety and parking issues within the area. In addition to those transportation needs, there are storm drainage and water line capacity deficiencies in the area.

4. Economic Development

Economic development projects include but are not limited to site preparation for reuse including demolition and lot aggregation, storefront façade loans and grants, strategic site acquisition for economic development, street tree and landscape island enhancements, benches, public art, public spaces, wayfinding improvements, utility undergrounding and billboard removal.

Existing Conditions:

There are properties within the area that are underdeveloped and underutilized. There are properties that are in need of façade improvements. The streetscape within the area is deficient and can be enhanced through the provision of street tree and

landscape island enhancements, benches, public art, public spaces wayfinding improvements, utility undergrounding and billboard removal.

5. Debt service and project administration

This project will allow for the repayment of costs associated with the implementation of the Newport Northside Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long and short term debt, relocation costs and other administrative costs.

Existing Conditions:

As there is currently no urban renewal program for this area, these activities do not exist.

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

The costs of the projects are shown in Table 8. The sources of funds are tax increment revenues. There will be other funding sources sought to leverage urban renewal funds. These sources include system development charge funds (SDC) grant funds, general funds, state funding, or other sources of funding the City may identify, including private developer contributions.

These figures are in **total dollars to be spent on the projects through the life of the urban renewal area**. The Agency will be able to review the allocations on an annual basis when they prepare their budgets.

Table 10 – Projects to be Completed Using Urban Renewal Area Funds

Project Name	Urban Renewal Share	Total Cost
<u>Newport Northside Urban Renewal Plan</u>		
Infrastructure Refinement Plans		
Commercial Core Area Revitalization Plan	\$100,000	\$100,000
Agate Beach Neighborhood Plan	\$100,000	\$100,000
Public Buildings		
Multi-purpose building (includes supporting infrastructure)	\$3,000,000	\$9,000,000
Transportation System Enhancements		
Commercial core area highway/street upgrades (e.g. couplet, widening, etc.)	\$12,500,000	\$25,000,000
Intersection realignment (e.g. US 101 and NW 6th)	\$2,000,000	\$4,500,000
Local street right-of-way improvements	\$2,000,000	\$3,000,000
Parking improvements	\$800,000	\$1,500,000
Right-of-way acquisition	\$600,000	\$1,200,000
Signal installation or adjustment	\$500,000	\$1,000,000
Storm drainage improvements	\$1,500,000	\$2,000,000
Water line capacity upgrades (e.g. US 101 at Agate Beach)	\$600,000	\$1,200,000
Economic Development		
Benches, public art	\$250,000	\$250,000
Billboard removal	\$450,000	\$500,000
Site prep for reuse (e.g. demolition, lot aggregation, etc.)	\$2,500,000	\$2,500,000
Storefront façade loans/grants	\$1,500,000	\$1,000,000
Strategic site acquisition for economic development	\$5,000,000	\$5,000,000
Street tree and landscape island enhancements	\$250,000	\$250,000
Wayfinding improvements	\$200,000	\$200,000
Utility undergrounding	\$4,000,000	\$8,000,000
Total	\$37,850,000	\$66,300,000

Source: City of Newport with ECONorthwest

VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The projects will be scheduled as shown in the financing plan in Table 11. The projects will be ongoing and will be completed as directed by the Urban Renewal Agency (Agency). The projects are set up in five phases. The first phase is using “pay as you go” from the annual increment. The next four phases are predicated on bond placements and additional “pay as you go” tax increment proceeds.. They are allocated in four year intervals. The table shows the earliest that the bond issue could be placed, but the Agency will determine actual placement depending on financial and project considerations at the time. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the urban renewal plan.

The inflation rate for project costs is not a factor in this Plan as the project costs were set at a “not to exceed” amount in the direction from the city council for a not to exceed maximum indebtedness of \$39,920,000 for this Plan. For the purposes of calculating the maximum indebtedness in the future, an inflation percentage of 3% should be used. Administration is allocated at approximately 4% of the total project/programs costs.

Table 11 – Projects and Costs in Year of Expenditure Dollars

	Phase 0 2017 to 2018	Phase 1 2019 to 2022	Phase 2 2023 to 2026	Phase 3 2027 to 2030	Phase 4 2031 to 2034*	Total
Revenues						
Total TIF Revenue	\$ 799,857	\$ 3,779,305	\$ 7,148,287	\$ 11,165,859	\$ 33,466,016	\$ 56,359,324
Debt Service	\$ -	\$ 1,765,336	\$ 3,851,644	\$ 6,339,164	\$ 32,578,496	\$ 44,534,640
Pay as you go	\$ 799,857	\$ 2,013,969	\$ 3,296,643	\$ 4,826,695	\$ 1,168,385	\$ 12,105,549
Bond/Loan proceeds	\$ -	\$ 5,500,000	\$ 6,500,000	\$ 7,750,000	\$ 8,000,000	\$ 27,750,000
Interest earnings	\$ 500	\$ 3,400	\$ 7,900	\$ 11,100	\$ 29,700	\$ 52,600
Total Revenue for Projects	\$ 800,357	\$ 7,517,369	\$ 9,804,543	\$ 12,587,795	\$ 9,198,085	\$ 39,908,149
Expenditures						
Finance Fees	\$ -	\$ 110,000	\$ 130,000	\$ 155,000	\$ 160,000	\$ 555,000
Admin Costs	\$ 50,000	\$ 312,000	\$ 347,000	\$ 394,000	\$ 412,000	\$ 1,515,000
Amount available for projects	\$ 750,357	\$ 7,095,369	\$ 9,327,543	\$ 12,038,795	\$ 8,626,085	\$ 37,838,149
Total Expenditures	\$ 800,357	\$ 7,517,369	\$ 9,804,543	\$ 12,587,795	\$ 9,198,085	\$ 39,908,149
Project Detail						
Commercial Core Revitalization Plan	\$ 100,000					\$ 100,000
Agate Beach Neighborhood Plan	\$ 100,000					\$ 100,000
Multi-purpose building (and infrastructure)		\$ 3,000,000				\$ 3,000,000
Downtown highway/street upgrades			\$ 2,000,000	\$ 4,500,000	\$ 6,000,000	\$ 12,500,000
Intersection realignment		\$ 250,000	\$ 250,000	\$ 500,000	\$ 1,000,000	\$ 2,000,000
Local street ROW improvements	\$ 300,000	\$ 1,000,000	\$ 500,000	\$ 200,000		\$ 2,000,000
Parking improvements			\$ 500,000	\$ 300,000		\$ 800,000
ROW acquisition	\$ 100,000	\$ 100,000	\$ 200,000	\$ 200,000		\$ 600,000
Signal installation or adjustment		\$ 250,000	\$ 250,000			\$ 500,000
Storm drainage improvements		\$ 1,000,000	\$ 500,000			\$ 1,500,000
Water line capacity upgrades		\$ 600,000				\$ 600,000
Benches, public art			\$ 100,000	\$ 150,000		\$ 250,000
Billboard removal			\$ 100,000	\$ 150,000	\$ 200,000	\$ 450,000
Site prep for reuse			\$ 1,500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
Storefront façade loans/grants			\$ 1,000,000	\$ 500,000		\$ 1,500,000
Strategic site acquisition for ec dev		\$ 500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 5,000,000
Street tree and landscape island enhancement				\$ 100,000	\$ 150,000	\$ 250,000
Wayfinding improvements			\$ 100,000	\$ 100,000		\$ 200,000
Utility undergrounding		\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 2,000,000	\$ 4,000,000
Total	\$ 600,000	\$ 7,200,000	\$ 9,000,000	\$ 9,700,000	\$ 11,350,000	\$ 37,850,000
Ending Balance	\$ 150,357	\$ 45,726	\$ 373,269	\$ 2,712,064	-\$ 11,851	-\$ 11,851

Source: City of Newport with ECONorthwest

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

Table 12 shows the tax increment revenues and their allocation to loan repayments, reimbursements, debt service, and debt service reserve funds. The Area reaches the point where revenue sharing is required to begin, as implemented by the State in ORS 457.470, and this is further described in the section of this report on Impacts to Taxing Jurisdictions.

It is anticipated that all debt will be retired by FY2038/39 (any outstanding bonds will be defeased). The maximum indebtedness is \$39,920,000 (thirty nine million nine hundred twenty thousand dollars and no cents).

The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$39,920,000 is \$56,359,324.

The interest rate for the bonds is estimated at 5% and the terms of the bonds are varied, depending on time of issuance. The Agency may decide to issue bonds on a different schedule, and that will alter the financing assumptions. These assumptions show one scenario for financing and this scenario is financially feasible.

Table 12a – Tax Increment Revenues and Allocations to Debt Service

	Total	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
DEBT SERVICE FUND							
Resources							
Beginning Fund Balance		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIF for URA	\$ 56,359,324	\$ 660,348	\$ 844,416	\$ 1,036,767	\$ 1,237,774	\$ 1,447,826	\$ 1,667,331
Total Resources	\$ 56,359,324	\$ 660,348	\$ 844,416	\$ 1,036,767	\$ 1,237,774	\$ 1,447,826	\$ 1,667,331
Expenditures							
<i>Debt Service</i>							
New Loan 2019	\$ (8,826,680)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)
New Loan 2023	\$ (10,431,540)					\$ (521,577)	\$ (521,577)
New Loan 2027	\$ (12,437,600)						
New Loan 2031	\$ (12,838,820)						
Total Debt Service	\$ (44,534,640)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (962,911)	\$ (962,911)
Coverage Ratio		1.50	1.91	2.35	2.80	1.50	1.73
<i>Transfer to D/S Reserve Fund</i>	\$ (68,603,425)	\$ (219,014)	\$ (403,082)	\$ (595,433)	\$ (796,440)	\$ (484,915)	\$ (704,420)
Total Expenditures	\$ (113,138,065)	\$ (660,348)	\$ (844,416)	\$ (1,036,767)	\$ (1,237,774)	\$ (1,447,826)	\$ (1,667,331)

Source: ECONorthwest

Table 12a – Tax Increment Revenues and Allocations to Debt Service, continued

	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31
DEBT SERVICE FUND							
Resources							
Beginning Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIF for URA	\$ 1,896,713	\$ 2,136,417	\$ 2,386,908	\$ 2,648,671	\$ 2,922,214	\$ 3,208,066	\$ 3,506,781
Total Resources	\$ 1,896,713	\$ 2,136,417	\$ 2,386,908	\$ 2,648,671	\$ 2,922,214	\$ 3,208,066	\$ 3,506,781
Expenditures							
<i>Debt Service</i>							
New Loan 2019	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)
New Loan 2023	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)
New Loan 2027			\$ (621,880)	\$ (621,880)	\$ (621,880)	\$ (621,880)	\$ (621,880)
New Loan 2031							\$ (641,941)
Total Debt Service	\$ (962,911)	\$ (962,911)	\$ (1,584,791)	\$ (1,584,791)	\$ (1,584,791)	\$ (1,584,791)	\$ (2,226,732)
Coverage Ratio	1.97	2.22	1.51	1.67	1.84	2.02	1.57
<i>Transfer to D/S Reserve Fund</i>	\$ (933,802)	\$ (1,173,506)	\$ (802,117)	\$ (1,063,880)	\$ (1,337,423)	\$ (1,623,275)	\$ (1,280,049)
Total Expenditures	\$ (1,896,713)	\$ (2,136,417)	\$ (2,386,908)	\$ (2,648,671)	\$ (2,922,214)	\$ (3,208,066)	\$ (3,506,781)

Source: ECONorthwest

Table 12a – Tax Increment Revenues and Allocations to Debt Service, continued

	202-	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39
DEBT SERVICE FUND									
Resources									
Beginning Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIF for URA	\$ 3,818,938	\$ 4,145,143	\$ 4,115,507	\$ 4,204,563	\$ 4,297,626	\$ 4,394,877	\$ 4,496,505	\$ 486,076	
Total Resources	\$ 3,818,938	\$ 4,145,143	\$ 4,115,507	\$ 4,204,563	\$ 4,297,626	\$ 4,394,877	\$ 4,496,505	\$ 486,076	
Expenditures									
<i>Debt Service</i>									
New Loan 2019	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	\$ (441,334)	
New Loan 2023	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)	\$ (521,577)
New Loan 2027	\$ (621,880)	\$ (621,880)	\$ (621,880)	\$ (621,880)	\$ (621,880)	\$ (621,880)	\$ (621,880)	\$ (621,880)	\$ (621,880)
New Loan 2031	\$ (641,941)	\$ (641,941)	\$ (641,941)	\$ (641,941)	\$ (641,941)	\$ (641,941)	\$ (641,941)	\$ (641,941)	\$ (641,941)
Total Debt Service	\$ (2,226,732)	\$ (2,226,732)	\$ (2,226,732)	\$ (2,226,732)	\$ (2,226,732)	\$ (2,226,732)	\$ (2,226,732)	\$ (2,226,732)	\$ (1,785,398)
Coverage Ratio	1.72	1.86	1.85	1.89	1.93	1.97	2.02	0.27	
<i>Transfer to D/S Reserve Fund</i>	\$ (1,592,206)	\$ (1,918,411)	\$ (1,888,775)	\$ (1,977,831)	\$ (2,070,894)	\$ (2,168,145)	\$ (2,269,773)	\$ 1,299,322	
Total Expenditures	\$ (3,818,938)	\$ (4,145,143)	\$ (4,115,507)	\$ (4,204,563)	\$ (4,297,626)	\$ (4,394,877)	\$ (4,496,505)	\$ (486,076)	

Source: ECONorthwest

Note: The debt service ratio in FY 2038/39 is .27. This is because the financial assumptions show that not all tax increment revenues will be necessary in this year and the debt will be defeased.

Table 12b – Projected Annual Debt Service Schedule

FYE	Debt Service				Total D/S	Total TIF	Debt Service Coverage	Remaining after D/S
	2019	2023	2027	2031				
2016	\$0	\$0	\$0	\$0	\$0	\$0	0.00	\$0
2017	\$0	\$0	\$0	\$0	\$0	\$315,650	0.00	\$315,650
2018	\$0	\$0	\$0	\$0	\$0	\$484,207	0.00	\$484,207
2019	-\$441,334	\$0	\$0	\$0	-\$441,334	\$660,348	-1.50	\$219,014
2020	-\$441,334	\$0	\$0	\$0	-\$441,334	\$844,416	-1.91	\$403,082
2021	-\$441,334	\$0	\$0	\$0	-\$441,334	\$1,036,767	-2.35	\$595,433
2022	-\$441,334	\$0	\$0	\$0	-\$441,334	\$1,237,774	-2.80	\$796,440
2023	-\$441,334	-\$521,577	\$0	\$0	-\$962,911	\$1,447,826	-1.50	\$484,915
2024	-\$441,334	-\$521,577	\$0	\$0	-\$962,911	\$1,667,331	-1.73	\$704,420
2025	-\$441,334	-\$521,577	\$0	\$0	-\$962,911	\$1,896,713	-1.97	\$933,802
2026	-\$441,334	-\$521,577	\$0	\$0	-\$962,911	\$2,136,417	-2.22	\$1,173,506
2027	-\$441,334	-\$521,577	-\$621,880	\$0	-\$1,584,791	\$2,386,908	-1.51	\$802,117
2028	-\$441,334	-\$521,577	-\$621,880	\$0	-\$1,584,791	\$2,648,671	-1.67	\$1,063,880
2029	-\$441,334	-\$521,577	-\$621,880	\$0	-\$1,584,791	\$2,922,214	-1.84	\$1,337,423
2030	-\$441,334	-\$521,577	-\$621,880	\$0	-\$1,584,791	\$3,208,066	-2.02	\$1,623,275
2031	-\$441,334	-\$521,577	-\$621,880	-\$641,941	-\$2,226,732	\$3,506,781	-1.57	\$1,280,049
2032	-\$441,334	-\$521,577	-\$621,880	-\$641,941	-\$2,226,732	\$3,818,938	-1.72	\$1,592,206
2033	-\$441,334	-\$521,577	-\$621,880	-\$641,941	-\$2,226,732	\$4,145,143	-1.86	\$1,918,411
2034	-\$441,334	-\$521,577	-\$621,880	-\$641,941	-\$2,226,732	\$4,115,507	-1.85	\$1,888,775
2035	-\$441,334	-\$521,577	-\$621,880	-\$641,941	-\$2,226,732	\$4,204,563	-1.89	\$1,977,831
2036	-\$441,334	-\$521,577	-\$621,880	-\$641,941	-\$2,226,732	\$4,297,626	-1.93	\$2,070,894
2037	-\$441,334	-\$521,577	-\$621,880	-\$641,941	-\$2,226,732	\$4,394,877	-1.97	\$2,168,145
2038	-\$441,334	-\$521,577	-\$621,880	-\$641,941	-\$2,226,732	\$4,496,505	-2.02	\$2,269,773
2039	\$0	-\$521,577	-\$621,880	-\$641,941	-\$1,785,398	\$486,076	-0.27	-\$1,299,322

IX. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FY 2038/39, as shown above, are based on projections of the assessed value of development within the Area and the total tax rate that will apply in the Area. The assumptions include assessed value growth rates at 4.5%. There is substantial acreage in the Area that is undeveloped where the full future development value will add to the incremental assessed value of the Area.

Table 13 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for under-collection, penalties, and interest). These projections of increment are the basis for the projections in Tables 11 and 12. Revenue sharing is projected to be a feature of this urban renewal plan in FY 2033/34. However, if growth occurs at a faster pace, the Area will commence revenue sharing at the time required by the stature, the year after the tax increment proceeds equal 10% of the initial maximum indebtedness. At the point that tax increment revenues equal 12.5% of the initial maximum indebtedness, the annual increment is capped at that number and the remaining increment is divided among the taxing jurisdictions. This is not anticipated as shown in the following table.

Note the revenues to the urban renewal area is FYE 3039 are lower than the prior year, anticipating an under-levy in that year as all of the available tax revenues would not be needed to pay off the remaining debt.

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

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	TIF
2015	\$236,886,829	\$236,886,829	\$0	14.4797	\$0
2016	\$247,546,737	\$236,886,829	\$0	14.4797	\$0
2017	\$258,686,341	\$236,886,829	\$21,799,512	14.4797	\$315,650
2018	\$270,327,226	\$236,886,829	\$33,440,397	14.4797	\$484,207
2019	\$282,491,952	\$236,886,829	\$45,605,123	14.4797	\$660,348
2020	\$295,204,091	\$236,886,829	\$58,317,262	14.4797	\$844,416
2021	\$308,488,275	\$236,886,829	\$71,601,446	14.4797	\$1,036,767
2022	\$322,370,247	\$236,886,829	\$85,483,418	14.4797	\$1,237,774
2023	\$336,876,907	\$236,886,829	\$99,990,078	14.4797	\$1,447,826
2024	\$352,036,368	\$236,886,829	\$115,149,539	14.4797	\$1,667,331
2025	\$367,878,005	\$236,886,829	\$130,991,176	14.4797	\$1,896,713
2026	\$384,432,516	\$236,886,829	\$147,545,687	14.4797	\$2,136,417
2027	\$401,731,979	\$236,886,829	\$164,845,150	14.4797	\$2,386,908
2028	\$419,809,918	\$236,886,829	\$182,923,089	14.4797	\$2,648,671
2029	\$438,701,364	\$236,886,829	\$201,814,535	14.4797	\$2,922,214
2030	\$458,442,926	\$236,886,829	\$221,556,097	14.4797	\$3,208,066
2031	\$479,072,858	\$236,886,829	\$242,186,029	14.4797	\$3,506,781
2032	\$500,631,136	\$236,886,829	\$263,744,307	14.4797	\$3,818,938
2033	\$523,159,538	\$236,886,829	\$286,272,709	14.4797	\$4,145,143
2034	\$546,701,717	\$236,886,829	\$309,814,888	14.4797	\$4,486,027
2035	\$571,303,294	\$236,886,829	\$334,416,465	14.4797	\$4,842,250
2036	\$597,011,942	\$236,886,829	\$360,125,113	14.4797	\$5,214,504
2037	\$623,877,479	\$236,886,829	\$386,990,650	14.4797	\$5,603,509
2038	\$651,951,966	\$236,886,829	\$415,065,137	14.4797	\$6,010,019
2039	\$681,289,804	\$236,886,829	\$444,402,975	14.4797	\$6,434,822
Total					\$66,955,301

Source: ECONorthwest

Table 13b – Projected Revenue Sharing

FYE	TIF Total	for URA	Shared
2015	\$0	\$0	\$0
2016	\$0	\$0	\$0
2017	\$315,650	\$315,650	\$0
2018	\$484,207	\$484,207	\$0
2019	\$660,348	\$660,348	\$0
2020	\$844,416	\$844,416	\$0
2021	\$1,036,767	\$1,036,767	\$0
2022	\$1,237,774	\$1,237,774	\$0
2023	\$1,447,826	\$1,447,826	\$0
2024	\$1,667,331	\$1,667,331	\$0
2025	\$1,896,713	\$1,896,713	\$0
2026	\$2,136,417	\$2,136,417	\$0
2027	\$2,386,908	\$2,386,908	\$0
2028	\$2,648,671	\$2,648,671	\$0
2029	\$2,922,214	\$2,922,214	\$0
2030	\$3,208,066	\$3,208,066	\$0
2031	\$3,506,781	\$3,506,781	\$0
2032	\$3,818,938	\$3,818,938	\$0
2033	\$4,145,143	\$4,145,143	\$0
2034	\$4,486,027	\$4,115,507	\$370,520
2035	\$4,842,250	\$4,204,563	\$637,688
2036	\$5,214,504	\$4,297,626	\$916,878
2037	\$5,603,509	\$4,394,877	\$1,208,632
2038	\$6,010,019	\$4,496,505	\$1,513,514
2039	\$6,434,822	\$486,076	\$5,948,746
Total	\$66,955,301	\$56,359,324	\$10,595,978

Source: ECONorthwest

X. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the new maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal 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 FY 2038/39, and are shown in Tables 14a and 14b.

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 urban renewal agency 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, however the projections do not estimate this threshold is met. Revenue sharing is projected to commence during the final year of the 25-year life of tax increment proceeds of the Plan. Note that the total impact to taxing jurisdictions equals the total amount to the Agency in Table 12b above, \$56,379,657.

The Newport School District and the Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the State level.

Dedicating efforts to maintaining a healthy downtown is one variable in a livable city. These efforts will produce spin-off economic benefits in terms of increased economic development in the area, increased jobs, and expected increases in overall populations, including the student populations in the schools. These increases in the schools' populations will bring in more funding to the schools through the per pupil funding formula.

Tables 14a and 14b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. The table is based on fiscal year end (FYE) impacts. It assumes the growth as projected in the other tables in this Report, a 4.5% average annual growth rate in assessed value. Table 14a shows the general government levies and Table 14b shows the education levies.

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

FYE	LINCOLN COUNTY GENERAL	LINCOLN COUNTY ANIMAL SVC	LINCOLN COUNTY EXTENSION	LINCOLN COUNTY TRANSPORT	PORT OF NEWPORT	CITY OF NEWPORT	PACIFIC COMMUNITI ES HEALTH	SUBTOTAL
2017	\$ (61,479)	\$ (2,398)	\$ (983)	\$ (2,123)	\$ (1,328)	\$ (121,942)	\$ (7,902)	\$ (198,155)
2018	\$ (94,309)	\$ (3,678)	\$ (1,508)	\$ (3,257)	\$ (2,037)	\$ (187,059)	\$ (12,122)	\$ (303,970)
2019	\$ (128,615)	\$ (5,017)	\$ (2,057)	\$ (4,442)	\$ (2,777)	\$ (255,106)	\$ (16,532)	\$ (414,546)
2020	\$ (164,466)	\$ (6,415)	\$ (2,630)	\$ (5,680)	\$ (3,552)	\$ (326,215)	\$ (21,140)	\$ (530,098)
2021	\$ (201,930)	\$ (7,876)	\$ (3,229)	\$ (6,974)	\$ (4,361)	\$ (400,524)	\$ (25,956)	\$ (650,850)
2022	\$ (241,080)	\$ (9,403)	\$ (3,855)	\$ (8,326)	\$ (5,206)	\$ (478,177)	\$ (30,988)	\$ (777,036)
2023	\$ (281,992)	\$ (10,999)	\$ (4,510)	\$ (9,739)	\$ (6,089)	\$ (559,324)	\$ (36,246)	\$ (908,900)
2024	\$ (324,745)	\$ (12,666)	\$ (5,193)	\$ (11,216)	\$ (7,013)	\$ (644,124)	\$ (41,742)	\$ (1,046,698)
2025	\$ (369,421)	\$ (14,409)	\$ (5,908)	\$ (12,759)	\$ (7,977)	\$ (732,738)	\$ (47,484)	\$ (1,190,697)
2026	\$ (416,108)	\$ (16,230)	\$ (6,654)	\$ (14,371)	\$ (8,986)	\$ (825,341)	\$ (53,485)	\$ (1,341,175)
2027	\$ (464,896)	\$ (18,133)	\$ (7,435)	\$ (16,056)	\$ (10,039)	\$ (922,111)	\$ (59,756)	\$ (1,498,426)
2028	\$ (515,880)	\$ (20,122)	\$ (8,250)	\$ (17,817)	\$ (11,140)	\$ (1,023,235)	\$ (66,310)	\$ (1,662,752)
2029	\$ (569,157)	\$ (22,200)	\$ (9,102)	\$ (19,657)	\$ (12,291)	\$ (1,128,910)	\$ (73,158)	\$ (1,834,474)
2030	\$ (624,833)	\$ (24,371)	\$ (9,992)	\$ (21,580)	\$ (13,493)	\$ (1,239,341)	\$ (80,314)	\$ (2,013,923)
2031	\$ (683,013)	\$ (26,640)	\$ (10,923)	\$ (23,589)	\$ (14,749)	\$ (1,354,740)	\$ (87,792)	\$ (2,201,447)
2032	\$ (743,812)	\$ (29,012)	\$ (11,895)	\$ (25,689)	\$ (16,062)	\$ (1,475,333)	\$ (95,607)	\$ (2,397,409)
2033	\$ (807,346)	\$ (31,490)	\$ (12,911)	\$ (27,883)	\$ (17,434)	\$ (1,601,352)	\$ (103,774)	\$ (2,602,190)
2034	\$ (801,574)	\$ (31,265)	\$ (12,819)	\$ (27,684)	\$ (17,309)	\$ (1,589,903)	\$ (103,032)	\$ (2,583,586)
2035	\$ (818,919)	\$ (31,941)	\$ (13,096)	\$ (28,283)	\$ (17,684)	\$ (1,624,307)	\$ (105,261)	\$ (2,639,492)
2036	\$ (837,045)	\$ (32,648)	\$ (13,386)	\$ (28,909)	\$ (18,075)	\$ (1,660,260)	\$ (107,591)	\$ (2,697,914)
2037	\$ (855,987)	\$ (33,387)	\$ (13,689)	\$ (29,563)	\$ (18,484)	\$ (1,697,830)	\$ (110,026)	\$ (2,758,966)
2038	\$ (875,781)	\$ (34,159)	\$ (14,005)	\$ (30,246)	\$ (18,912)	\$ (1,737,090)	\$ (112,570)	\$ (2,822,764)
2039	\$ (94,673)	\$ (3,693)	\$ (1,514)	\$ (3,270)	\$ (2,044)	\$ (187,781)	\$ (12,169)	\$ (305,143)
Total	\$ (10,977,061)	\$ (428,152)	\$ (175,544)	\$ (379,113)	\$ (237,042)	\$ (21,772,743)	\$ (1,410,957)	\$ (35,380,611)

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

FYE	LINCOLN COUNTY SCHOOL	Education OR COAST COM COLLEGE	ESD	SUBTOTAL	TOTAL
2015	\$ -	\$ -	\$ -	\$ -	\$ -
2016	\$ -	\$ -	\$ -	\$ -	\$ -
2017	\$ (107,018)	\$ (3,830)	\$ (6,647)	\$ (117,495)	\$ (315,650)
2018	\$ (164,166)	\$ (5,875)	\$ (10,196)	\$ (180,237)	\$ (484,207)
2019	\$ (223,885)	\$ (8,013)	\$ (13,905)	\$ (245,802)	\$ (660,348)
2020	\$ (286,291)	\$ (10,246)	\$ (17,781)	\$ (314,318)	\$ (844,416)
2021	\$ (351,506)	\$ (12,580)	\$ (21,831)	\$ (385,917)	\$ (1,036,767)
2022	\$ (419,655)	\$ (15,019)	\$ (26,064)	\$ (460,738)	\$ (1,237,774)
2023	\$ (490,871)	\$ (17,568)	\$ (30,487)	\$ (538,926)	\$ (1,447,826)
2024	\$ (565,292)	\$ (20,232)	\$ (35,109)	\$ (620,633)	\$ (1,667,331)
2025	\$ (643,062)	\$ (23,015)	\$ (39,939)	\$ (706,016)	\$ (1,896,713)
2026	\$ (724,331)	\$ (25,924)	\$ (44,987)	\$ (795,242)	\$ (2,136,417)
2027	\$ (809,258)	\$ (28,963)	\$ (50,261)	\$ (888,482)	\$ (2,386,908)
2028	\$ (898,006)	\$ (32,140)	\$ (55,773)	\$ (985,919)	\$ (2,648,671)
2029	\$ (990,748)	\$ (35,459)	\$ (61,533)	\$ (1,087,740)	\$ (2,922,214)
2030	\$ (1,087,663)	\$ (38,927)	\$ (67,552)	\$ (1,194,143)	\$ (3,208,066)
2031	\$ (1,188,940)	\$ (42,552)	\$ (73,843)	\$ (1,305,334)	\$ (3,506,781)
2032	\$ (1,294,773)	\$ (46,340)	\$ (80,416)	\$ (1,421,529)	\$ (3,818,938)
2033	\$ (1,405,370)	\$ (50,298)	\$ (87,285)	\$ (1,542,953)	\$ (4,145,143)
2034	\$ (1,395,322)	\$ (49,939)	\$ (86,660)	\$ (1,531,921)	\$ (4,115,507)
2035	\$ (1,425,516)	\$ (51,019)	\$ (88,536)	\$ (1,565,070)	\$ (4,204,562)
2036	\$ (1,457,068)	\$ (52,148)	\$ (90,495)	\$ (1,599,712)	\$ (4,297,626)
2037	\$ (1,490,040)	\$ (53,328)	\$ (92,543)	\$ (1,635,912)	\$ (4,394,878)
2038	\$ (1,524,496)	\$ (54,562)	\$ (94,683)	\$ (1,673,741)	\$ (4,496,505)
2039	\$ (164,799)	\$ (5,898)	\$ (10,235)	\$ (180,933)	\$ (486,076)
Total	\$ (19,108,076)	\$ (683,875)	\$ (1,186,761)	\$ (20,978,713)	\$ (56,359,324)

Source: ECONorthwest Please refer to the explanation of the schools funding in the preceding section

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 2040.

Table 15 – Projected Revenue to Taxing Jurisdictions after Termination of Urban Renewal

Tax District Name	Tax Rate	Tax Revenue in FYE 2040 (year after expiration)		
		From Frozen Base	From Excess Value	Total
General Government				
Lincoln County	\$2.8202	\$668,068	\$1,339,767	\$2,007,835
Lincoln County - Animal Service	\$0.1100	\$26,058	\$52,257	\$78,315
Lincoln County Extension	\$0.0451	\$10,684	\$21,425	\$32,109
Lincoln County Transportation	\$0.0974	\$23,073	\$46,271	\$69,344
Port of Newport	\$0.0609	\$14,426	\$28,931	\$43,357
City of Newport	\$5.5938	\$1,325,098	\$2,657,396	\$3,982,494
H-PAC Community Health	\$0.3625	\$85,871	\$172,210	\$258,081
Total General Government	\$9.0899	\$2,153,278	\$4,318,257	\$6,471,535
Education				
Lincoln County School	\$4.9092	\$1,162,925	\$2,332,170	\$3,495,095
Oregon Coast Community College	\$0.1757	\$41,621	\$83,468	\$125,089
ESD	\$0.3049	\$72,227	\$144,846	\$217,073
Total Education	\$5.3898	\$1,276,773	\$2,560,484	\$3,837,257
Total	\$14.4797	\$3,430,051	\$6,878,741	\$10,308,792

Source: ECONorthwest

XI. 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, including all real, personal, personal manufactured, and utility properties in the Area, is projected to be \$236,886,829. The total assessed value of the City of Newport is \$1,243,361,351. The excess value of the South Beach Urban Renewal Area is \$136,869,617. Excess value is the growth of assessed value over the frozen base in an urban renewal area. The total urban renewal assessed value is 23.4% of the total assessed value of the city, minus excess value, below the 25% maximum. The Urban Renewal Area has 545.9 acres, including right-of-way, and the City of Newport has 7,166.53 acres. Given the acreages of the exiting South Beach Plan and the McLean Point Plan, 24.96% of the City's acreage is in an urban renewal area, below the 25% state limit.

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

Urban Renewal Area	Assessed Value	Acres
South Beach Urban Renewal Area	\$18,548,383	1,168.84
McLean Point Urban Renewal Area	\$3,514,349	73.79
Newport Northside Urban Renewal Area	\$236,886,829	545.9
Total in Urban Renewal	\$258,949,561	1,788.53
City of Newport	\$1,243,361,351	7,166.53
Excess AV in South Beach	\$136,869,617	
Percent of Newport Assessed Value in Urban Renewal	23.40%	
Percent of Newport Acreage in Urban Renewal		24.96%

Source: City of Newport, Lincoln County Assessor

XII. RELOCATION REPORT

There is no relocation report required for the Plan. No relocation activities are anticipated.

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