

REPORT ACCOMPANYING THE GRANTS PASS URBAN RENEWAL PLAN - 2016

Adopted by the City of Grants Pass

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I. INTRODUCTION

The Report on the City of Grants Pass Urban Renewal Plan - 2016 (Report) contains background information and project details that pertain to the City of Grants Pass Urban Renewal Plan - 2016 (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 not only the proposed projects in the Plan, but also documents the existing conditions in the Grants Pass Urban Renewal Area - 2016 (URA).

The Report provides only guidance on how the urban renewal plan might be implemented. As the City of Grants Pass Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the assumptions in this Report. The Agency 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.

The URA is shown in Figure 1. It encompasses under-performing industrial areas, the commercial core of Grants Pass, and the Josephine County Fairgrounds. The sub-areas can be seen more clearly on the zoning maps that break them out by sub-districts. This is done only for clarity in mapping, with no area having a larger priority than other areas.

The sub-areas are:

North Industrial/Uptown (Zoning Map 2a): This area encompasses 6th and 7th Street in the north part of the city and the NW Vine Street industrial area. The area has properties that are under-developed and blighted. The northern section of the area does not present a positive picture to visitors or residents of Grants Pass. As one of the key entrances to the city, the blight should be removed and properties should be developed to a higher standard. There are also underdeveloped industrial properties that could provide increased employment in the future. The area needs infrastructure upgrades to be able to develop. The 6th and 7th Street Corridor area represents key commercial properties in the city. There are many properties that could benefit from redevelopment and upgrading, including both commercial development and mixed-use development with housing.

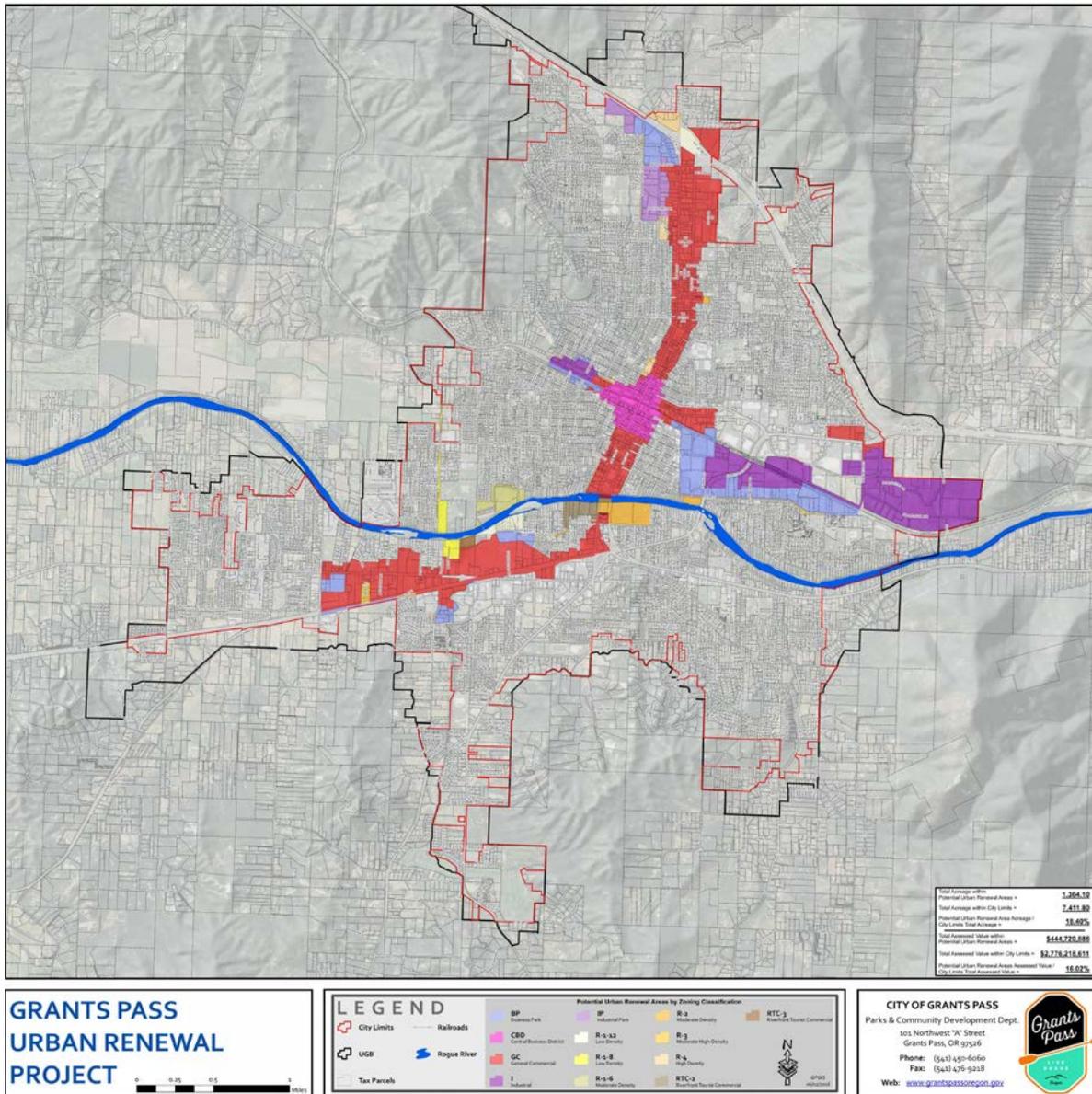
Downtown and Surrounding Area (Zoning Map 2b): This area encompasses the 6th and 7th Street areas in the central part of the city. It also takes in properties to the east and west of the central business district. This area represents the key commercial properties in the city, including the downtown. There are many properties that could benefit from redevelopment and upgrading, including both commercial development and mixed-use development with housing. The downtown could benefit from streetscape improvements, parking, increased transportation access, upgraded infrastructure and additional facilities at the parks in the area. There is also mention of additional parks/plazas in the downtown core.

SE Industrial Area (Zoning Map 2c): This area is north of M Street and includes the Spalding Industrial Park. It represents business park and key industrial properties suitable for

economic development and job development. The area needs infrastructure upgrades to be able to develop.

Redwood/Fairgrounds (Zoning Map 2d): This area includes Redwood Highway and properties to the north, and a few properties to the southwest of Allen Creek Road. The Josephine County Fairgrounds is located on property that could be key to future development in the city. The Winter Farmers' Market is currently being held in one of the pavilions. The area is underdeveloped and could provide key land for future development of a hotel/convention center/Farmers' Market/business park or other commercial and mixed-use development. The area would also be in close proximity to a potential 4th Bridge. This area also includes the south entrance to the downtown (known as the South Y). It has blighted and under-developed properties. Improvements to these properties will present a better welcome to visitors and residents.

Figure 1 – City of Grants Pass Urban Renewal Plan Area Boundary



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

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

A. Physical Conditions

1. Land Use

The URA shown in Figure 1, contains 1,245 parcels consisting of 1,207.79 acres and 156.31 acres of existing right of way, for a total of 1364.10 acres.

An analysis of property classification data from Josephine County FY 2015/16 Assessment and Taxation database provided by Grants Pass GIS was used to determine the land use designation of parcels in Grants Pass. By acreage, commercial accounts for the largest land use within the area (63%). This is followed by exempt (21%), and industrial uses (5%). The total land uses of the Grants Pass, by acreage and parcel, are shown in Table 1.

Table 1 – Existing Land Use of URA

Existing Land Use	Parcels	Acres	Percent of Acres
Commercial	902	757.95	62.76%
Exempt	164	258.45	21.40%
Industrial	24	59.61	4.94%
Farm	3	47.61	3.94%
Residential	112	45.13	3.74%
Multi-family	30	34.39	2.85%
Miscellaneous	10	4.65	0.39%
Total	1,245	1,207.79	100.00%

Source: Information from Grants Pass GIS

2. Zoning Districts

As illustrated in Table 2 and Figures 2a-d, 31% of the URA by acreage is zoned as General Commercial, with another 22% zoned as Central Business District and 9.5% as Industrial. Other zoning districts are shown in Table 2.

Table 2 – Existing Zoning Districts of URA

Zoning	Parcels	Acres	% Total Acres
General Commercial	688	377.05	31.22%
Central Business District	223	269.93	22.35%
Industrial	87	114.79	9.50%
Residential 4-1	25	75.71	6.27%
Business Park	120	71.67	5.93%
Riverfront Tourist Commercial-2	8	59.52	4.93%
Residential 3-1	19	56.78	4.70%
Residential 1-6	13	53.36	4.42%
Industrial Park	30	46.78	3.87%
Residential 2	7	33.66	2.79%
Residential 1-12	18	31.44	2.60%
Residential 1-8	6	10.7	0.89%
Riverfront Tourist Commercial-3	1	6.4	0.53%
Total	1,245	1,207.79	100.00%

Source: Information from Grants Pass GIS

3. *Comprehensive Plan Designations*

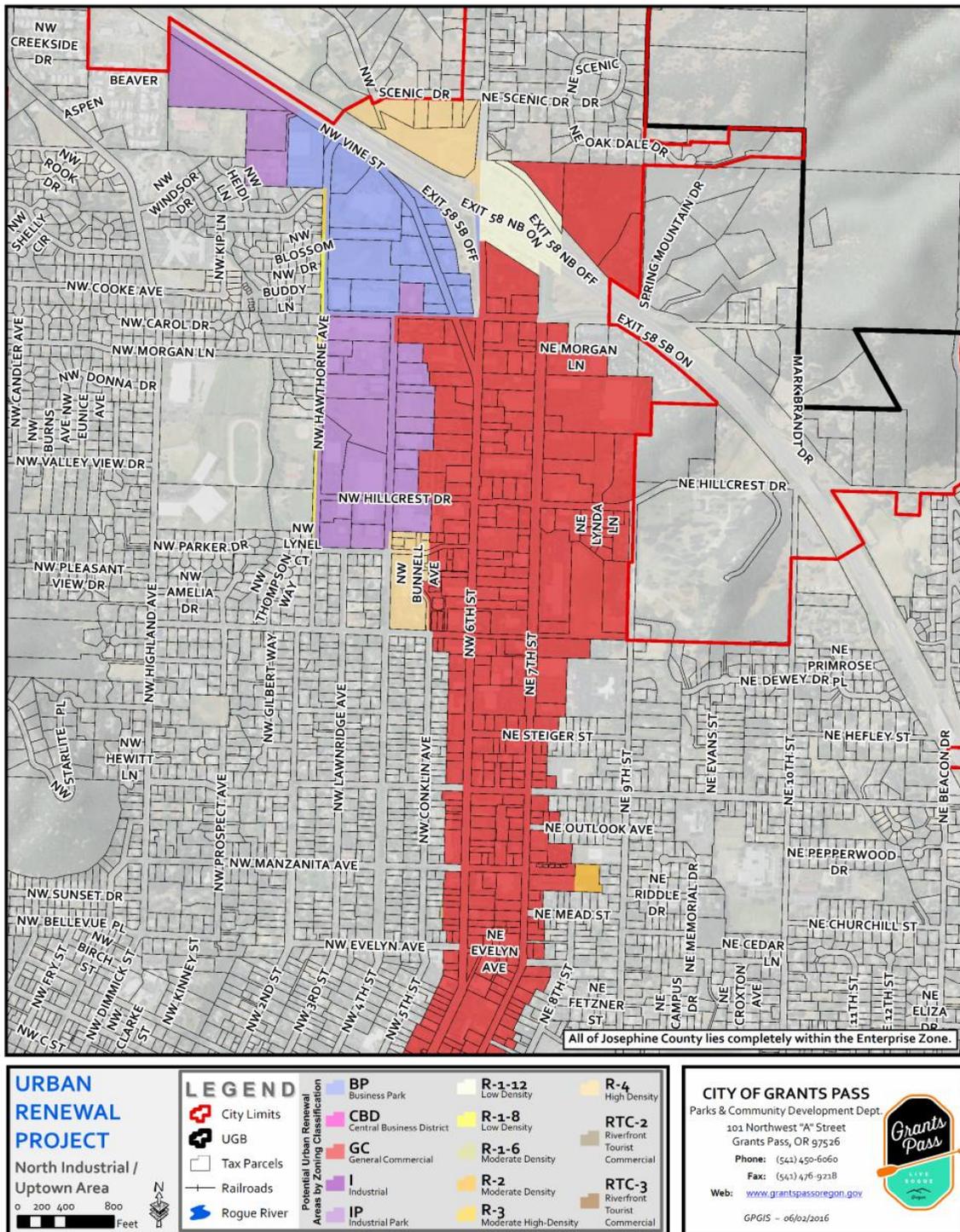
As illustrated in Table 3, 31% of the URA by acreage is designated as General Commercial, with another 22% designated as Central Business District and 9.5% as Industrial. Other comprehensive plan designations are shown in Table 3.

Table 3 – Existing Comprehensive Plan Designations of URA

Comprehensive Plan	Parcels	Acres	% Total Acres
General Commercial	688	377.05	31.22%
Central Business District	223	269.93	22.35%
Industrial	87	114.79	9.50%
Moderate Density Residential	20	87.02	7.20%
High Density Residential	25	75.71	6.27%
Business Park	120	71.67	5.93%
Riverfront Tourist Commercial	9	65.92	5.46%
Moderate-High Density Residential	19	56.78	4.70%
Industrial Park	30	46.78	3.87%
Low Density Residential	24	42.14	3.49%
Total	1245	1207.79	100.00%

Source: Information from Grants Pass GIS

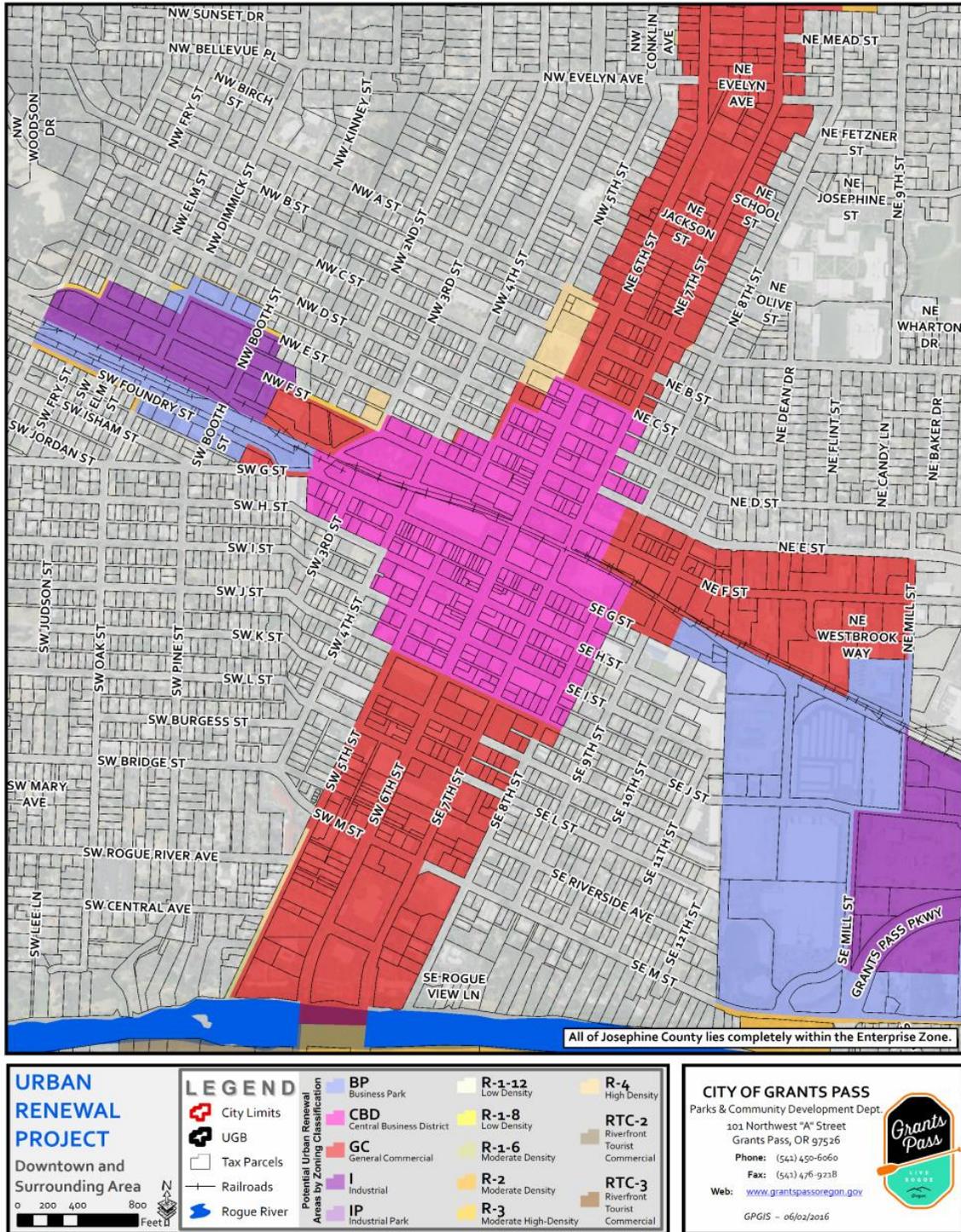
Figure 2a – URA Zoning Districts



DISCLAIMER: The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Grants Pass and Josephine County. Every reasonable effort has been made to assure the accuracy of the maps and associated data.

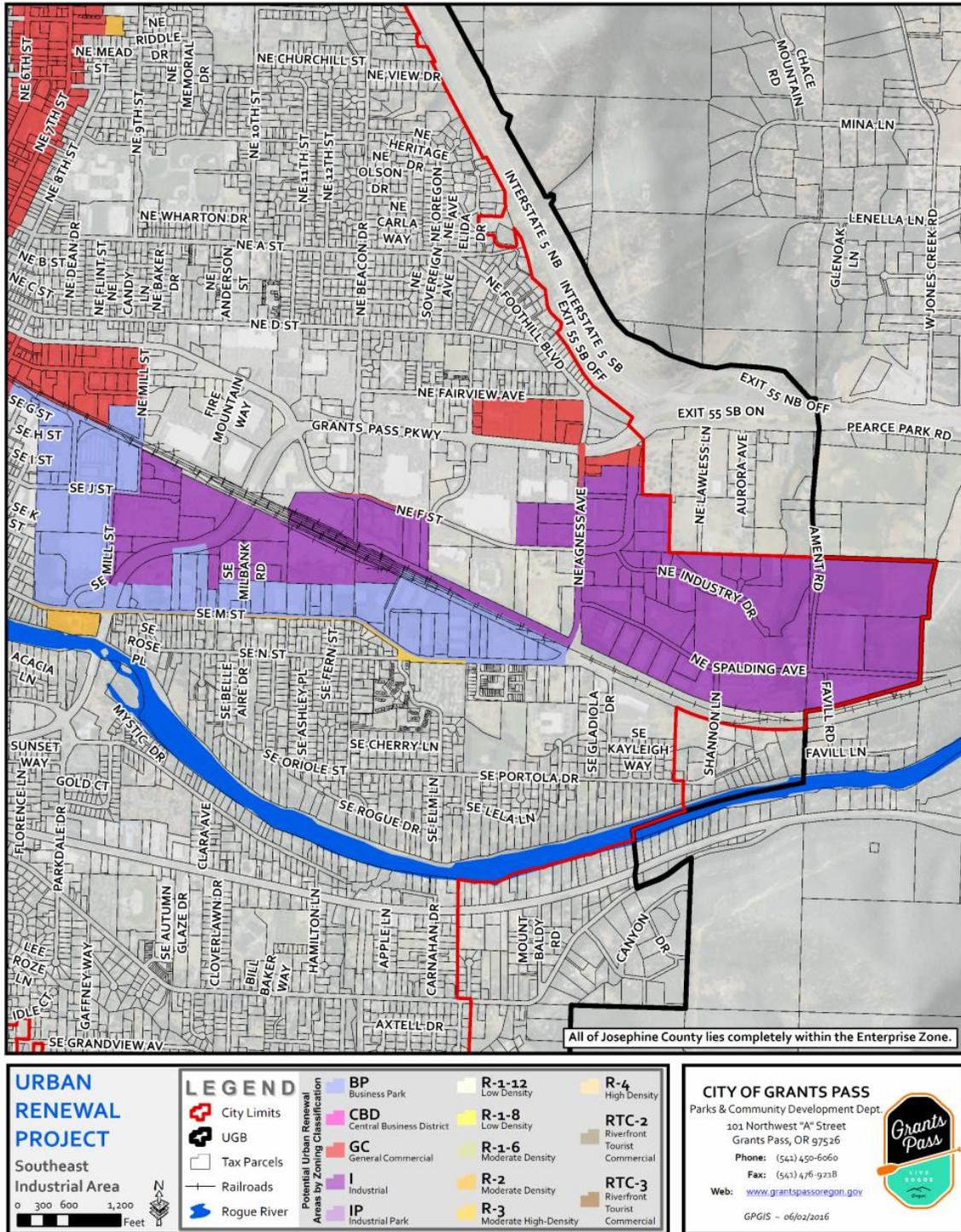
Source: City of Grants Pass GIS

Figure 2b – URA Zoning Districts



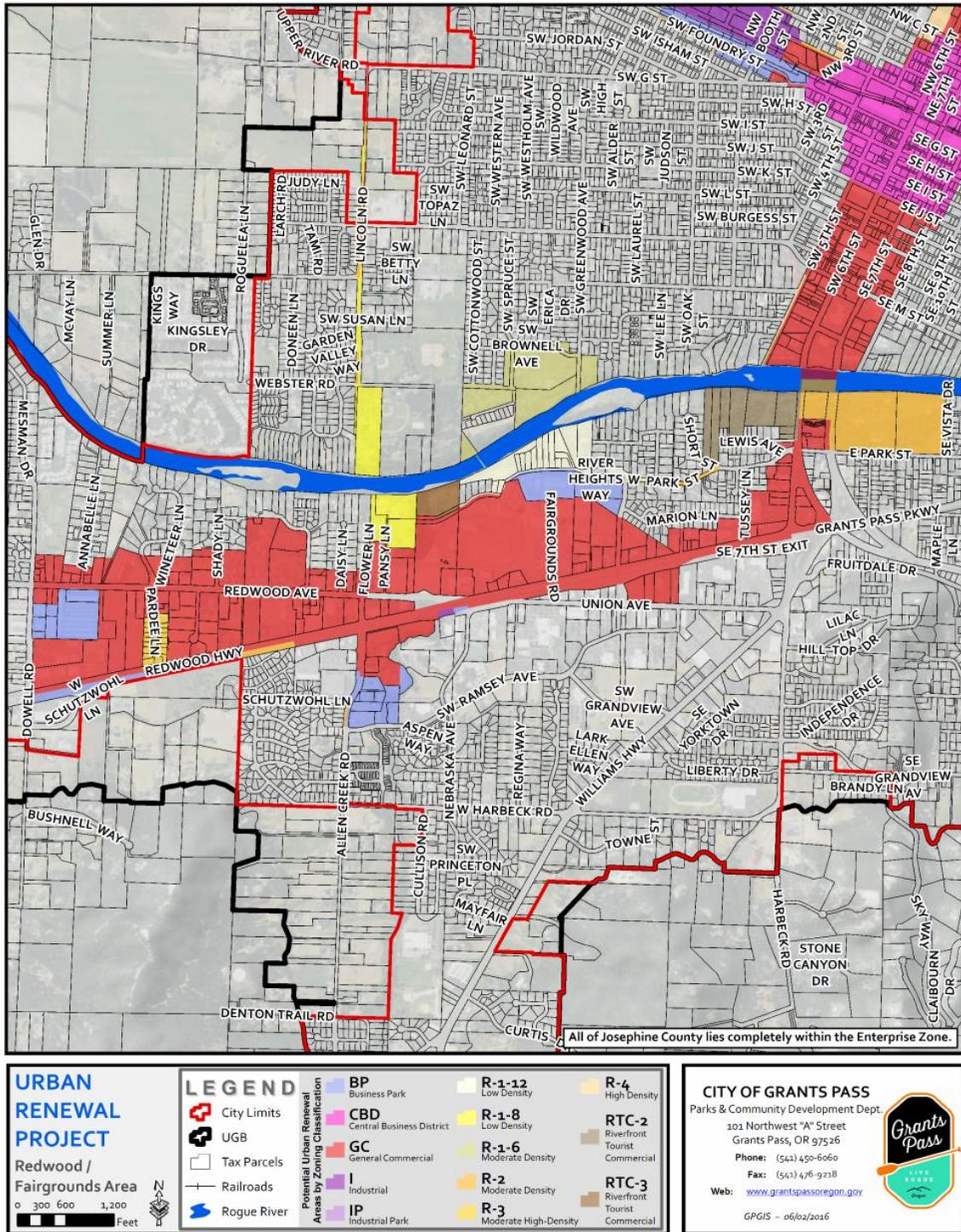
Source: City of Grants Pass GIS

Figure 2c – URA Zoning Districts



Source: City of Grants Pass GIS

Figure 2d – URA Zoning Districts



DISCLAIMER: The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Grants Pass and Josephine County. Every reasonable effort has been made to assure the accuracy of the maps and associated data.

Source: City of Grants Pass GIS

B. Infrastructure

This section identifies the existing conditions in the URA to assist in establishing blight. Blight is defined in ORS 457.010(1)(a-i) and included the existence of inadequate streets and other rights of way, open spaces and utilities. There are projects listed in City of Grants Pass master plans that include and identify some of these existing conditions throughout the URA. Blight does not have to be evident on every parcel in the URA. A blighted area is characterized by the existence of one or more of the statutorily defined blighting conditions. **The listing of these projects below does not mean all of these projects are included in the urban renewal plan.** The specific projects to be included in the urban renewal plan are listed in Sections IV and V of this document.

1. Transportation

The Grants Pass Transportation Systems Plan (Grants Pass Urban Area Master Transportation Plan)¹ details the transportation needs within the URA. It was adopted in 1997 and was most recently revised in 2008. Appendix F lists transportation needs in the URA. There are specific needs on Hillcrest Drive 9th to 10th to Beacon, J Street sidewalk M Street sidewalk, small sections of Morgan Lane sidewalk, Redwood Highway – Allen Creek Road east to South Y, Savage Street sidewalk on east and west ends, and no sidewalks on Vine Street in the Area. The projects include reconstruction, bike lanes, sidewalks, and widening.

2. Water

The water system needs for the URA are identified in the pending City of Grants Pass Water Distribution System Master Plan (WDSMP), being considered by the City Council. A new water plant is recommended

Water distribution systems are divided into pressure zones in order to provide adequate service pressure to customers at different elevations. Each pressure zone is served by specific facilities, such as, reservoirs or pump stations and related piping which supply pressure to customers. The City's existing distribution system is divided into 5 pressure zones served by 8 gravity storage reservoirs and 13 booster pump stations.²

Estimates of future growth and related water demand are developed using the best available information for the City's service area including the Population Research Center's (PRC's) June 2015 Coordinated Population Forecast for Josephine County, buildable lands inventory from the City's Comprehensive Plan 2014 Update and current water demand data. Future water demands are forecast at 10-years, 20-years and at saturation development. For the purposes of this WDSMP, saturation development is assumed to occur at 30 years.³

¹ Grants Pass Transportation System Plan 2013. Project descriptions on page 86.

² Grants Pass Water Distribution System Master Plan, Executive Summary, February 2016, p1

³ Ibid, p2

Additional storage reservoirs are recommended to serve anticipated future growth in the potential industrial development in the Spalding Industrial Area.⁴ In addition, Pressure Reducing Valves and Distribution Mains (Zone 2 expansion, Zone 1 area loop) are required in the Spalding Industrial Area as indicated in the Capital Improvement Program for water system needs.⁵

These are the water distribution needs within the URA:

Table 4 – Water Distribution Needs

Improvement Category	CIP No.	Project Description	CIP Schedule and Project Cost Summary				Preliminary Cost % to Growth
			5-Year through 2021	10-year 2022-2026	20 year 2027-2036	Project Cost	
Distribution Mains	M-13 to 22	Spalding Industrial Area - Zone 2 expansion			\$3,181,000	\$3,181,000	100%
	M-45,46	Zone 3 Vine Street Loop - Highland to Hawthorne			\$996,000	\$996,000	52%
	M53 to M57	Zone 1 Spalding Industrial Area loop			\$1,362,000	\$1,362,000	100%

Source: Grants Pass Water Distribution System Master Plan, pg. 5-12 or Appendix E

3. Water Restoration Plant⁶

Recommended improvements for major liquid stream unit processes are summarized below:

- Raw Sewage Pump Station. The current pump station has sufficient capacity through 2035. No upgrades are needed.
- Screening System. The two existing screens and screenings handling system have adequate capacity for 2035 loadings. However, channel modifications are required to allow all flow to go through the headworks under Peak Hour Flow (PHF) conditions Primary Sedimentation Tanks. To operate effectively with 2035 flows, two additional primary sedimentation tanks of equivalent size to the two existing rectangular units are needed. To meet the Maximum Month Wet Weather Flow (MMWWF) capacity criterion, one new tank is required immediately, while the second will be needed by 2030.
- Grit Removal System. The existing grit removal system has adequate capacity for 2035 loadings. However, based on the condition assessment the system should be replaced as soon as feasible.
- Activated Sludge System. The activated sludge system is nearing current capacity during both the partial nitrification and winter secondary treatment seasons. Construction of two new aeration tanks with associated appurtenances is recommended. Additionally, the capacity of the existing secondary clarifiers is inadequate for current PHF loadings at the desired loading rate of 1250 gallon per

⁴ Ibid, p4

⁵ Ibid, p6

⁶ Grants Pass Water Restoration Plant Facilities Plan Update, June 2014, p8-9

- day/square feet. A new 100-foot diameter clarifier is recommended to provide treatment capacity for the majority of the planning period.
- Ultraviolet (UV) Disinfection. Alternatives to upgrade the existing medium pressure UV system with a more energy efficient system with an estimated lower maintenance cost were investigated. Replacement of the equipment in either one or both UV channels is recommended. UV equipment in one channel was replaced in FY 2015/16. These upgrades may be eligible for energy efficiency grants from Energy Trust of Oregon. The recommended solid stream improvements are as follows:
 - Gravity Thickeners. Construction of one 25-ft diameter gravity thickeners with 17 foot walls and rehabilitating the existing gravity thickener is recommended. Two progressive cavity pumps for underflow pumping and scum pumps are also included in the upgrade. As the current gravity thickener is in poor condition, it is assumed the upgrades will be constructed immediately.
 - Waste Activated Sludge (WAS) Diversion Pipeline and Mixing Upgrades. The WAS diversion pipeline includes the installation of a pipeline to provide a thickened waste activated sludge (TWAS) bypass for the digester. This pipeline connects the Gravity Belt Thickeners (GBT) to the sludge holding tank. Mixer and basin upgrades are also recommended for the sludge holding tank and chlorine contact basin to allow sludge storage in the event of a catastrophic failure of the Belt Filter Press (BFP). The mixer and basin upgrades include replacing the existing sludge mechanism in the sludge holding tank with a mixer, as it is in poor condition, and removing the baffle walls and installing a mixer in the chlorine contact basin. The pipeline and basin upgrades are not necessary until year 2021.
 - Seismic Upgrades. In addition to the liquid and solid stream processes the following seismic upgrades are recommended since several structures at the Water Restoration Plant (WRP) do not meet the Life Safety Level performance objectives as defined by American Society of Civil Engineers Standard 31 (ASCE 31-03). These upgrades include the following:
 - Operations Building: Adding straps, wall anchors, equipment anchorage, pipe bracing, roof collector element, anchor face brick, and replacing glass.
 - Digester Control Building: Upgrades in the digester control building include adding wall anchors, replacing glass, adding equipment anchorage, and pipe bracing.
 - Headworks Electrical Building: This project element includes replacing roofing, adding straps, adding wall anchors, equipment anchorage, bracing duct and pipes.
 - Plant Drain Pump Station: Adding equipment anchorage.
 - Oil Storage House: The task under this project will include adding anchorage and removing and infilling access door.

- Gravity Thickener Sludge Pump Building: Replacing damaged plywood, complete nailing, and adding wall anchorage.

4. Water-Treatment Plant

Information from the Grants Pass Water-Treatment Plant Facility Plan Update ⁷ adopted in February 2014, is detailed below:

The Water Treatment Plant (WTP), located at 821 Southeast “M” Street, was originally built in 1931 and has undergone several upgrades and expansions to serve a growing population and to meet more stringent treatment standards. Capacity upgrades were completed in 1950, 1961, and 1983. The plant’s current hydraulic capacity is approximately 20 million gallons a day (mgd).

Several structures at the WTP continue to show increasing signs of deterioration as many parts of the WTP have reached or exceeded their expected service life. The deterioration includes:

- Exposed rebar and concrete failure in sections of the clearwell.
- Spalling and cracking concrete in older primary process components of the WTP.
- Failure of submerged structural elements.

All of these elements are critical in supplying a reliable quantity and quality of drinking water to the citizens of Grants Pass.

A seismic and structural review of the Grants Pass WTP was completed in 2011 in response to the observed structural deteriorations. The review concluded that the WTP is at a high seismic risk and is susceptible to collapse in a strong earthquake.

In February 2013, the Oregon Resilience Plan (OR Plan) was completed, highlighting the real risk of a major Cascadia Subduction Zone earthquake with a magnitude of 9.0. One of the key recommendations of the OR Plan is the completion of comprehensive assessment and mitigation plans for critical water system infrastructure. For the City of Grants Pass, the WTP, as the City’s sole source of water supply with no emergency backup, is the most critical facility in the water system. The age and condition of the WTP, as described in the Grants Pass Water Treatment Plant Facility Plan Update, emphasizes how vulnerable this facility is to catastrophic damage in a major earthquake.

Given the condition of the present WTP facility, the recommendations of the Grants Pass Water-Treatment Plant Facility Plan Update are to build a new WTP. ⁸

5. Storm Water

As detailed in the pending Grants Pass Stormwater Master Plan, being considered by the City Council, the following projects are identified in the Capital Improvement Plan:

⁷ Grants Pass Water Treatment Plant Facility Plan Update, January 2014, Executive Summary

⁸ Ibid, p ES4

- **Priority 1A Project G-1 5th Street, 6th Street.** ⁹The improvement needed is upsizing the pipes along 5th Street as shown below and upsizing the outfall on 6th Street to 18 inches.

South of G Street H Street 18-inch
 H Street South of J Street 24-inch
 South of J Street South of L Street 27-inch
 South of L Street M Street 30-inch
 M Street River 36-inch
- **Priority 1A Project G-6 Hilcrest Drive, 6th Street, 7th Street.** ¹⁰The improvement needed is upsizing and regrading the line along Hilcrest from 6th Street to Hawthorne Ave, upsizing and regrading the 6th Street crossing to 42-inch, upsizing and regrading the line north along 7th Street to 27-inch, upsizing the segment just downstream of the ‘Y’ on 7th Street to 21-inch, and adjusting the pond outfall behind the trailer park by adding an additional 24-inch outlet pipe.
- **Priority 1B Project SJ-1 F Street.** ¹¹This improvement needed consists of upsizing the two pipe segments behind Walmart along F Street to 33-inch and regrading. The next segment downstream should be replaced with a smooth pipe and regraded. The remaining pipes up to Beacon Drive should be upsized to 42-inch and regraded. Continuing south on Beacon, the next segment should be upsized to 42-inch, and the next segment should be regraded to match other proposed improvements. The line continuing west beside the railroad tracks should be converted to an overflow pipe, with a new diversion structure that will send the majority of the flows south through other proposed improvements. Another portion of this improvement is a new flow division structure and 24-inch spill pipe along Agness Avenue from F Street to the existing line. A new 24-inch overflow pipe should be installed on the eastern end of F, connecting the end of the upstream end of the line to the creek.
- **Priority 1B Project SJ-8- Spill Northwest of I-5 and Hilcrest Drive to 7th Street.** ¹²

This improvement needed consists of surveying the spill northwest of I-5 and Hilcrest Drive all the way to Hilcrest Drive. During field investigations the spill was completely inundated with blackberries, so it could not be accessed, so the best available records were used to determine what was there. After a survey, the model should be reassessed to determine what, if any, changes would improve spill. The pipe downstream crossing Hilcrest Drive should be upsized to a 21-inch pipe and

⁹ Grants Pass Stormwater Master Plan, February 2016, P62

¹⁰ Ibid, p63

¹¹ Ibid, p67

¹² Ibid, p68

regraded. The next segment down Hillcrest Drive to the west, should be upsized to 21-inch, followed by two segments continuing west, then North, should be upsized to 27-inch.

6. Sewer

The Grants Pass Industrial Area is located entirely within the Grants Pass Interceptor Sewer Basin. As described in the pending City of Grants Pass Wastewater Collection Master Plan, that is being considered by the City Council. The following projects indicate deficiencies in the URA:

- **5.5.2.14 Project 14 – NE 7th Street¹³**

Portions of the existing trunk sewer that runs along NE 7th Street, south of A Street, are capacity deficient which results in surcharging above the planning criteria during build-out Peak Wet Weather Flow (PWWF). This deficiency is a Long-Term period issue that should be address when development occurs upstream and the flows are augmenting.

Project 14 consists of replacing the existing 1,531 feet of 12-inch with an 18-inch pipeline along NE 7th Street between NE F Street and NE A Street. For the improvements located along NE 7th Street between NE A Street and the train tracks, the d/D (pipe diameter) criteria for the 18-inch improvement is exceeded in some locations. This is mainly due to the existing low pipe slopes in these areas. During design of the improvements, it will be important to maximize pipe slopes in this area to minimize d/D values.

- **5.4.1.3.1. Spalding Area¹⁴**

This area is located in the east of the City's conveyance system, just north of the Rogue River. Carollo, the consulting engineer on the City of Grants Pass Wastewater Collection Master Plan, completed a technical memorandum in 2015 to provide an opinion of the capital cost to provide wastewater service to the Spalding industrial area. This analysis confirmed that a pump station located approximately west of Jones Creek on the eastern edge of the Urban Growth Boundary (UGB) and a force main are needed to convey flows from the Spalding industrial area to the existing sewer in Portola Drive. Appendix G to the Grants Pass Wastewater Collection System Master Plan is a technical memorandum detailing the analysis performed by Carollo in 2015 for the Spalding Area.

Due to the expected partial development of this area in the short-term planning period (2025), the proposed pump station will need to be constructed before 2025 when the area is scheduled to start developing. However, the infrastructure will be sized to handle projected build-out 2035 PWWFs. High-level planning analysis revealed that the estimated build-out. Average Dry Weather Flow (ADWF) is 55 gallon per minute (gpm), while the projected PWWF is 110 gpm under build-out conditions.

¹³ Grants Pass Wastewater Collection System Master Plan, p5-26

¹⁴ Ibid, p5-8

- **5.4.1.3.1. South Highway¹⁵**

This growth area is located south of the Redwood Highway. Most of the area is planned to connect to the sewer pipe located along Willow Lane. Eight-inch gravity pipes are recommended to collect flows in this area. This improvement will trigger required capacity upgrades to the Darneille pump station (4.2.6.5 below)

- **5.4.1.3.1. North I-5¹⁶**

The growth area located north of I-5 is challenging to connect to the existing system for several reasons:

1. Growth occurs on the other side of the highway from where the existing piping system is located.
2. Topology in the area varies significantly. Highway crossings and a new pump station are recommended to connect these areas to the existing collection system. Figure 5.5 illustrates the proposed infrastructures. Due to the cost and complexity of crossing I-5, it is recommended that a large diameter crossing be constructed to tie into the existing system. Three crossings are proposed in order to route all the flow from these to the existing system:

- At the intersection of Highland Avenue with I-5,
- Across I-5 at the latitude of Cherokee Ln dead-end, and
- At the intersection of Heidi Lane with I-5.

A typical Jack and Bore is the recommended technology to cross I-5. Jack and Bore is a trenchless method of horizontal boring construction. Pipe ramming can also be considered, but is not recommended due to potential impacts of vibration on the highway during construction.

A new pump station is necessary to capture flows coming from the north-west, as the slope gradient in this area is towards the west, and the flow needs to be routed to the east to the existing system. High-level planning analysis was performed to size both pump station and force main. The new pump station and force main will need to be able to handle projected build-out flows from this area. Build-out ADWF for the area is estimated at 35 gpm, while the projected PWWF is 95 gpm.

- **5.4.1.4 Short-Term Planning Period (Year 2025)¹⁷**

The 2025 system analysis was performed in a similar manner to the existing system analysis.

The Short-Term scenario evaluated whether or not the sewers are adequately sized to convey the 2025 PWWFs. The additional projected flows from the future 2025 development intensify the capacity issue, exacerbating the existing deficiency. The additional pockets of deficiencies are located in basins A, V, F, H, T; and J.

¹⁵ Ibid, p5-8

¹⁶ Ibid, p5-11

¹⁷ Ibid, p5-11

Deficiencies observed in Basin A are mostly due to the fact that the Webster No. 1 Pump Station becomes capacity deficient and the flow that this pump station cannot handle backs up in the system upstream causing the Hydraulic Grade Line (HGL) to raise above the recommended criteria. The additional deficiencies located in Basin J are mainly due to the connection of part of the Spalding industrial area to the existing collection system.

- **5.4.1.5 Long-Term Planning Period (Year 2035)¹⁸**

The 2035 system analysis was performed in a similar manner to the existing and 2025 system analyses. The purpose of the 2035 system evaluation is to verify that the existing system improvements were appropriately sized to convey build out PWWFs, and to identify the locations of sewers that are adequately sized to convey existing PWWFs, but cannot convey build out PWWFs. It is to be noted that it is assumed that the study area will be completely build-out in 2035. At build out, the City's wastewater flows are expected to almost double compared to existing conditions. As such, there are some areas of the existing collection system that cannot convey the build out PWWF without flows backing up above allowable levels. The observed additional deficiencies in 2035 are located in the same basins as the existing and 2025 deficient spots. The deficiencies worsen due to additional flows in the system and the connection of all growth areas in the upstream of the collection system. No new area is flagged under build-out conditions.

Pipe Replacement recommendations¹⁹:

- **Project 3 – NW Midland Avenue** – Along Midland Avenue between NW 6th Street and NW Washington Boulevard (portions in URA).

5.5.2.3 Project 3 – NW Midland Avenue

The existing interceptors that run along NE 7th Street and NE 6th Street shows surcharging above the performance criteria and lacks the hydraulic capacity to convey modeled peak flows. Field observations collected by City maintenance staff showed that the existing sewers on NE 6th Street and NE 7th Street surcharge in the manholes during high flows, which confirms the results obtained using hydraulic modeling.

- **Project 4 – NE A Street** – Along NE A Street between NE 7th Street and NE 7^{9h} Street (portions in URA).

5.5.2.4 Project 4 – NE A Street

The existing trunk sewer that runs along NE A Street, between NE 7th Street and NE 9th Street, is flagged as capacity deficient in the hydraulic model starting under existing conditions, which results in surcharging above the planning criteria during PWWF.

Project 4 consists of replacing approximately 844 feet of existing 12-inch pipe with a new 18-inch pipeline. Resolving the surcharging issue in this segment along NE A Street removes the flow bottlenecking issue in this trunk, resulting in higher peak flows through the NE 7th

¹⁸ Ibid, p5-13

¹⁹ Ibid, p5-21

Street interceptor. Therefore, it will be strategic to coordinate construction of the NE A Street improvements with the NE 7th Street interceptor improvements (see Project 14 – NE 7th Street) to ensure sufficient downstream capacity in the system to convey design peak flows.

- **Project 14 – NE 7th Street** – Along NE 7 Street between NE A Street and NW F Street.

5.5.2.14 Project 14 – NE 7th Street

Portions of the existing trunk sewer that runs along NE 7th Street, south of A Street, are capacity deficient which results in surcharging above the planning criteria during build-out PWWF. This deficiency is a Long-Term period issue that should be address when development occurs upstream and the flows are augmenting.

Project 14 consists of replacing the existing 1,531 feet of 12-inch with an 18-inch pipeline along NE 7th Street between NE F Street and NE A Street.

For the improvements located along NE 7th Street between NE A Street and the train tracks, the d/D criteria for the 18-inch improvement is exceeded in some locations. This is mainly due to the existing low pipe slopes in these areas. During design of the improvements, it will be important to maximize pipe slopes in this area to minimize d/D values.

- **Project 17 – NW Morgan Land** – Along Morgan Lane between NW 6th Street and NW Washington Boulevard. (portions in URA)

5.5.2.17 Project 17 – NW Morgan Lane

Flows from part of the North I-5 area (wastewater basin GG on Figure 4.2) is planned to be connected to the NE 6th Street trunk, significantly increasing future flows in this collector. Project 17 consists of constructing 208-feet of new 8-inch sewer between manholes G113 and G58. This improvement is located along NW Morgan Lane. This project consists of creating a new diversion from NE 6th Street to NW Washington Boulevard to relieve both NE 6th Street and NE 7th Street, and free capacity in the NE 6th Street sewer trunk.

- **4.2.6.5 Darneille Pump Station²⁰**

The Darneille Pump Station is the largest of the City’s pump stations. It receives flows from the southwest portion of the City as well as some areas outside the UGB, within the county abutting the service line. The total existing capacity of this pump station is 4,380 gpm (6.3 mgd) and the firm capacity is 2,920 gpm (4.2 mgd). The station is a wet pit/dry pit type station with above-grade electrical panels, generator, and chemical feed system (similar to the Redwood Pump Station). Darneille has adequate capacity to convey both the inflow to Darneille and the inflow from the Redwood force main. However, when flows exceed the Darneille pumping capacity and the upstream diversion is used, the operation of the pump stations essentially creates a circular pumping pattern from Redwood, to the diversion upstream of the Darneille wet well, and back to the Redwood Pump Station. This circular pumping scenario employs the available storage in the 24-inch interceptor, which has a

²⁰ Ibid, p4-12

limited volume. When the interceptor volume is consumed, capacity-related Sanitary Sewer Overflows (SSOs) frequently occur at the Redwood Pump Station.

7. Parks and Open Space

The URA contains Riverside Park, portions of the West Park Street Trail, the Fairgrounds and the Skate Park within its boundaries. The Capital Improvement project listed in the Grants Pass Comprehensive Park and Recreation Master Plan is:

Riverside Park: Add sport court, develop pedestrian/bicycle entry at 6th Street, Move disc golf, improve restrooms.

C. Social Conditions

Social conditions are summarized with data from the US Census Bureau. The geographies used by the Census Bureau to summarize data do not strictly conform to the boundary of the URA. Therefore, the Census Bureau geographies that most closely align with the Urban Renewal Area boundary are used. Within the URA, there are 142 tax lots shown as residential use. According to the US Census Bureau, ACS 2009-2013, this area is part of Census Tract 3605, 3606, 3607.01, 3606.02, and 3611 and includes blocks 1, 2, 3, 4, and 5. In these blocks, there were 8,951 residents. In these census blocks, 87% of the residents are white.

Table 5 – Race in the URA

Race	Number	Percent
White Alone	7,746	87%
Black or African American Alone	43	0%
American Indian and Alaska Native Alone	369	4%
Asian Alone	15	0%
Native Hawaiian and Other Pacific Islander Alone	8	0%
Some Other Race Alone	443	5%
Two or More races	327	4%
Total	8,951	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

The largest percentage of residents is between 35-44 years of age (12%), with 83% under 65 years of age.

Table 6 – Age in the URA

Age	Number	Percent
Under 5 Years	834	9%
5 to 9 Years	657	7%
10 to 14 Years	760	8%
15 to 17 Years	348	4%
18 to 24 Years	931	10%
25 to 34 Years	1,006	11%
35 to 44 Years	1,032	12%
45 to 54 Years	971	11%
55 to 64 Years	949	11%
65 to 74 Years	790	9%
75 to 84 Years	317	4%
85 Years and over	356	4%
Total	8,951	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

14% of residents have earned a bachelor’s degree or higher, another 42% have some college education without a degree, and 90% of the residents have graduated from high school.

Table 7 – Educational Attainment in the URA

Educational Attainment	Number	Percent
Less Than High School	566	10%
High School Graduate (includes equivalency)	1,820	34%
Some college	2,276	42%
Bachelor's degree	561	10%
Master's degree	156	3%
Professional school degree	29	1%
Doctorate degree	13	0%
Total	5,421	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

The majority of residents (73 percent) travel less than 19 minutes to work, including those who worked at home.

Table 8 – Travel Time to Work in the URA

Travel Time to Work	Number	Percent
Less than 10 minutes	1,022	35%
10 to 19 minutes	1,109	38%
20 to 29 minutes	152	5%
30 to 39 minutes	352	12%
40 to 59 minutes	87	3%
60 to 89 minutes	77	3%
90 or More minutes	37	1%
Worked at home	68	2%
Total	2,904	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

The majority of residents (85 percent) drove alone to work.

Table 9 – Mode of Transportation to Work in the URA

Means of Transportation to Work	Number	Percent
Drove Alone	2,465	85%
Carpooled	166	6%
Public transportation (Includes Taxicab)	43	1%
Motorcycle	0	0%
Bicycle	3	0%
Walked	103	4%
Other means	56	2%
Worked at home	68	2%
Total	2,904	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the URA

The estimated total assessed value of the URA from the FY 2015/16 Josephine County tax rolls, including all real, personal, personal manufactured, and utility properties, is estimated to be \$505,646,097.

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 4 below shows the improvement to land ratios for properties within Grants Pass. Exempt properties account for 4% of the total, 23% have no improvements at all. The majority of parcels in the URA (52% of the acreage) has 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. ECONorthwest identifies a target I:L ratio of 2-3.0:1 for properties in this URA. Commercial properties would be in the 3:1 range while industrial properties may be in the 2:1 range. Only 182 parcels in the area, including 20% of the acreage have I:L ratios of 3.0 or more in FY 2015-16.

Table 10 – I:L Ratio of Parcels in the URA

Improvement/Land Ratio	Parcels	Acres	Percent of Acres
Exempt	12	46.11	3.82%
No Improvement Value	234	276.06	22.86%
0.01-0.50	293	226.45	18.75%
0.51-1.00	175	127.42	10.55%
1.01-1.50	128	123.42	10.22%
1.51-2.00	99	78.14	6.47%
2.01-2.50	79	69.32	5.74%
2.51-3.00	43	20.42	1.69%
3.01-4.00	76	74.58	6.17%
> 4.00	106	165.87	13.73%
Total	1245	1207.79	100.00%

Source: Information from Grants Pass GIS

Calculated by ECONorthwest with source data from Josephine County Office of Assessment and Taxation

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the URA (affected taxing districts) is described in Section IX 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 utility and transportation projects and projects to help encourage development in the URA. Future development is constrained until these facilities are upgraded. 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 Grants Pass's general fund, and the City's system development charges (SDC) to make these improvements.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels. This development would not occur if the infrastructure is not upgraded. 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 URA. 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. An upgraded transportation system will also assist in fire prevention to the URA.

The financial impacts from tax increment collections will be countered by providing future jobs to the Grants Pass area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions.

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

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

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

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

A. Projects

1. Sewer Plant

This project would support the \$20,000,000 water restoration plant expansion. This project benefits the entire city with only 18% of the city acreage being included in the URA. The maximum amount of urban renewal resources that could be directed to this project would be 18% of the project cost.

Existing Conditions:

The following upgrades are needed in the water restoration plant: raw sewage pump station, screening system, grit removal system, activated sludge system, ultraviolet disinfection, gravity thickeners, waste activated sludge diversion pipeline and mixing upgrades, and seismic upgrades.

2. Water Plant

This project would support the \$56 million project of replacing the water treatment plant. Only 18% of the benefiting properties are located within the URA so the maximum amount of urban renewal resources that could be directed to this project would be that percentage of the total cost.

Existing Conditions:

There is deterioration in the water treatment plant (WTP) including exposed rebar and concrete failure in sections of the clearwell, spalling and cracking concrete in older primary

process components of the WTP, and failure of submerged structural elements. The WTP is also at high seismic risk and is susceptible to collapse in a strong earthquake.

3. North end improvements

Water, sewer, and transportation improvements are needed in the NW Industrial area prior to further development in the area. The estimated costs identified in the various capital improvement plans total \$16 million dollars. Proposed agency participation at 25% could open this industrial area for development and expansion.

Existing Conditions:

There are deficiencies in the infrastructure to serve this area. Specifically water, sewer, and transportation improvements are needed prior to further development.

4. Water, Sewer, Transportation (SE Industrial)

The area around the Spalding Industrial Park needs infrastructure to adequately function as an industrial area. On the east side of Jones Creek, the topology will require a sewer lift station in order to provide sewer services. Water fire flow requirements will require a new reservoir and a booster station. Development costs for Sewer (\$8.2 million), Water (\$8.3 million) and Transportation (\$3.5 million) will exceed \$19 million. Assistance from the urban renewal agency or another source will be required to make development of this area feasible. Proposed agency participation at 25% could open this industrial area for development and expansion.

Existing Conditions:

There are deficiencies in the infrastructure to serve the Spalding Industrial Area. A new lift station is required as well as new reservoir and booster station. The transportation system will also need to be upgraded to allow for full development.

5. North 6th and 7th Street corridor

The north entry way to the City comes down 6th and 7th streets. Visitor's first impressions of Grants Pass are made as they come into the City through this area. There is a need for façade improvements, landscaping, and improvements that would visually enhance this corridor and add to the appeal of downtown and the City.

Existing Conditions:

There are buildings along this corridor that are in disrepair or could benefit from façade improvements. There are also needs for landscaping improvements to make the corridor more visually appealing for visitors to Grants Pass. There is no existing funding source to assist in these improvements.

6. Blighted building removal and/or replacement

There are several blighted buildings (South Y area and F St. & 9th) that are prime real estate opportunities being underutilized. The removal and restructuring of some key development areas would attract new investment in the community. Incentives could influence the property owner's future development.

Existing Conditions:

There are several blighted buildings (South Y area and F St. & 9th) that are prime real estate opportunities being underutilized. There is no existing funding source to assist in these improvements.

7. *Southern section of NW industrial area*

Water, sewer, and transportation improvements are needed in the southerly end of this industrial area prior to further development. The estimated costs identified in the various capital improvement plans total \$13 million dollars. Proposed agency participation at 25% could open this industrial area for development and expansion.

Existing Conditions:

There are parcels in this area that are undeveloped or underdeveloped and require infrastructure improvements to allow for further development.

8. *Infrastructure - Vine Street - water, sewer, transportation*

Water, sewer, and transportation improvements are needed in the Vine Street area in order to support further development. The estimated costs identified in the various capital improvement plans total \$2.3 million dollars. Proposed agency participation at 25% could open this industrial area for development and expansion.

Existing Conditions:

There are deficiencies in the infrastructure to serve the Vine Street area. The water, sewer, and transportation system will need to be upgraded to allow for full development of the area.

9. *Building Rehabilitation Program*

This project would focus on rehabilitating unsightly or uninhabitable buildings. The program could be set up as a low or no-interest loan program, or it could include grant elements. The purpose would be to encourage private investments improving façade and storefronts, interior building improvements, and perhaps the associated public infrastructure and access spaces connected to the buildings.

Existing Conditions:

There are buildings in need of upgrading throughout the URA. There is presently no funding source for these improvements.

10. *Business Incubator/Maker's Space*

This project would support a business incubator where small businesses could have access to resources that would assist them in developing their business plan. The incubator would serve as a catalyst for starting new businesses. Partnering with the local schools, the community college and the Small Business Development Center (SBDC) would likely improve business successes.

Existing Conditions:

Grants Pass does not have a business incubator/Maker's Space to help facilitate the growth of new businesses.

11. Convention Center

This project could explore a partnership with a developer or major hotel chain to locate a convention center in Grants Pass.

Existing Conditions:

There is no Convention Center in Grants Pass.

12. Town Center Plaza

This has been identified as an area that needs improvement. Though there are some successful retail outlets in the plaza, the potential exceeds what is currently there. Retail construction costs are estimated at \$140/per square foot. Incentives provided by the agency could influence the property owner's future development of this site.

Existing Conditions:

The buildings and surrounding parking are not consistent in quality with the balance of the historical district. The area needs additional resources to help facilitate redevelopment.

13. Riverside Park

This would add amenities to Riverside Park. It could include an amphitheater, stage area, restrooms, spray park, meeting space and other features that could improve the park, benefiting citizens and attracting more visitors to the park and Grants Pass.

Existing Conditions:

The Parks Master Plan has identified specific projects in their Capital Improvement Plan. There are desires for uses at the park that could be addressed by having an additional funding source for adding new amenities. There is a need for additional restrooms at Riverside Park. It is the prime location for events in Grants Pass and needs to be able to accommodate a large number of visitors. There are presently 8 male and 10 female bathrooms and the need for additional facilities has been identified in the Parks master plan. There isn't a facility like a Splash Park anywhere in Grants Pass and Riverside park would be an excellent location for this kind of facility.

14. Underdeveloped land

There are properties included within the URA that are being underutilized. Higher and better uses, including business park use, lodging, commercial uses and/or uses consistent with current zoning would benefit the City, its residents and its visitors. The agency could participate in planning, development, and installing of public infrastructure to improve these areas. Priority properties would be along 6th Street, Redwood Highway, and along the riverfront.

Existing Conditions:

There are properties included within the URA that are being underutilized. The I:L chart in this document indicates that 73% of the properties do not meet the threshold for a healthy development of the area.

15. Study Streetscape/Streetscape Implementation

Aesthetic improvements to the streetscape in the Southeast Industrial Area.

Existing Conditions:

There are no streetscape improvements in the Southeast Industrial Area. These improvements can improve the image of the area and of the City.

B. Debt Service and Administration

This project will allow for the repayment of costs associated with the implementation of the Grants Pass 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, therefore these needs do not exist.

V. 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 11. The sources of funds in the project costs column are a combination of tax increment funds and other funds. There will be other funding sources sought to leverage urban renewal funds. These sources include City of Grants Pass general funds, system development funds, state funding, or other sources of funding the City may identify, including private developer contributions.

The allocations are the best estimates of expenditures at the time of preparation of the urban renewal plan. The Agency will be able to review and update the allocations on an annual basis when they prepare the annual budget. Nominal dollars are year of expenditure dollars, adjusted by 3% annually to account for inflation.

Funding for the Sewer Plant and Water Plant are shown as allocations to debt service on Table 15. These projects may be started earlier than there is funding through urban renewal, but urban renewal may pick up their share of the project funding by contributing to debt service in the future.

Table 11 – Projects to be Completed Using Urban Renewal Area Funds

Projects	Project Costs	
	2016 Dollars	Constant Dollars
Sewer Plant Loan	shown in debt service 18% of cost	
Water Plant Loan	shown in debt service 18% of cost	
Water, Sewer, Transportation (SE Industrial)	\$5,000,000	\$5,304,500
Infrastructure - Vine Street - water, sewer, transportation	\$575,000	\$610,000
Building Rehab Program	\$2,000,000	\$2,244,700
North 6th and 7th Street Corridor	\$4,000,000	\$4,776,400
North end improvements	\$4,000,000	\$5,219,200
Southern end of NW Industrial Area	\$3,250,000	\$4,240,600
Blighted building removal and/or replacement	\$250,000	\$465,100
Business Incubator / Maker's Space	\$3,150,000	\$5,859,900
Riverside Park: bathrooms, splash park and other amenities	\$1,700,000	\$3,162,500
Town Center Plaza	\$1,000,000	\$1,860,300
Underdeveloped land	\$6,000,000	\$11,161,800
Streetscape Study/Implementation: SE Industrial Area	\$150,000	\$279,000
Convention Center	\$18,000,000	\$37,688,400
URA Administration	\$1,421,584	\$2,401,260
Finance Fees	\$483,095	\$731,000
Total	\$50,979,679	\$86,004,660

Source: City of Grants Pass, ECONorthwest forecasts

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of infrastructure projects will be based on the availability of funding and the specific infrastructure needs from proposed new development. The projects will be ongoing and will be completed as directed by the Agency.

Projected project dates are in Table 12. 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 first year of tax increment collections is FY 2017/18. The final year of tax increment collections is anticipated to be FYE 2047.

Table 12 – Projects and Costs in Year of Expenditure Dollars

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
PROJECT FUND										
Resources										
Beginning Fund Balance	\$0	\$211,650	\$172,606	\$15,842	\$48,333	\$298,562	\$934,371	\$1,802,497	\$0	\$0
Pay-as-you-Go (Transfer from TIF Fund)	\$305,050	\$276,798	\$450,173	\$658,512	\$472,687	\$695,816	\$926,754	\$583,190	\$67,200	\$69,200
Bond/Loan Proceeds	\$6,500,000	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$7,260,301	\$0	\$0
Interest Earnings	\$0	\$1,058	\$863	\$79	\$242	\$1,493	\$4,672	\$9,012	\$0	\$0
Total Resources	\$6,805,050	\$489,506	\$623,642	\$674,433	\$5,521,262	\$995,871	\$1,865,797	\$9,655,000	\$67,200	\$69,200
Expenditures (nominal \$)										
Water, Sewer, Transportation (SE Industrial)	-\$5,304,500									
Infrastructure: Vine Street: water, sewer, transpo	-\$610,000									
Building Rehab Program	-\$530,500	-\$273,200	-\$562,800	-\$579,700	-\$298,500					
North 6th and 7th Street Corridor					-\$4,776,400					
North End Improvements								-\$5,219,200		
Southern Section of NW Industrial Area								-\$4,240,600		
Blighted Building Removal and/or Replacement										
Business Incubator / Maker's Space										
Riverside Park										
Town Center Plaza										
Underdeveloped Land										
Streetscape Study/Implementation										
Convention Center										
Admin	-\$42,400	-\$43,700	-\$45,000	-\$46,400	-\$47,800	-\$61,500	-\$63,300	-\$65,200	-\$67,200	-\$69,200
Finance Fees	-\$106,000				-\$100,000			-\$130,000		
Total Expenditures	-\$6,593,400	-\$316,900	-\$607,800	-\$626,100	-\$5,222,700	-\$61,500	-\$63,300	-\$9,655,000	-\$67,200	-\$69,200
Ending Fund Balance	\$211,650	\$172,606	\$15,842	\$48,333	\$298,562	\$934,371	\$1,802,497	\$0	\$0	\$0

Source: ECONorthwest

Table 12 – Projects and Costs in Year of Expenditure Dollars, page 2

<i>PROJECT FUND</i>	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38
Resources											
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,840
Pay-as-you-Go (Transfer from TIF Fund)	\$71,300	\$73,400	\$75,600	\$77,900	\$80,200	\$82,600	\$85,100	\$87,700	\$90,300	\$3,238,440	\$2,976,521
Bond/Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,850,000	
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104
Total Resources	\$71,300	\$73,400	\$75,600	\$77,900	\$80,200	\$82,600	\$85,100	\$87,700	\$90,300	\$23,088,440	\$2,997,465
Expenditures (nominal \$)											
Water, Sewer, Transportation (SE Industrial)											
Infrastructure: Vine Street: water, sewer, transpo											
Building Rehab Program											
North 6th and 7th Street Corridor											
North End Improvements											
Southern Section of NW Industrial Area											
Blighted Building Removal and/or Replacement										-\$465,100	
Business Incubator / Maker's Space										-\$5,859,900	
Riverside Park										-\$3,162,500	
Town Center Plaza										-\$1,860,300	
Underdeveloped Land										-\$11,161,800	
Streetscape Study/Implementation										-\$279,000	
Convention Center											
Admin	-\$71,300	-\$73,400	-\$75,600	-\$77,900	-\$80,200	-\$82,600	-\$85,100	-\$87,700	-\$90,300	-\$93,000	-\$95,800
Finance Fees										-\$186,000	
Total Expenditures	-\$71,300	-\$73,400	-\$75,600	-\$77,900	-\$80,200	-\$82,600	-\$85,100	-\$87,700	-\$90,300	-\$23,067,600	-\$95,800
Ending Fund Balance	\$0	\$20,840	\$2,901,665								

Source: ECONorthwest

Table 12 – Projects and Costs in Year of Expenditure Dollars, page 3

<i>PROJECT FUND</i>	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47
Resources									
Beginning Fund Balance	\$2,901,665	\$6,702,472	\$10,919,827	\$100	\$101	\$102	\$103	\$104	\$105
Pay-as-you-Go (Transfer from TIF Fund)	\$3,884,999	\$4,285,443	\$2,727,774	\$97,000	\$100,000	\$103,000	\$106,000	\$109,200	\$116,460
Bond/Loan Proceeds	\$0	\$0	\$24,300,000	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$14,508	\$33,512	\$54,599	\$1	\$1	\$1	\$1	\$1	\$1
Total Resources	\$6,801,172	\$11,021,427	\$38,002,200	\$97,101	\$100,102	\$103,103	\$106,104	\$109,305	\$116,566
Expenditures (nominal \$)									
Water, Sewer, Transportation (SE Industrial)									
Infrastructure: Vine Street: water, sewer, transp									
Building Rehab Program									
North 6th and 7th Street Corridor									
North End Improvements									
Southern Section of NW Industrial Area									
Blighted Building Removal and/or Replacement									
Business Incubator / Maker's Space									
Riverside Park									
Town Center Plaza									
Underdeveloped Land									
Streetscape Study/Implementation									
Convention Center			-\$37,688,400						
Admin	-\$98,700	-\$101,600	-\$104,700	-\$97,000	-\$100,000	-\$103,000	-\$106,000	-\$109,200	-\$116,460
Finance Fees			-\$209,000						
Total Expenditures	-\$98,700	-\$101,600	-\$38,002,100	-\$97,000	-\$100,000	-\$103,000	-\$106,000	-\$109,200	-\$116,460
Ending Fund Balance	\$6,702,472	\$10,919,827	\$100	\$101	\$102	\$103	\$104	\$105	\$106

Source: ECONorthwest

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

Table 15 shows the tax increment revenues, interest earnings, and their allocation to loan repayments, reimbursements, and debt service.

It is anticipated that all debt will be retired by FYE 2048 (any outstanding bonds will be defeased). The maximum indebtedness is \$105,000,000 (one hundred and five million dollars).

The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$105 million is \$137,207,115 and includes both tax increment revenues from permanent rate levies and division of tax revenues from the general obligation bond of the Three Rivers School District as explained in Section IX.

The interest rate for the loans and bonds are estimated at 5% with varying terms. Some loans are assumed to have a period of interest only payments. Some loans are assumed to have a period of up to three years for funds to be drawn down. With few exceptions, the assumed financing plan maintains a debt service coverage ratio of at least 1.25 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 Agency 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 this scenario is financially feasible.

All property within the boundary options is located within tax code areas 01, 03, and 05, and therefore have somewhat different tax rates. Tax rate information was obtained from Josephine County Assessor. Details of the applicable tax rate are shown below in Exhibit 13. Some of these taxing districts also have rates for general obligation (GO) bonds. The majority of these bonds were approved after 2001, and Oregon statutes preclude new URAs from including GO bond rates for all bonds approved after 2001. The Three Rivers School District in Tax code Area 05, representing one quarter of one percent of the total assessed value of property within the proposed Area, has one bond that will expire in FYE 2021. More information o the impacts on bonds is found in Section IX.

Table 13 – Applicable Tax Rates, FY 2016/17

Taxing District	Rate
Josephine County	0.5867
City of Grants Pass	4.1335
4H Extension	0.0459
Grants Pass School District	4.5248
Rogue Community College	0.5128
Southern Oregon Education Service District	0.3524
Total	10.1561
Three Rivers School District	4.2677

Note: Some of the properties are in the three Rivers School District, which has a different property tax rate.

Calculating tax increment revenue is done by forecasting assessed value, based on assumed assessed value growth as described in Step 4, and then subtracting the initial assessed value (the frozen base) to determine the “excess value”. Excess value is any assessed value above the frozen base. This excess value is multiplied by the applicable tax rate to determine the total amount of tax increment revenue. The “exception value” shown in Table 14 is that value that is new development or substantial rehabilitation that is above and beyond the 3% limitation. These are the estimates of building permits issued in the URA that have not yet gone on the property tax rolls. The real market value of these increased values was adjusted by the Josephine County Assessor’ Change Property Ratio (CPR) for the different types of uses, industrial and commercial. Permit values are estimates and the assessor will determine the exact assessed values.

Table 14 - Permit Estimates of Exception Value

Permits	Commercial	Industrial	Total
2013	\$500,000		\$500,000
2014	\$844,690		\$844,690
2015	\$38,727,168	\$1,436,281	\$40,163,449
Total	\$40,071,858	\$1,436,281	\$41,508,139

Source: City of Grants Pass

Table 15 – Tax Increment Revenues and Allocations to Debt Service

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
TIF DEBT SERVICE FUND										
Resources										
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$630,050	\$798,375	\$971,750	\$1,180,089	\$1,395,477	\$1,618,606	\$1,849,544	\$2,088,565	\$2,335,952	\$2,591,996
Total Resources	\$630,050	\$798,375	\$971,750	\$1,180,089	\$1,395,477	\$1,618,606	\$1,849,544	\$2,088,565	\$2,335,952	\$2,591,996
Expenditures										
<i>Debt Service</i>										
New Loan FYE 2018	-\$325,000	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577
New Loan FYE 2022					-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213
New Loan FYE 2025								-\$582,585	-\$582,585	-\$582,585
Sewer Plant Loan, FYE 2017									-\$763,377	-\$1,017,421
Water Plant Loan, FYE 2020									\$0	\$0
New Loan FYE 2037										
New Loan FYE 2041										
<i>Etc</i>										
Total Debt Service	-\$325,000	-\$521,577	-\$521,577	-\$521,577	-\$922,790	-\$922,790	-\$922,790	-\$1,505,375	-\$2,268,752	-\$2,522,796
<i>Coverage Ratio</i>	<i>1.94</i>	<i>1.53</i>	<i>1.86</i>	<i>2.26</i>	<i>1.51</i>	<i>1.75</i>	<i>2.00</i>	<i>1.39</i>	<i>1.03</i>	<i>1.03</i>
Transfer to Project Fund	-\$305,050	-\$276,798	-\$450,173	-\$658,512	-\$472,687	-\$695,816	-\$926,754	-\$583,190	-\$67,200	-\$69,200
Early Repayment of Principal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	-\$630,050	-\$798,375	-\$971,750	-\$1,180,089	-\$1,395,477	-\$1,618,606	-\$1,849,544	-\$2,088,565	-\$2,335,952	-\$2,591,996
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Source: ECONorthwest

Table 15 – Tax Increment Revenues and Allocations to Debt Service, page 2

	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38
TIF DEBT SERVICE FUND											
Resources											
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$635,737	\$0
TIF for URA	\$2,857,003	\$3,131,285	\$3,415,168	\$3,708,984	\$4,013,085	\$4,327,830	\$4,653,590	\$4,990,753	\$5,339,716	\$5,700,893	\$6,074,711
Total Resources	\$2,857,003	\$3,131,285	\$3,415,168	\$3,708,984	\$4,013,085	\$4,327,830	\$4,653,590	\$4,990,753	\$5,339,716	\$6,336,630	\$6,074,711
Expenditures											
<i>Debt Service</i>											
<i>New Loan FYE 2018</i>	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577
<i>New Loan FYE 2022</i>	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213
<i>New Loan FYE 2025</i>	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585
<i>Sewer Plant Loan, FYE 2017</i>	-\$1,280,328	-\$1,552,510	-\$726,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Water Plant Loan, FYE 2020</i>	\$0	\$0	-\$1,107,829	-\$2,125,709	-\$2,427,510	-\$2,739,855	-\$3,063,115	-\$3,397,678	-\$3,108,304		
<i>New Loan FYE 2037</i>										-\$1,592,815	-\$1,592,815
<i>New Loan FYE 2041</i>											
<i>Etc</i>											
Total Debt Service	-\$2,785,703	-\$3,057,885	-\$3,339,568	-\$3,631,084	-\$3,932,885	-\$4,245,230	-\$4,568,490	-\$4,903,053	-\$4,613,679	-\$3,098,190	-\$3,098,190
<i>Coverage Ratio</i>	<i>1.03</i>	<i>1.02</i>	<i>1.16</i>	<i>1.84</i>	<i>1.96</i>						
Transfer to Project Fund	-\$71,300	-\$73,400	-\$75,600	-\$77,900	-\$80,200	-\$82,600	-\$85,100	-\$87,700	-\$90,300	-\$3,238,440	-\$2,976,521
Early Repayment of Principal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenditures	-\$2,857,003	-\$3,131,285	-\$3,415,168	-\$3,708,984	-\$4,013,085	-\$4,327,830	-\$4,653,590	-\$4,990,753	-\$4,703,979	-\$6,336,630	-\$6,074,711
Ending Fund Balance	\$0										

Source: ECONorthwest

Table 15 – Tax Increment Revenues and Allocations to Debt Service, page 3

	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47
TIF DEBT SERVICE FUND									
Resources									
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$6,461,612	\$6,862,056	\$7,276,513	\$7,705,479	\$8,149,457	\$8,608,975	\$9,084,576	\$9,576,821	\$9,808,204
Total Resources	\$6,461,612	\$6,862,056	\$7,276,513	\$7,705,479	\$8,149,457	\$8,608,975	\$9,084,576	\$9,576,821	\$9,808,204
Expenditures									
<i>Debt Service</i>									
<i>New Loan FYE 2018</i>									
<i>New Loan FYE 2022</i>	-\$401,213	-\$401,213	-\$401,213						
<i>New Loan FYE 2025</i>	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585			
<i>Sewer Plant Loan, FYE 2017</i>									
<i>Water Plant Loan, FYE 2020</i>									
<i>New Loan FYE 2037</i>	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815
<i>New Loan FYE 2041</i>			-\$1,949,895	-\$1,949,895	-\$1,949,895	-\$1,949,895	-\$1,949,895	-\$1,949,895	-\$1,949,895
<i>Etc</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Debt Service	-\$2,576,613	-\$2,576,613	-\$4,526,508	-\$4,125,295	-\$4,125,295	-\$4,125,295	-\$3,542,710	-\$3,542,710	-\$3,542,710
<i>Coverage Ratio</i>	2.51	2.66	1.61	1.87	1.98	2.09	2.56	2.70	2.77
Transfer to Project Fund	-\$3,884,999	-\$4,285,443	-\$2,727,774	-\$97,000	-\$100,000	-\$103,000	-\$106,000	-\$109,200	-\$116,460
Early Repayment of Principal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$29,637,931
Total Expenditures	-\$6,461,612	-\$6,862,056	-\$7,254,282	-\$4,222,295	-\$4,225,295	-\$4,228,295	-\$3,648,710	-\$3,651,910	-\$33,297,101
Ending Fund Balance	\$0	\$0	\$22,231	\$3,505,526	\$7,447,216	\$11,865,132	\$17,360,324	\$23,372,037	\$0

Source: ECONorthwest

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FY 2046/47, as shown above, are based on projections of the assessed value of development within the URA and the total tax rate that will apply in the URA. The assumptions include new development projects, as identified by the City of Grants Pass and minimum growth rates of existing assessed value at 3.5% starting in FYE 2021 for real property, personal property, utility property, and for manufactured property. There is substantial acreage in the URA that is undeveloped where the full future development value will add to the incremental assessed value of the URA.

Table 16 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (adjusted for under-collection, penalties, and interest). These projections of increment are the basis for the projections in Tables 12 and 15. The first year of tax increment collections is FY 2017/2018. 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 times excess value divided by one thousand”. Adjustments are from undercollections and delinquencies. The tax rate includes permanent rates and the Three Rivers School District general obligation bond. In FYE 2022 the tax rate reduces, due to the expiration of the Three Rivers School District general obligation bond.

Table 16 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	Gross TIF	Adjustments	Net TIF	Cumulative TIF
2018	\$569,604,583	\$505,646,097	\$63,958,486	10.1556	\$649,536	\$19,486	\$630,050	\$630,050
2019	\$586,692,721	\$505,646,097	\$81,046,624	10.1555	\$823,067	\$24,692	\$798,375	\$1,428,425
2020	\$604,293,504	\$505,646,097	\$98,647,407	10.1554	\$1,001,804	\$30,054	\$971,750	\$2,400,175
2021	\$625,443,776	\$505,646,097	\$119,797,679	10.1553	\$1,216,586	\$36,497	\$1,180,089	\$3,580,264
2022	\$647,334,308	\$505,646,097	\$141,688,211	10.1535	\$1,438,637	\$43,160	\$1,395,477	\$4,975,741
2023	\$669,991,009	\$505,646,097	\$164,344,912	10.1534	\$1,668,666	\$50,060	\$1,618,606	\$6,594,347
2024	\$693,440,694	\$505,646,097	\$187,794,597	10.1534	\$1,906,747	\$57,203	\$1,849,544	\$8,443,891
2025	\$717,711,120	\$505,646,097	\$212,065,023	10.1533	\$2,153,160	\$64,595	\$2,088,565	\$10,532,456
2026	\$742,831,010	\$505,646,097	\$237,184,913	10.1533	\$2,408,198	\$72,246	\$2,335,952	\$12,868,408
2027	\$768,830,096	\$505,646,097	\$263,183,999	10.1532	\$2,672,161	\$80,165	\$2,591,996	\$15,460,404
2028	\$795,739,150	\$505,646,097	\$290,093,053	10.1532	\$2,945,364	\$88,361	\$2,857,003	\$18,317,407
2029	\$823,590,020	\$505,646,097	\$317,943,923	10.1531	\$3,228,129	\$96,844	\$3,131,285	\$21,448,692
2030	\$852,415,671	\$505,646,097	\$346,769,574	10.1531	\$3,520,791	\$105,623	\$3,415,168	\$24,863,860
2031	\$882,250,220	\$505,646,097	\$376,604,123	10.1531	\$3,823,695	\$114,711	\$3,708,984	\$28,572,844
2032	\$913,128,978	\$505,646,097	\$407,482,881	10.1531	\$4,137,201	\$124,116	\$4,013,085	\$32,585,929
2033	\$945,088,492	\$505,646,097	\$439,442,395	10.1530	\$4,461,680	\$133,850	\$4,327,830	\$36,913,759
2034	\$978,166,590	\$505,646,097	\$472,520,493	10.1530	\$4,797,516	\$143,926	\$4,653,590	\$41,567,349
2035	\$1,012,402,421	\$505,646,097	\$506,756,324	10.1530	\$5,145,106	\$154,353	\$4,990,753	\$46,558,102
2036	\$1,047,836,506	\$505,646,097	\$542,190,409	10.1530	\$5,504,862	\$165,146	\$5,339,716	\$51,897,818
2037	\$1,084,510,783	\$505,646,097	\$578,864,686	10.1530	\$5,877,209	\$176,316	\$5,700,893	\$57,598,711
2038	\$1,122,468,661	\$505,646,097	\$616,822,564	10.1530	\$6,262,589	\$187,878	\$6,074,711	\$63,673,422
2039	\$1,161,755,066	\$505,646,097	\$656,108,969	10.1530	\$6,661,456	\$199,844	\$6,461,612	\$70,135,034
2040	\$1,202,416,492	\$505,646,097	\$696,770,395	10.1530	\$7,074,284	\$212,228	\$6,862,056	\$76,997,090
2041	\$1,244,501,069	\$505,646,097	\$738,854,972	10.1530	\$7,501,560	\$225,047	\$7,276,513	\$84,273,603
2042	\$1,288,058,607	\$505,646,097	\$782,412,510	10.1529	\$7,943,792	\$238,313	\$7,705,479	\$91,979,082
2043	\$1,333,140,660	\$505,646,097	\$827,494,563	10.1529	\$8,401,502	\$252,045	\$8,149,457	\$100,128,539
2044	\$1,379,800,583	\$505,646,097	\$874,154,486	10.1529	\$8,875,232	\$266,257	\$8,608,975	\$108,737,514
2045	\$1,428,093,603	\$505,646,097	\$922,447,506	10.1529	\$9,365,542	\$280,966	\$9,084,576	\$117,822,090
2046	\$1,478,076,879	\$505,646,097	\$972,430,782	10.1529	\$9,873,012	\$296,191	\$9,576,821	\$127,398,911
2047	\$1,529,809,569	\$505,646,097	\$1,024,163,472	10.1529	\$10,398,246	\$311,947	\$10,086,299	\$137,485,210

Source: ECONorthwest

Notes: TIF is tax increment revenues

Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Changes in total tax rates are due to general obligation bonds with variable rates. These bonds are scheduled to be retired in FYE 2019, after which the total tax rate for the area will stabilize as the sum total of all permanent rates for affected taxing districts.

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 URA. 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 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. 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. **Neither threshold is anticipated to be reached prior to the termination of this district.** If tax increment revenues increase to meet these thresholds, then revenue sharing will occur.

IX. 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 URA. These projections are for impacts estimated through FYE 2047, and are shown in Table.

The Grants Pass School District, the Three Rivers School District and the Southern Oregon 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.

Table 17a shows the projected impacts to permanent rate levies of taxing districts as a result of this Plan. It assumes the growth as projected in Table 14 in this Report, in addition to general appreciation in real property assessed value.

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 approved prior to October 6, 2001 that are in effect in the Grants Pass URA. There is, however, one general obligation bond that will be impacted. For general obligation bonds, the impact is on the property owner, not on the taxing district. The assessor must assess a slightly higher rate to all properties in the taxing district to account for the division of taxes of the general obligation bond.

Table 17b shows the projected impact to the property owner as a result of a general obligation bond issued by the Three Rivers School District prior to 2001. As a result of urban

renewal, a property tax owner will pay an additional 2 cents per \$100,000 of value over the life of the district. This impact is until FYE 2021, when the Three Rivers School District Bond is set to expire. Any bonds issued after October of 2001 are not subject to urban renewal division of taxes.

Table 17a – Projected Impact on Taxing District Permanent Rate Levies

FYE	Josephine County Perm	Grants Pass City Perm	4H / Extension Perm	Grants Pass SD #7 Perm	Rogue CC Perm	SO Oregon ESD Perm	Three Rivers SD Perm	Total
2018	-\$36,399	-\$256,441	-\$2,848	-\$280,127	-\$31,814	-\$21,863	-\$486	-\$629,978
2019	-\$46,124	-\$324,956	-\$3,608	-\$354,820	-\$40,314	-\$27,704	-\$740	-\$798,266
2020	-\$56,140	-\$395,526	-\$4,392	-\$431,752	-\$49,069	-\$33,721	-\$1,002	-\$971,602
2021	-\$68,177	-\$480,328	-\$5,334	-\$524,201	-\$59,589	-\$40,950	-\$1,316	-\$1,179,895
2022	-\$80,634	-\$568,098	-\$6,308	-\$619,884	-\$70,478	-\$48,433	-\$1,641	-\$1,395,476
2023	-\$93,528	-\$658,940	-\$7,317	-\$718,917	-\$81,748	-\$56,178	-\$1,978	-\$1,618,606
2024	-\$106,873	-\$752,961	-\$8,362	-\$821,415	-\$93,412	-\$64,193	-\$2,327	-\$1,849,543
2025	-\$120,686	-\$850,274	-\$9,442	-\$927,501	-\$105,485	-\$72,490	-\$2,688	-\$2,088,566
2026	-\$134,982	-\$950,992	-\$10,560	-\$1,037,301	-\$117,979	-\$81,077	-\$3,061	-\$2,335,952
2027	-\$149,778	-\$1,055,235	-\$11,717	-\$1,150,943	-\$130,911	-\$89,964	-\$3,448	-\$2,591,996
2028	-\$165,092	-\$1,163,126	-\$12,915	-\$1,268,562	-\$144,297	-\$99,162	-\$3,848	-\$2,857,002
2029	-\$180,942	-\$1,274,795	-\$14,155	-\$1,390,298	-\$158,151	-\$108,682	-\$4,262	-\$3,131,285
2030	-\$197,347	-\$1,390,372	-\$15,439	-\$1,516,296	-\$172,489	-\$118,536	-\$4,691	-\$3,415,170
2031	-\$214,325	-\$1,509,992	-\$16,767	-\$1,646,702	-\$187,329	-\$128,734	-\$5,134	-\$3,708,983
2032	-\$231,898	-\$1,633,801	-\$18,142	-\$1,781,673	-\$202,689	-\$139,289	-\$5,593	-\$4,013,085
2033	-\$250,086	-\$1,761,943	-\$19,566	-\$1,921,369	-\$218,586	-\$150,214	-\$6,068	-\$4,327,832
2034	-\$268,911	-\$1,894,568	-\$21,038	-\$2,065,953	-\$235,039	-\$161,520	-\$6,560	-\$4,653,589
2035	-\$288,395	-\$2,031,837	-\$22,562	-\$2,215,598	-\$252,069	-\$173,224	-\$7,069	-\$4,990,754
2036	-\$308,560	-\$2,173,910	-\$24,140	-\$2,370,480	-\$269,694	-\$185,336	-\$7,596	-\$5,339,716
2037	-\$329,431	-\$2,320,955	-\$25,773	-\$2,530,784	-\$287,936	-\$197,872	-\$8,141	-\$5,700,892
2038	-\$351,033	-\$2,473,147	-\$27,463	-\$2,696,698	-\$306,817	-\$210,847	-\$8,706	-\$6,074,711
2039	-\$373,391	-\$2,630,666	-\$29,212	-\$2,868,419	-\$326,359	-\$224,277	-\$9,289	-\$6,461,613
2040	-\$396,532	-\$2,793,698	-\$31,022	-\$3,046,150	-\$346,585	-\$238,176	-\$9,894	-\$6,862,057
2041	-\$420,481	-\$2,962,435	-\$32,896	-\$3,230,102	-\$367,519	-\$252,561	-\$10,519	-\$7,276,513
2042	-\$445,270	-\$3,137,079	-\$34,836	-\$3,420,492	-\$389,185	-\$267,450	-\$11,167	-\$7,705,479
2043	-\$470,926	-\$3,317,835	-\$36,843	-\$3,617,546	-\$411,609	-\$282,861	-\$11,837	-\$8,149,457
2044	-\$497,480	-\$3,504,918	-\$38,920	-\$3,821,496	-\$434,819	-\$298,810	-\$12,531	-\$8,608,974
2045	-\$524,964	-\$3,698,549	-\$41,070	-\$4,032,585	-\$458,840	-\$315,318	-\$13,249	-\$9,084,575
2046	-\$553,409	-\$3,898,956	-\$43,295	-\$4,251,062	-\$483,703	-\$332,404	-\$13,992	-\$9,576,821
2047	-\$566,780	-\$3,993,159	-\$44,342	-\$4,353,744	-\$495,389	-\$340,436	-\$14,354	-\$9,808,204
Total	-\$7,928,574	-\$55,859,492	-\$620,284	-\$60,912,870	-\$6,929,903	-\$4,762,282	-\$193,187	-\$137,206,592

Source: ECONorthwest

Table 17c – Projected Impact on Property Tax Payers Due to General Obligation Bonds

FYE	GO Bond Tax Rate			Property Tax Paid per \$100,000 AV		
	without UR	with UR	Impact of UR	without UR	with UR	Impact of UR
2018	0.5542	0.5542	0.0000	\$55.42	\$55.42	\$0.00
2019	0.5512	0.5512	0.0000	\$55.12	\$55.12	\$0.00
2020	0.5498	0.5499	0.0001	\$54.98	\$54.99	\$0.01
2021	0.5479	0.5480	0.0001	\$54.79	\$54.80	\$0.01
2022	0.0000	0.0000	0.0000	\$0.00	\$0.00	\$0.00
Total				\$330.25	\$330.27	\$0.02

Source: ECONorthwest. Please refer to the explanation of the impacts of GO bonds in the preceding section

Table 18 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2048.

Table 18 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	Tax Revenue in FYE 2048 (year after expiration)		
		From Frozen Base	From Excess Value	Total
General Government				
Josephine County	0.5867	\$296,663	\$632,290	\$928,953
Grants Pass City	4.1335	\$2,090,088	\$4,454,701	\$6,544,789
4H / Extension	0.0459	\$23,209	\$49,467	\$72,676
<i>Subtotal</i>		\$2,409,960	\$5,136,458	\$7,546,418
Education				
Grants Pass SD #7	4.5248	\$2,277,955	\$4,856,932	\$7,134,887
Rogue CC	0.5128	\$259,295	\$552,648	\$811,943
SO Oregon ESD	0.3524	\$178,189	\$379,784	\$557,973
Three Rivers SD	3.7262	\$8,229	\$16,038	\$24,267
Three Rivers SD (Bond)	0.0000	\$0	\$0	\$0
<i>Subtotal</i>		\$2,723,668	\$5,805,402	\$8,529,070
Total		\$5,133,628	\$10,941,860	\$16,075,488

Source: ECONorthwest

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, including all real, personal, personal, manufactured, and utility properties in the URA, is projected to be \$505,646,097. The total assessed value of the City of Grants Pass is \$2,901,485,719. Excess value is the assessed value created above the frozen base in the urban renewal area. The total urban renewal assessed value is 17.43% of the total assessed value of the City, below the 25% statutory limitation.

The Grants Pass Urban Renewal Area contains 1,364.10 acres, including right-of-way, and the City of Grants Pass contains 7,476.94 acres, therefore 18.24% of the City's acreage is in an urban renewal area, below the 25% statutory limitation.

Table 19 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Acreage	Assessed Value
Urban Renewal Area	1,364.10	\$505,646,097
City of Grants Pass	7,476.94	\$2,901,485,719
% in Urban Renewal	18.24%	17.43%

Source: City of Grants Pass, Josephine County Assessor

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 in the URA.