



July 19<sup>th</sup>, 2023

**Regular Meeting of the Board of Directors  
of the Hood River County Transportation District**

**224 Wasco Loop, Board Conference Room  
Hood River, OR 97031  
4:00pm – 5:30pm**

**Agenda**

The Hood River County Transportation District Board of Director's Meeting can be attended live through Zoom conferencing technology. **Members of the public can attend by calling (253)215-8782, Meeting ID: 810 8452 3816, Password: 409367 or by using the below link:**  
<https://us02web.zoom.us/j/81084523816?pwd=L3I4eUttZWU5OXZEYkUjUmZlQ2lOQT09>

- 1) Call Meeting to Order – 4:00pm**
- 2) Roll Call:** Greg Pack - Chair, Megan Ramey – Vice Chair, Darrell Roberts – Secretary/Treasurer, Meghan Larivee
- 3) Approval of June 21st, 2023, Meeting Minutes – Greg Pack 4:05 pm**
- 4) Public Comment**

*Public Comment Note:* This part of the agenda is reserved for members of the public to address the Board on any issue. Please note the following instructions:

- a. To indicate that you would like to provide testimony, please use the raise your hand button.
  - b. For those attending via phone only, press \*9 on your phone to raise your hand.
  - c. When it is your time to speak, your name will be called.
    - i. For those attending via phone only, the last four (4) digits of your phone number will be called.
  - d. Please state your name, city of residence, and whom you are representing for the audio recording.
    - i. Once you have provided testimony, your hand will be lowered. Please do not raise your hand again. Only one opportunity to speak is provided.
  - e. For those unable or not wanting to speak publicly, testimony may be provided via e-mail at [Amy.schlappi@catransit.org](mailto:Amy.schlappi@catransit.org)
  - f. Three (3) minutes per community member.
- 5) Oath of Office for New Board Members - 4:10pm**
  - 6) Financial Report – Tiah Mayhew - 4:15pm**
  - 7) Resolutions & Action Items – 4:30pm**
    - a. Election of Chair, Vice Chair and Secretary- Treasurer
    - b. Approval of Eligible Check Signers



**8) Operations Manager Report – Jeff Acciaioli – 4:45pm**

- a. Performance Report
- b. Employee of the Month
- c. Auction Update

**9) Executive Director’s Report – Amy Schlappi – 4:55pm**

- a. Multnomah Falls Exit 31 Timed Use Permit Update – Letter from Board
- b. FTA 5339 Low-No Grant Award Update
- c. Conflict of Interest Statements
- d. Termination of Flag Stop Policy Effective September 2023
- e. Fall Service Changes Effective September 2023

**10) Discussion Items – 5:05pm**

- a. City of Hood River Westside Urban Renewal District

**11) Upcoming Events**

- a. Day Pass Fare Removal Public Hearing #1 – August Meeting

**12) Adjournment – 5:30pm**

*To request a reasonable accommodation or language interpreter, including alternative formats and translation of printed materials, please contact CAT’s Administration Office no later than 48 hours prior to the meeting at 541-386-4202 (voice) or 7-1-1 (TTY through Oregon Relay Service).*

*Take CAT to the Meeting! Call (541) 386-4202 for more information on routes and services that come to the CAT Administrative Offices. Masks are required to be worn while on CAT buses and at CAT offices.*

*Se Habla Español.*



**Wednesday, June 21<sup>st</sup>, 2023**  
**Public Hearing – FY23-24 Budget**

**224 Wasco Loop, Board Conference Room**  
**Hood River, OR 97031**  
**4:00 p.m. – 4:15 p.m.**

### **Meeting Minutes**

**1. Call Meeting to Order**

Greg called the Board of Directors Meeting to order at 4:01 PM.

**2. Roll Call**

Tiah took roll call: Greg Pack – Board Chair, Megan Ramey – Vice Chair, Darrell Roberts – Secretary/Treasurer, Meghan Larivee, Tamra Taylor, Lara Dunn, Leti Moretti

**Absent:** None

**Staff:** Amy Schlappi, Tiah Mayhew

**Public:** Kathy Fitzpatrick, Susan Wright, Eleazar Reyes, Gisela Ayala Echeverria

**3. Public Comment**

One public comment was submitted by Tracey Tomashpol prior to the meeting by email.

Amy read the statement to the board.

*"I'll be unable to attend today's CAT budget meeting, but for the public record, would like to point out that the table of ridership presented on page 50 of today's meeting materials should be more helpful to interested residents who want to understand CAT's operations. Instead, it fails to provide clear information.*

*A table with no information about the data being measured within it is meaningless. There is no way to truly compare ridership across routes using this table. Presumably, the numbers (1,664 in Hood River City or 560 in Upper Valley - May 2023) indicate riders. But are the service hours for each route identical? The more useful and commonly accepted measure in transit organizations is to measure in "Boarded Rides per Vehicle Hour." Seasonal routes (like Dog Mountain, etc) should have a footnote explaining when they operate to help explain the 0 ridership months.*

*Using a "Boarded Riders per Vehicle Service Hour" lets the person reviewing the data easily compare routes and timeframes (months, years). In the table you provide, no one knows if changes across months are due to changes in service hours, or ridership, or both.*



*The National Transit Database takes your data and puts it into that format (the 2021 numbers for CAT were 1.9 trips per revenue hour); Tri-Met provides annual summarized information that includes that figure; so do other transit agencies (or else they provide total vehicle hours on a route and # of trips, making the reader do the math but providing the data).*

*All one can say using the current CAT "Ridership" chart is that there were more rides in one area than another, but there's no way to understand the actual capacity being used or the average number of riders on the bus each hour.*

*Your 2024 plans should provide monthly data that gives HR County residents a clearer view of ridership across all routes, measured in a meaningful way. This is also important because you're planning to invest in "automated passenger counters and improved fare technology." Perhaps the investment in those features isn't really needed? After all, is there really a need for advanced technology to count two passengers boarding (on average) each hour? The count seems easy - 1, 2! Done! Thank you for your attention."*

#### **4. FY23-24 Budget Hearing**

Amy reviewed the FY23-24 LB-20 included in the meeting materials and discussed each line item, highlighting:

- Grants included in the contract revenue, other revenue, and state and federal assistance.
- Building expenses are high again as the air conditioner that was supposed to be replaced in FY23 was pushed to FY24.
- Professional fees are less than previous years since the Transit Master Plan has concluded.
- Operations Expenses were increased due to maintaining older vehicles. The Columbia Gorge Express vehicles are expected to be replaced in mid FY24.
- Fuel expenses were decreasing but staff has seen an increase recently. The budgeted amount for fuel remains high to accommodate the dips and spikes.
- Advertising & Marketing is less than previous years due to the success of the GORge Pass marketing program and less HRCTD resources have been needed.
- Grant/Contract Match Funds increased significantly from last year due to the Multnomah Falls Transportation Ambassadors program being contracted out, the Mobility Manager/Travel Trainer that is shared with MCEDD, the new vanpool program, and the e-bike lending and subsidy program if awarded the Carbon Reduction Program.
- Personnel expenses increased due to increased benefits and other potential changes.
- Total resources and total requirements.

There was discussion regarding contingency and reserve funds, how to reduce the fuel expense, and grant match funds.



**5. Adjournment – 4:17pm**

**Motion:** Megan R made a motion to adjourn the FY23-24 Budget Hearing at 4:17pm.  
The motion was seconded by Leti.

**Approved by:** Lara, Meghan L, Tamra, Megan R, Darrell, Greg, Leti

**Opposed By:** None



**Wednesday, June 21<sup>st</sup>, 2023**  
**Regular Meeting of the Board of Directors**  
**of the Hood River County Transportation District**

**224 Wasco Loop, Board Conference Room**  
**Hood River, OR 97031**  
**4:15 p.m. – 5:30 p.m.**

**Meeting Minutes**

**1. Call Meeting to Order**

Greg called the Board of Directors Meeting to order at 4:18 PM.

Staff requested that agenda item 6 (c) – Free Fares on the Hood River City Route on July 4th and 10 (c) – Land for Sale, be added to the consent agenda.

**Motion:** Lara made a motion to add agenda item 6 (c) and 10 (c) to the consent agenda. The motion was seconded by Megan R.

**Approved by:** Lara, Meghan L, Tamra, Megan R, Darrell, Greg, Leti

**Opposed By:** None

**2. Roll Call**

Tiah took roll call: Greg Pack – Board Chair, Megan Ramey – Vice Chair, Darrell Roberts – Secretary/Treasurer, Meghan Larivee, Lara Dunn, Tamra Taylor, Leti Moretti

**Absent:** None

**Staff:** Amy Schlappi, Tiah Mayhew

**Public:** Kathy Fitzpatrick, Susan Wright, Eleazar Reyes, Gisela Ayala Echeverria

**3. Approval of May 17<sup>th</sup>, 2023, Board of Director Meeting Minutes**

Greg asked if there were any changes that the board would like to make to the May 17<sup>th</sup> meeting minutes. The meeting minutes were included in the board meeting materials.

**Motion:** Lara made a motion to approve the May 17<sup>th</sup> Meeting Minutes. The motion was seconded by Leti.

**Approved by:** Lara, Meghan L, Tamra, Megan R, Darrell, Greg, Leti

**Opposed By:** None

**4. Public Comment**

No general public comments were made.

**5. Gorge Regional Transit Strategy**

Kathy Fitzpatrick, MCEDD Senior Mobility Manager, reviewed with the board the final findings of the Gorge Regional Transit Strategy. The final Gorge Regional Transit Strategy document was included in the board meeting materials.



There was general discussion of what concerns staff regarding the strategy and how the plan addressed them. Amy stated that the resolution did a good job of not committing the district to any future actions or any financial commitment but stating that HRCTD was wanting to be a partner. She continued that the recently adopted Transit Master Plan is what will be referred to for service related the decisions and the board will continue to be the governing body of the district. There was also discussion regarding how this strategy was unique, lessons that can be learned from other examples and next steps.

## 6. Resolution & Action Items

### a. Adoption of the Gorge Regional Transit Strategy

Amy read resolution 062120231 to adopt the Gorge Regional Transit Strategy.

**Motion:** Megan R made a motion to approve resolution 062120231 to adopt the Gorge Regional Transit Strategy. The motion was seconded by Darrell.

**Approved by:** Lara, Meghan L, Tamra, Megan R, Darrell, Greg, Leti

**Opposed By:** None

### b. Adoption of the FY23-24 Budget and Approval of Tax Rate

Amy commented on the public comment that was submitted by email that staff used to provide boarded rides per hour and staff is happy to include again. Staff is also working with other GorgeTranslink providers to go through a training and to work together to ensure data is shared in a consistent format and best practices are utilized.

Greg read resolution 6152023 to adopt the FY23-24 Budget and Approval of Tax rate that was included in the board meeting materials.

**Motion:** Leti made a motion to approve resolution 6152023 adopting the Hood River County Transportation District FY23-24 Budget and Approval of the Tax Rate. The motion was seconded by Darrell.

**Approved by:** Lara, Meghan L, Tamra, Megan R, Darrell, Greg, Leti

**Opposed By:** None

### c. Free Fares on the Hood River City Route on the 4<sup>th</sup> of July

Amy asked the board to approve free fares on the Hood River City Route on the 4<sup>th</sup> of July. The board has done this for the past several years.

**Motion:** Lara made a motion to approve free fares on the Hood River City Route on July 4th. The motion was seconded by Tamra.

**Approved by:** Lara, Meghan L, Tamra, Megan R, Darrell, Greg, Leti

**Opposed By:** None

## 7. Quarterly Financial Report



The updated financial report was included in the board meeting materials. Tiah updated the board on the bank transition from Umpqua to Key Bank. Everything will be transitioned by July 1<sup>st</sup>.

## **8. Operations Manager Report**

Amy reviewed the Safety Scores, Operations Data, and Reported Data which were included in the meeting materials. The Safety Score has improved. One accident which occurred on the Hood River City route and can be attributed to Flag Stops. Harsh events have also been reduced. On Time Performance continues to be pending and dependent on the new dispatching software. Staff need to research more on the hours driven as there seems to be a discrepancy. There was discussion of a couple of customer related incidents.

Ridership is showing an upward trend. The service hours are all consistent with what was operated last year. There was discussion regarding a slight decline in ridership on the Upper Valley service.

Tim Clemenson was the employee of the month. Tim started as a non-CDL driver and has worked hard to earn his Class B CDL and has been a big help this last month when there were staffing issues due to several unexpected illnesses.

Three of the older vehicles were sold on an online auction and soon additional vehicles will be listed.

## **9. Executive Session ORS 192.660(2)(d) - To conduct deliberations with persons designated to carry on labor negotiations.**

Greg called the Executive Session to order by citing ORS 192.660(2)(d) – To conduct deliberations with persons designated to carry on labor negotiations. Staff placed members of the public into the waiting room. No members of the press were present.

**Motion:** Tamra made a motion adjourn from Executive Session at 5:21PM. The motion was seconded by Lara.

**Approved by:** Lara, Meghan L, Tamra, Megan R, Darrell, Greg, Leti

**Opposed By:** None

**Motion:** Megan R made a motion to approve Amy to move forward based on the conversation that occurred in the Executive Session. The motion was seconded by Leti.

**Approved by:** Lara, Meghan L, Tamra, Megan R, Darrell, Greg, Leti

**Opposed By:** None

## **10. Executive Director Report**

### **a. Multnomah Falls Exit 3 Timed Use Permit Update**





Amy stated that staff is drafting a letter for the board to review that highlights safety concerns related to the Multnomah Falls Exit 31. She asked for general approval to work with Greg to finalize the letter. General approval was given.

**b. Grant Applications Update**

Amy updated the board that she had submitted the Carbon Reduction Program and CARES grant application in the past two weeks. Both grant programs are awarded the district would receive an additional \$1 million in grant funds. There was some discussion regarding the grant applications.

**c. Land for Sale**

Amy stated that the land across the street from the CAT office is expected to go on the market soon and could be an opportunity for the district. She will keep the board in the loop. There was discussion regarding the location of the CAT facility.

**11. Discussion Items**

**a. Removal of Flag stops**

In the board meeting materials staff had included a memo regarding flag stops. Amy summarized that flag stops cause safety concerns and unnecessary rider issues. Amy asked for approval from the board to begin the process of notifying the public of the change. The board generally agreed.

**b. Day Pass**

Tiah reviewed the memo included in the board meeting materials discussing staff's interest in removing the day pass fare. The day pass was originally a pilot program to encourage people to use public transit again after COVID. This fare is reducing revenue that could assist with different grant matches. The board generally agreed for staff to begin the public process required when fare changes are proposed.

**c. Fall Service Changes**

Amy reviewed the Fall Service Changes memo included in the board materials stating that the staff would like the board to consider removing the Hood River Connect and Cascade Locks services in the fall. The board generally agreed but asked staff to see if there was any other way that staff can create a better connection between the Columbia Gorge Express and downtown Hood River.

**12. Upcoming Events**

**a. End of Terms for Lara Dunn and Leti Moretti**

Lara and Leti were thanked for their service, support and guidance.

**b. Executive Committee Elections & New Board Members**

Amy Reminded board members that at the July meeting board members will need to elect the Executive Committee for FY2024 and that the two new board member's first meeting will be at the July meeting.

**c. Conflict of Interest Forms**



Amy reminded the board that they will need to sign the Conflict of Interest Forms at the July Meeting.

**13. Adjournment – 5:46 p.m.**

**Motion:** Leti made a motion to adjourn the meeting at 5:37pm. The motion was seconded by Lara.

**Approved by:** Lara, Meghan L, Tamra, Megan R, Darrell, Greg, Leti

**Opposed By:** None



# Memo

**To:** Hood River County Transportation District Board of Directors  
**From:** Amy Schlappi, Executive Director  
**Date:** 7/19/2023  
**Re:** Oath of Office and Conflict of Interest Statement

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## **Background**

As required per the Article XV, Section 3 of the Oregon Constitution provides that “Every person elected or appointed to any office under this Constitution shall, before entering on the duties thereof, take an oath or affirmation to support the Constitution of the United States, and of this State, and also an oath of office”. Eleazar Reyes, Gisela Ayala-Echeverria, and Tamra Taylor were elected by the residents of Hood River County to serve a four-year term from July 1, 2023 to June 30, 2027.

Additionally, all Board Members must sign a Conflict of Interest Statement as defined in ORS 244 ([https://www.oregonlegislature.gov/bills\\_laws/ors/ors244.html](https://www.oregonlegislature.gov/bills_laws/ors/ors244.html)) on an annual basis for a period from July 1 to June 30 of the following year.

## **Issues or Impact**

None

## **Action Required**

To perform the oath of office for Eleazar Reyes, Gisela Ayala-Echeverria, and Tamra Taylor and all Board Members must sign the Conflict-of-Interest Statement.

## **Attachment:**

**Oath of Office**

**Conflict of Interest Statement**

**HOOD RIVER COUNTY TRANSPORTATION DISTRICT OATH OF OFFICE**

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I, (insert name of board member), do solemnly swear, that I will support the Constitution of the United States, the Constitution of the State of Oregon, the laws thereof, and the policies of Hood River County Transportation District, and that I will faithfully discharge the duties of Director according to the best of my ability, so help me God.

\_\_\_\_\_ Board Member

Attest:

\_\_\_\_\_ Board Secretary

Attest:

# Hood River County Transportation District Conflict of Interest Statement

Hood River County Transportation District's (HRCTD) Board and Committee Members are prohibited from participating in the selection, award, or administration of a contract if a real or apparent conflict of interest would be involved.

Such a conflict would arise when any of the parties set forth below has a financial or other interest in the firm or entity selected for award:

- The employee, officer, board member, committee member or agent;
- Any member of his or her immediate family;
- His or her partner;
- An organization that employs, or is about to employ, any of the above.

All of those who are covered by this Code of Conduct have an obligation to promptly report any actual or suspected illegal or fraudulent activities or Code violations.

All of those covered by this Code should encourage and help those around them to follow the terms of the Code and to act ethically. If there is a concern by an individual covered by the Code of Conduct, they should report such concern to the HRCTD Board Chair, Vice Chair or Executive Director as appropriate.

All concerns will be treated with confidentiality and will be investigated fully by the person receiving the complaint or an appropriate designee.

Board members or Committee Members who violate any portion of the Code of Conduct may be subject to censure, asked to step down from their position and /or such other penalties as provided for by law.

As an HRCTD Board or Committee Member, I understand my Code of Conduct obligations and agree to faithfully follow my responsibilities.

HRCTD Board Member

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Signature

Position

Date



# Memo

**To:** HRCTD - BOARD OF DIRECTORS  
**From:** Tiah Mayhew, Office Manager  
**Date:** July 19, 2023  
**Re:** FY23 Draft Ending Budget vs Actual

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## **Background**

Staff is finalizing the FY23 actuals but wanted to provide a draft of the budget vs actual report to show how we anticipate ending FY23.

## **Action Required**

No action is required, the attached report is informational only.

Attachments:

Draft FY23 Budget v. Actuals Report

# Columbia Area Transit

## Budget vs. Actuals: FY-23 Budget V2 - FY23 P&L

July 2022 - June 2023

	TOTAL			
	ACTUAL	BUDGET	OVER BUDGET	% OF BUDGET
<b>Revenue</b>				
4000 Prior Year Roll-Forward Funds	73,380.04		73,380.04	
4001 Fare Revenue	<b>208,855.46</b>	<b>200,000.00</b>	<b>8,855.46</b>	<b>104.43 %</b>
4100 Contract Revenue	<b>63,044.00</b>	<b>60,000.00</b>	<b>3,044.00</b>	<b>105.07 %</b>
4200 Federal Funds				
4202 FLAP Funds - Hwy 35 - 33995		83,000.00	-83,000.00	
4205 Planning Grant 5304 - 35131	48,491.00	40,000.00	8,491.00	121.23 %
4206 GO Vets	6,405.00		6,405.00	
4301 5310 Funds - PM/Capital 33577		586,500.00	-586,500.00	
4305 5310 Funds - 35149	93,766.00	100,000.00	-6,234.00	93.77 %
4502 5311/5339 Funds - Capital 32848	422,912.00		422,912.00	
4504 5311 Funds - Operating 33423		275,000.00	-275,000.00	
4506 5311 Funds - 34740	3,056.00		3,056.00	
4507 Falls to Locks - 34976	107,026.00		107,026.00	
4508 5311 Funds 34956	58,531.00		58,531.00	
4595 CIT - Mass Transit Pysl Distb	20,878.09	36,566.97	-15,688.88	57.10 %
4598 CARES Act 5311 - 34976	486,193.00	89,500.00	396,693.00	543.23 %
4599 CARES Act 5311 Formula 34199	36,810.00	275,000.00	-238,190.00	13.39 %
<b>Total 4200 Federal Funds</b>	<b>1,284,068.09</b>	<b>1,485,566.97</b>	<b>-201,498.88</b>	<b>86.44 %</b>
4700 State Funds				
4702 STF Formula 33488		67,700.00	-67,700.00	
4705 STIF Discretionary 33806		471,500.00	-471,500.00	
4706 STIF Discretionary - 35102	605,324.00		605,324.00	
4707 STIF Discretionary		340,000.00	-340,000.00	
4712 STIF Operating 34950	67,700.00	38,000.00	29,700.00	178.16 %
4730 STIF Formula - 35033	498,949.00	570,000.00	-71,051.00	87.53 %
<b>Total 4700 State Funds</b>	<b>1,171,973.00</b>	<b>1,487,200.00</b>	<b>-315,227.00</b>	<b>78.80 %</b>
4870 Property Taxes				
4871 Property Tax - Prior Year	1,860.05	3,200.00	-1,339.95	58.13 %
4875 Property Tax - Current Year	199,686.12	206,800.00	-7,113.88	96.56 %
<b>Total 4870 Property Taxes</b>	<b>201,546.17</b>	<b>210,000.00</b>	<b>-8,453.83</b>	<b>95.97 %</b>
4900 Other Revenue	<b>67,838.29</b>	<b>61,258.00</b>	<b>6,580.29</b>	<b>110.74 %</b>
<b>Total Revenue</b>	<b>\$3,070,705.05</b>	<b>\$3,504,024.97</b>	<b>\$ -433,319.92</b>	<b>87.63 %</b>
<b>Cost of Goods Sold</b>				
5005 Vehicle Expense	<b>6,194.44</b>	<b>7,210.00</b>	<b>-1,015.56</b>	<b>85.91 %</b>
5019 Fuel	301,131.21	288,000.00	13,131.21	104.56 %
5020 Operation Expenses				
5021 Preventative Maint & Vehicle Repair	131,709.12	96,080.00	35,629.12	137.08 %
5022 Preventative Maintenance	1,195.32		1,195.32	
5023 Vehicle Repair	1,917.52		1,917.52	
<b>Total 5021 Preventative Maint &amp; Vehicle Repair</b>	<b>134,821.96</b>	<b>96,080.00</b>	<b>38,741.96</b>	<b>140.32 %</b>
5024 Tires	27,297.10	27,000.00	297.10	101.10 %

# Columbia Area Transit

## Budget vs. Actuals: FY-23 Budget V2 - FY23 P&L

July 2022 - June 2023

	TOTAL			
	ACTUAL	BUDGET	OVER BUDGET	% OF BUDGET
5025 Shop Supplies & Tools	4,926.02	1,920.00	3,006.02	256.56 %
5027 Bus Stop Repairs & Maintenance	5,008.54		5,008.54	
<b>Total 5020 Operation Expenses</b>	<b>172,053.62</b>	<b>125,000.00</b>	<b>47,053.62</b>	<b>137.64 %</b>
5100 Communication Expense	<b>38,055.45</b>	<b>37,440.00</b>	<b>615.45</b>	<b>101.64 %</b>
5200 Vehicle Insurance	55,320.00	34,800.00	20,520.00	158.97 %
5500 Driver Expenses	<b>16,023.20</b>	<b>20,000.00</b>	<b>-3,976.80</b>	<b>80.12 %</b>
5600 Advertising & Marketing	49,517.99	120,000.00	-70,482.01	41.26 %
5700 Grant/Contract Match Funds	<b>67,966.02</b>	<b>112,917.00</b>	<b>-44,950.98</b>	<b>60.19 %</b>
<b>Total Cost of Goods Sold</b>	<b>\$706,261.93</b>	<b>\$745,367.00</b>	<b>\$ -39,105.07</b>	<b>94.75 %</b>
GROSS PROFIT	<b>\$2,364,443.12</b>	<b>\$2,758,657.97</b>	<b>\$ -394,214.85</b>	<b>85.71 %</b>
Expenditures				
7000 Administrative Expenses				
7003 Building Expenses	<b>49,748.28</b>	<b>100,081.00</b>	<b>-50,332.72</b>	<b>49.71 %</b>
7100 Office Supplies & Expenses	17,534.17	15,600.00	1,934.17	112.40 %
7300 Professional Fees	<b>125,836.37</b>	<b>149,800.00</b>	<b>-23,963.63</b>	<b>84.00 %</b>
7400 Other Administrative Expense	<b>12,735.58</b>	<b>30,900.00</b>	<b>-18,164.42</b>	<b>41.22 %</b>
<b>Total 7000 Administrative Expenses</b>	<b>205,854.40</b>	<b>296,381.00</b>	<b>-90,526.60</b>	<b>69.46 %</b>
8000 Personnel Expense				
8003 Administrative Personnel Expense	<b>199,756.25</b>	<b>303,048.00</b>	<b>-103,291.75</b>	<b>65.92 %</b>
8103 Direct Service Personnel Expense				
8105 Direct Service Wages & Salary	<b>973,426.51</b>	<b>1,152,200.00</b>	<b>-178,773.49</b>	<b>84.48 %</b>
8130 Direct Service Employer Taxes	<b>135,602.28</b>	<b>112,255.00</b>	<b>23,347.28</b>	<b>120.80 %</b>
8180 Direct Service Benefits	<b>153,307.33</b>	<b>158,200.00</b>	<b>-4,892.67</b>	<b>96.91 %</b>
<b>Total 8103 Direct Service Personnel Expense</b>	<b>1,262,336.12</b>	<b>1,422,655.00</b>	<b>-160,318.88</b>	<b>88.73 %</b>
<b>Total 8000 Personnel Expense</b>	<b>1,462,092.37</b>	<b>1,725,703.00</b>	<b>-263,610.63</b>	<b>84.72 %</b>
9000 Capital Outlay				
9010 Vehicles & Operational Items	5,946.85	50,000.00	-44,053.15	11.89 %
9015 Bus Stop Infrastructure	1,585.00	200,000.00	-198,415.00	0.79 %
9020 Vehicles Lease or Purchase	532,442.00	707,475.00	-175,033.00	75.26 %
9030 Maintenance Improvements		285.00	-285.00	
9032 Sale of Assets & Insurance Claim Receipts	0.00		0.00	
<b>Total 9000 Capital Outlay</b>	<b>539,973.85</b>	<b>957,760.00</b>	<b>-417,786.15</b>	<b>56.38 %</b>
<b>Total Expenditures</b>	<b>\$2,207,920.62</b>	<b>\$2,979,844.00</b>	<b>\$ -771,923.38</b>	<b>74.10 %</b>
NET OPERATING REVENUE	<b>\$156,522.50</b>	<b>\$ -221,186.03</b>	<b>\$377,708.53</b>	<b>-70.77 %</b>
NET REVENUE	<b>\$156,522.50</b>	<b>\$ -221,186.03</b>	<b>\$377,708.53</b>	<b>-70.77 %</b>





# Memo

**To:** Hood River County Transportation District Board of Directors  
**From:** Amy Schlappi, Executive Director  
**Date:** 7/19/2023  
**Re:** Election of Chair, Vice Chair and Secretary-Treasurer

---

## **Background**

As required in the bylaws, the Board of Directors is to elect a new chair, vice chair and secretary-treasurer at the first meeting in July.

## **Issues or Impact**

The voting process for a chair, vice chair and secretary-treasurer must be done in a public setting. These are the Board officers that consist of the Executive Committee. The roles and responsibilities are below:

**Chair:** The Chair shall preside at all meetings of the Board and shall work closely with the Executive Director to ensure the efficient execution of the business of the District. The Chair shall have the authority to execute contracts and agreements approved by the Board. The Chair shall have the authority to make appointments to committees after giving due consideration to expressions of interest from members of the Board.

**Vice-Chair:** The Vice-Chair shall assume the authority and perform the duties of the Chair in the absence or incapacity of the Chair.

**Secretary-Treasurer:** The Secretary-Treasurer shall supervise the preparation and maintenance of complete and accurate minutes of the proceedings of the Board and the papers and records of the Board and shall be the official custodian of the same. When performing the treasurer functions, they shall supervise the proper disposition of the funds and securities of the Board and the preparation of such records and reports as the Board may deem appropriate. In discharging these duties, the Secretary-Treasurer may rely upon the Executive Director, appropriate staff and professionals retained by the Board.

## **Action Required**

To elect officers of the Board Executive Committee for FY 2023-2024.



**Recommendation**

Staff recommends that the Board of Directors elect a chair, vice chair and secretary-treasurer.

**Attachment:**

None.



## June 2023 Operations Report

Safety Scores				
Category	May 2023	May 2023	April 2023	March 2023
Overall Safety Score	92	91	80	83
Crashes	0	1	1	0
Harsh Events	7	10	27	14
% Speed -Moderate	1.3%	1.3%	1.4%	1.6%
% Speed - Severe	.04%	.08%	0.2%	0.3%

- Safety Score has increased to 92. This is due to the reduction in harsh events and crashes.
- 1 crash, Driver hit a parked car while pulling over for a passenger using our flag stop service. Insurance claim was made.
- For percentage of over speed limit this is the percentage of drive time where speeding occurred.

Operations Data				
Category	June 2023	May 2023	April 2023	March 2023
Fixed OTP	PENDING	PENDING	PENDING	PENDING
DAR OTP	PENDING	PENDING	PENDING	PENDING
Hours Driven	1,549	1416.16	1,347	1,539
Miles Driven	53,279	47,871	43,981	42,262
Fuel Cost	\$23,053	\$19,595	\$20,975	\$20,114
Fuel Cost per Mile	\$0.43	\$0.41	\$0.47	\$0.47

OTP = on time performance for bus arriving within 5 minutes of scheduled time

Reported Incidents				
Category	June 2023	May 2023	April 2023	March 2023
Formal Customer Complaints	0	2	1	0
Vehicle Incidents	2	4	4	1
Customer Incidents	1	3	2	1
Vandalism	0	0	0	1

### Employee of the Month:

Debra Kelly

Ridership (FY 2023)												
	2023	2023	2023	2023	2023	2023	2022	2022	2022	2022	2022	2022
	Jun.	May	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sep.	Aug.	Jul.
Dial-A-Ride	289	300	262	293	318	266	244	216	228	236	205	237
Upper Valley	598	560	495	505	341	402	370	399	436	384	523	476
The Dalles	458	420	437	398	340	308	266	324	314	387	349	358
Hood River Connector	54	43	35	39	43	21	27	43	50	162	261	163
Hood River City	1737	1664	1725	1630	1401	1300	1103	1296	1467	1665	1974	1757
Cascade Locks	64	82	53	71	71	56	69	53	41	27	137	68
Columbia Gorge Express	3398	2916	2627	2699	2034	1841	1515	2043	2944	3231	4722	3708
Gorge to Mountain	NA	NA	NA	2090	2247	2510	1063	NA	NA	NA	NA	NA
Dog Mountain	793	2104	205	NA	NA	NA	NA	NA	NA	NA	NA	NA
Falls to Locks	NA	NA	NA	NA	NA	NA	NA	NA	NA	95	538	499
All Routes	7391	8089	5839	7725	6795	6704	4657	4374	5480	6187	8709	7266

Hours of Service												
	2023	2023	2023	2023	2023	2023	2022	2022	2022	2022	2022	2022
	Jun.	May	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sep.	Aug.	Jul.
Dial-A-Ride	105	110	93	207	171	189	56	39	63	74	75	78
Upper Valley	181	182	165	189	157	173	180	165	178	180	180	180
The Dalles	112	115	110	116	103	111	106	110	114	103	103	103
Hood River Connector	39	41	40	41	37	40	28	40	42	51	51	51
Hood River City	327	336	323	356	322	345	334	314	334	396	390	390
Cascade Locks	36	36	33	38	32	35	42	38	42	60	60	60
Columbia Gorge Express	702	508	491	502	454	486	542	508	543	650	650	650
Gorge to Mountain	NA	NA	NA	371	383	405	NA	NA	NA	NA	NA	NA
Dog Mountain	129	166	37	NA	NA	NA	NA	NA	NA	NA	NA	NA
Falls to Locks	NA	NA	NA	NA	NA	NA	NA	NA	NA	48	168	168
All Routes	1631	1494	1292	1820	1659	1784	1288	1214	1316	1562	1677	1680

Boardings Per Hour												
	2023	2023	2023	2023	2023	2023	2022	2022	2022	2022	2022	2022
	Jun.	May	Apr.	Mar.	Feb.	Jan.	Dec.	Nov.	Oct.	Sep.	Aug.	Jul.
Dial-A-Ride	2.7	2.7	2.8	1.4	1.8	1.4	4.3	5.5	3.6	3.1	2.7	3.5
Upper Valley	3.3	3	3	2.6	2.1	2.3	2	2.4	2.4	1.9	2.9	2.6
The Dalles	4	3.6	3.9	3.4	3.3	2.7	2.5	2.9	2.7	3.7	3.3	3.4
Hood River Connector	1.3	1	0.8	0.9	1.1	0.5	0.9	1	1.1	3.1	5.1	3.1
Hood River City	5.3	4.9	5.3	4.5	4.3	3.7	3.3	4.1	4.3	4.1	5	4.5
Cascade Locks	1.7	2.2	1.6	1.8	2.2	1.6	1.6	1.3	0.9	0.4	2.2	1.1
Columbia Gorge Express	4.8	5.7	5.3	5.3	4.4	3.7	2.7	4	5.4	4.9	7.2	5.7
Gorge to Mountain	NA	NA	NA	5.6	5.8	6.1	NA	NA	NA	NA	NA	NA
Dog Mountain	6.4	12.6	5.5	NA	NA	NA	NA	NA	NA	NA	NA	NA
Falls to Locks	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
All Routes	29.5	35.7	28.2	25.5	25	22	17.3	21.2	20.4	21.2	28.4	23.9



**Columbia Area Transit**  
224 Wasco Loop  
Hood River, OR 97031  
rideCATbus.org  
541-386-4202

July 19, 2022

Rian Windsheimer,  
Oregon Department of Transportation  
Portland Region Manager  
123 NW Flanders St  
Portland, OR 97209

**Re: Multnomah Falls Exit 31 Safety Concerns for Long Term Solutions**

Dear Rian Windsheimer:

The Hood River County Transportation District (HRCTD) Board of Directors write this letter to you as elected Board Members and residents of Hood River County. As community members who have been given the opportunity to advocate for safe and efficient public transit, we feel that it is important to voice our concerns about safety at the Multnomah Falls Exit 31 parking lot on I-84.

Staff have shared that on Memorial Day the Eastbound gate was not working causing vehicle backups onto I-84 Eastbound and Westbound. When backups occur on the I-84 Eastbound and Westbound off ramps it is difficult and unsafe to serve Multnomah Falls with Public Transit. In December 2020 one of the CAT vehicles was totaled due to a third party rear-ending the transit vehicle at high speeds. Luckily, the driver and passengers were not hurt, but the third party was taken to the hospital.

Backups also cause considerable delays to our transit services, impacting our riders and the regional transit services that depend on the timeliness of Columbia Gorge Express. When there is a backup at the Eastbound entrance, CAT drivers who are traveling from Portland to Hood River are instructed to bypass Exit 31 and exit at Exit 35 Ainsworth State Park. The CAT Driver will then access the Exit 31 Westbound entrance, which takes an extra 10 minutes.

HRCTD appreciates the work done as part of ODOT's 2019 Congestion and Transportation Safety Improvement Plan to identify safety and traffic congestion mitigation measures at Multnomah Falls Exit 31 parking lot and on the Old Columbia Highway along the Waterfall Corridor. We commend the partners of the Gorge Forum for using creative solutions to implement some of those measures. Generally, when the Eastbound gate is operational, and the timed use permit system is active during the busy summer months we see very few backups onto I-84. However, we are concerned that the current measures are not enough to prevent more tragic crashes and that the danger only increases every year. The parking lot at Exit 31 is not only located in the middle of an interstate but also serves as the primary access point to the Pacific Northwest's most popular natural recreation site, one that receives more visitation every year.



Safety is and will always be HRCTD's top priority. We request a response from ODOT (Oregon Department of Transportation) outlining the plan and timeline for implementing long term solutions at the Multnomah Falls Exit 31. We are fully invested in partnering to find a solution, but it is crucial for us to see tangible progress and to understand the steps and action being taken to implement a long-term sustainable solution.

Greg Pack  
Board Chair  
Hood River County Transportation District  
(dba Columbia Area Transit)



# Memo

**To:** Hood River County Transportation District Board of Directors  
**From:** Amy Schlappi, Executive Director  
**Date:** 7/19/2023  
**Re:** Proposed City of Hood River Westside Urban Renewal Plan

---

## **Background**

The Hood River City Council is considering adoption of an ordinance establishing the Westside Urban Renewal Area which would help with financing the implementation of three recently approved plans. Attached is a letter from the City of Hood River explaining the ordinance and implications to the district, data showing the financial impact, and two reports discussing the Westside Plan.

## **Issues or Impact**

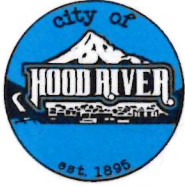
If the ordinance is adopted there could be financial impact regarding the property tax that the district receives. The district uses property taxes received for match on state and federal grants. This ordinance may limit our ability to apply for future discretionary grants.

## **Action Required**

Staff request that the board read the letter from the City of Hood River and review the financial impact data and discuss the implications and consider submitting comments regarding the proposed ordinance adoption at the board meeting. Staff would appreciate direction on specific concerns that the board would like conveyed.

## **Attachment:**

Letter from City of Hood River  
Financial impact data  
Report that goes in conjunction with the Hood River Westside Plan  
Westside Plan



# CITY OF HOOD RIVER

211 2<sup>nd</sup> Street, Hood River, OR 97031 Phone: 541-386-1488

Amy Schlappi  
Board Chair Greg Pack  
Columbia Area Transit  
224 Wasco Loop  
Hood River, OR 97031

June 16, 2023

Re: Proposed Hood River Westside Urban Renewal Plan

Dear Ms. Schlappi and Board Chair Pack

This letter is part of the ongoing conversations with taxing districts about the potential future use of tax increment financing/urban renewal in Hood River.

## **FORMAL CONSULT AND CONFER LETTER**

The Hood River City Council is considering adoption of an ordinance establishing the Westside Urban Renewal Area.

To adopt an urban renewal plan, the City is legally required to send the proposed plan to representatives of overlapping taxing districts. The City Council is required to respond specifically to any written recommendations of the districts. This letter officially transmits the proposed Westside Urban Renewal Plan ("Plan") and the Report Accompanying the Westside Urban Renewal Plan ("Report"). These are attached as Exhibit B. Please provide any written comments by August 1, 2023.

During its August 14, 2023 meeting the Hood River City Council is scheduled to have a public hearing to consider a non-emergency ordinance adopting the proposed Plan. The meeting will be held at 211 2<sup>nd</sup> Street, Hood River OR 97031 at 6:00 pm. The City Council is scheduled to vote on the ordinance at the August 28<sup>th</sup> meeting.

We have had continued conversations with taxing districts about the proposed urban renewal plan over the past few months. These have included telephone conversations, emails and presentations to many of the taxing districts. If your board would like a formal briefing after receipt of this letter and a draft of the Plan and report, please let me know.

## **BACKGROUND**

The purpose of the Westside Urban Renewal Plan is to provide financing to help with the implementation of three recently approved plans: the Hood River Transportation System Plan amended in April 2021, the Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan in 2022, and the Hood River Affordable Housing



Strategy in May 2022. Each of these plans had significant public input and specific goals and projects were identified in each of the plans. This Westside Urban Renewal Plan (Plan) is one of the implementation tools for the three planning documents. The specific projects proposed in this Plan include the following categories:

- Transportation
- Affordable Housing
- Parks and Trails
- Plan Administration.

### **MAXIMUM INDEBTEDNESS**

Maximum indebtedness (MI) is the limit on the amount of funds that may be spent on administration, projects and programs in an urban renewal area. The maximum indebtedness does not include interest paid on any borrowing by the urban renewal agency as ORS Chapter 457 excludes that from the MI definition. The MI established in the Plan is \$146,700,000. Maximum indebtedness is the controlling feature of an urban renewal plan. We established this number based on financial projections for the urban renewal area. The timeframe is not absolute, it can be longer or shorter than the estimates in the Report.

### **IMPACT ON TAXING JURISDICTIONS**

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. The projections for impacts on the taxing jurisdictions are estimated through fiscal year end (FYE) 2049. While duration is not a required component of a Plan, it provides the information to set the Maximum Indebtedness of the Plan.

### **IMPACT ON PERMANENT RATE LEVY**

The proposed Plan would result in a decrease in permanent rate property tax collections for the overlapping taxing districts. This is attributable to the length of time that the Agency collects tax increment revenue to pay off the Plan's maximum indebtedness. The total estimated impact to the Columbia Area Transit over the life of the Plan is \$1,122,776.

**Table 1 – Projected Impact to Columbia Area Transit**

<b>FYE</b>	<b>Columbia Area Transit</b>	<b>FYE</b>	<b>Columbia Area Transit</b>
2025	(3,024)	2038	(49,039)
2026	(5,960)	2039	(54,126)
2027	(9,055)	2040	(59,466)
2028	(12,323)	2041	(64,847)
2029	(15,438)	2042	(69,952)
2030	(18,434)	2043	(75,289)
2031	(21,451)	2044	(80,874)
2032	(24,488)	2045	(85,301)
2033	(27,676)	2046	(89,890)
2034	(31,024)	2047	(94,670)
2035	(35,191)	2048	(85,701)
2036	(39,581)	2049	(25,782)
2037	(44,194)	<b>TOTAL:</b>	<b>(1,122,776)</b>

Source: Tiberius Solutions

**IMPACT ON GENERAL OBLIGATION AND LOCAL OPTION LEVIES**

General obligation bonds and local option levies would not be impacted by the proposed urban renewal district.

**TAX REVENUES AFTER TERMINATION OF TAX INCREMENT FUNDING**

Upon termination of the Area, all revenue will be distributed to overlapping taxing districts. ORS Chapter 457 requires the Report to the Plan identify the projected tax revenues for affected taxing districts in the year after the termination of the Area. These numbers are shown in 2 below. These are estimates only; changes in the economy may impact the projections. Frozen Base is the assessed value at the time of the adoption of the urban renewal area. Excess Value is the increased assessed value after the frozen base is established.

**Table 2 - Tax Revenues After Termination of Tax Increment Financing**

<b>Taxing District</b>	<b>Type</b>	<b>Tax Rate</b>	<b>From Frozen Base</b>	<b>From Excess Value</b>	<b>Total</b>
Columbia Area Transit	Permanent	0.0723	10,827	111,528	122,355

Source: Tiberius Solutions

**SUMMARY OF IMPACTS**

The key takeaways regarding the impact of the proposed Plan to Columbia Area Transit are summarized below:

- The overall estimated impact of the Westside Urban Renewal Plan to the Columbia Area Transit is \$1,122,776.
- The maximum indebtedness of the Westside Urban Renewal Plan is \$146,700,000

- A summary of the other urban renewal areas and the draft Westside Area is shown in Attachment A.

**PROCESS FOR REVIEW**

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

June 12, 2023	Hood River Urban Renewal Agency review
June 16, 2023	Send formal notice to taxing jurisdictions
June 15, 2023	Urban Renewal Advisory Committee
Property owner mailing	Notice to utility customers and property owners in unincorporated areas
July 17, 2023	Planning Commission review
July 17 and August 21, 2023	Proposed dates for presentation to Hood River County Commission
August 14, 2023	City Council public hearing
August 28, 2023	City Council vote

The draft Westside Urban Renewal Plan and Report are enclosed with this letter. If you would like to provide written comments, they will be responded to by the Hood River City Council. Please provide any written comments by August 1, 2023. For more information, please contact:

Jennifer Gray, City Recorder at 541.387.5212 [J.Gray@CityofHoodRiver.gov](mailto:J.Gray@CityofHoodRiver.gov)

Sincerely,

Abigail Elder  
 City Manager  
 City of Hood River  
 211 2<sup>nd</sup> Street  
 Hood River, Oregon 97031  
[A.Elder@CityofHoodRiver.gov](mailto:A.Elder@CityofHoodRiver.gov)

Attachments:

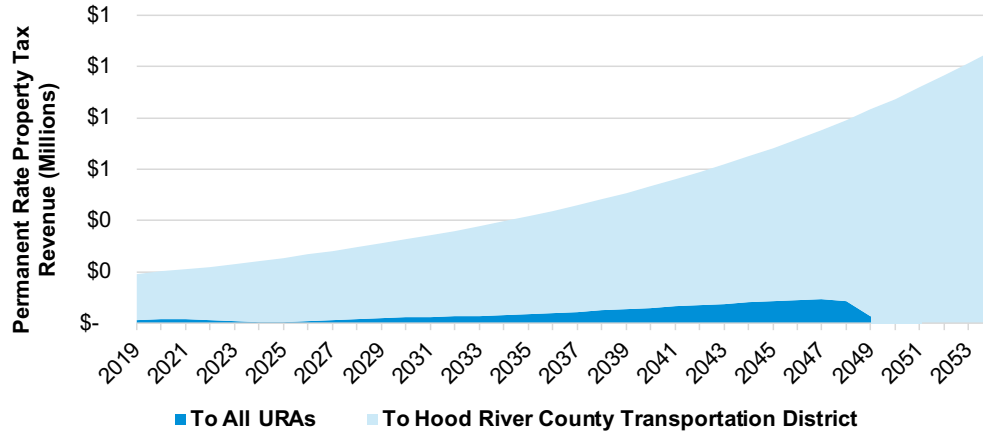
- A: Hood River Urban Renewal Impacts
- B: Westside Urban Renewal Plan
- C: Report Accompanying the Westside Urban Renewal Plan

# CITY OF HOOD RIVER PROPOSED WESTSIDE URBAN RENEWAL AREA

## Impacts of Urban Renewal on Hood River County Transportation District



Urban renewal does not increase property tax rates, but instead redirects a portion of the tax rates from existing districts to the Urban Renewal Area (URA). Thus, there are no impacts on taxpayers, but there are impacts on overlapping taxing districts. The proposed Westside URA is expected to first receive tax increment revenue in FYE 2025 and close after receiving 25 years of tax increment revenue in FYE 2049. From FYE 2019 through FYE 2049, the existing City of Hood River URAs and the proposed Westside URA are estimated to result in \$1.2 million of foregone revenue from the Transportation District (9.0% of the Transportation District's total permanent rate property tax revenue). This assumes that assessed value within the Transportation District will continue to grow at 5.1% per year (the average annual growth from FYE 2019 to FYE 2023), and the existing City of Hood River Urban Renewal Areas would close in FYE 2024 (Waterfront) and FYE 2032 (Heights). All value from the recently-closed Columbia-Cascade URA was returned to the tax roll (\$75.8 million returned in FYE 2022, and the remaining \$51.8 million returned in FYE 2023). Foregone revenue as a share of total revenue increases because the incremental assessed value in the URA is expected to grow faster than the Transportation District as a whole. No future or current general obligation bonds or local option levies will be affected.



Notes: Existing URAs include just the City of Hood River's URAs (Heights, Waterfront, and the recently closed Columbia-Cascade). Does not include any URAs established by other jurisdictions (such as the Windmaster URA established by the County). All values reported in nominal (i.e., year-of-expenditure) dollars; for jurisdictions where foregone revenue is a very small share of total revenue it may be difficult to see on the chart. URAs do not reduce funding for general obligation bonds. Local option levy impacts not shown (if applicable), as they would not be impacted by the proposed Westside URA.

Source: Calculated by Tiberius Solutions with data assessed value and tax rates from the Hood River County Assessor, SAL Table 4a and 4c, FYE 2019 through FYE 2023.

Hood River County Transportation District Permanent Property Tax Revenue				
FYE	Total Revenue	To Existing URAs	To Westside URA	% Foregone
2019	\$ 189,196	\$ 12,233	\$ -	6.5%
2020	\$ 201,307	\$ 14,085	\$ -	7.0%
2021	\$ 210,478	\$ 15,461	\$ -	7.3%
2022	\$ 219,629	\$ 10,633	\$ -	4.8%
2023	\$ 230,506	\$ 7,778	\$ -	3.4%
2024	\$ 242,172	\$ 5,841	\$ -	2.4%
2025	\$ 254,429	\$ 2,283	\$ 3,024	2.1%
2026	\$ 267,306	\$ 2,460	\$ 5,960	3.1%
2027	\$ 280,835	\$ 2,641	\$ 9,055	4.2%
2028	\$ 295,048	\$ 2,828	\$ 12,323	5.1%
2029	\$ 309,981	\$ 3,020	\$ 15,438	6.0%
2030	\$ 325,670	\$ 3,217	\$ 18,434	6.6%
2031	\$ 342,153	\$ 3,420	\$ 21,451	7.3%
2032	\$ 359,470	\$ 3,629	\$ 24,488	7.8%
2033	\$ 377,663	\$ -	\$ 27,676	7.3%
2034	\$ 396,777	\$ -	\$ 31,024	7.8%
2035	\$ 416,859	\$ -	\$ 35,191	8.4%
2036	\$ 437,957	\$ -	\$ 39,581	9.0%
2037	\$ 460,123	\$ -	\$ 44,194	9.6%
2038	\$ 483,411	\$ -	\$ 49,039	10.1%
2039	\$ 507,877	\$ -	\$ 54,126	10.7%
2040	\$ 533,582	\$ -	\$ 59,466	11.1%
2041	\$ 560,587	\$ -	\$ 64,847	11.6%
2042	\$ 588,960	\$ -	\$ 69,952	11.9%
2043	\$ 618,768	\$ -	\$ 75,289	12.2%
2044	\$ 650,085	\$ -	\$ 80,874	12.4%
2045	\$ 682,987	\$ -	\$ 85,301	12.5%
2046	\$ 717,554	\$ -	\$ 89,890	12.5%
2047	\$ 753,871	\$ -	\$ 94,670	12.6%
2048	\$ 792,026	\$ -	\$ 85,701	10.8%
2049	\$ 832,112	\$ -	\$ 25,782	3.1%
<b>Total</b>	<b>\$ 13,539,379</b>	<b>\$ 89,530</b>	<b>\$ 1,122,776</b>	<b>9.0%</b>

# Report Accompanying the Westside Urban Renewal Area Plan

DRAFT



## Hood River Westside Area Plan

## LIST OF PARTICIPANTS

### **Mayor**

Paul Blackburn

### **City Council**

Tim Counihan  
Gladys Rivera  
Megan Saunders  
Mark Zanmiller  
Grant Polson  
Douglas Stepina

### **Planning Commission**

Mark Frost, Chair  
Zac Lytle  
Bill Irving  
Bonifacio Romero  
MariRuth Petzing  
Ben Mitchell  
Kate Hoffman

### **Urban Renewal Agency**

Mark Zanmiller, Chair  
Megan Saunders, Vice Chair  
Paul Blackburn  
Kristi Chapman  
Tim Counihan  
Heather Gehring  
Grant Polson  
Gladys Rivera  
Douglas Stepina

### **Urban Renewal Advisory Committee**

Jack Trumbull, Chair  
Abby Capovilla  
Travis Dillard  
Amanda Goeke  
Clint Harris  
Kate Hoffman  
Jeff Hunt

### **City of Hood River Staff**

City Manager  
Abigail Elder  
Finance Director  
Chris Longinetti  
Director of Planning and Zoning  
Dustin Nilsen  
Director of Public Works  
Rich Rice  
Senior Planner  
Kevin Liburdy  
City Recorder  
Jennifer Gray,  
Administrative Services Officer  
Monica Morris  
Community Engagement Coordinator  
Jackie Vanderpuye  
GIS Analyst  
Jonathan Skloven-Gill

### **Consulting Team**

Elaine Howard Consulting, LLC  
Elaine Howard  
Scott Vanden Bos  
Tiberius Solutions, LLC  
Nick Popenuk  
Ali Danko  
Rob Wyman  
ECONorthwest  
Emily Picha  
Cadence Petros  
AKS Engineering

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## **I. DEFINITIONS**

“Agency” means the Hood River Urban Renewal Agency (Agency). The Agency is responsible for administration of the urban renewal/tax increment plan.

“Area” means the properties and rights-of-way located within the Hood River Westside Urban Renewal Area boundary.

“Blight” is defined in ORS 457.010(1)(a-i) and identified in the ordinance adopting the urban renewal/tax increment plan.

“City” means the City of Hood River, Oregon.

“City Council” or “Council” means the Hood River City Council.

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

“County” means Hood River County, Oregon.

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

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

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

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

“ORS 457” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Hood River Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the tax increment area as defined in ORS 457.470.

“Tax increment financing (TIF)” means a method of funding tax increment projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal/tax increment plan.

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

“UGA” means urban growth area.

“Urban renewal area” or (URA) means a blighted area included in an urban renewal plan or an area included in a tax increment plan under ORS 457.160.

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

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in a tax increment or urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal/tax increment plan pursuant to ORS 457.087.

“Westside Area” means, as used in this Plan, the properties and rights-of-way located within the Hood River Westside Urban Renewal Area boundary.

Documents referenced:

**City of Hood River Transportation System Plan**, October 2011 and amended April 2021

**Hood River Area Multi-Jurisdictional Parks Recreation & Open Space Plan** September 2020

**Hood River Affordable Housing Strategy** May 2022

**Westside Area Concept Plan Report** December 2017

## **II. INTRODUCTION**

The Report Accompanying the Hood River Westside Area Plan (Report) contains background information and project details that pertain to the Hood River Westside Area Plan (Plan). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Hood River City Council (City Council) as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.087, including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
- Reasons for selection of the plan Area; (ORS 457.087(2))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
- The estimated completion date of each project; (ORS 457.087(5))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
- A financial analysis of the plan; (ORS 457.087(7))
- A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.087(8))
- A relocation report. (ORS 457.087(9))

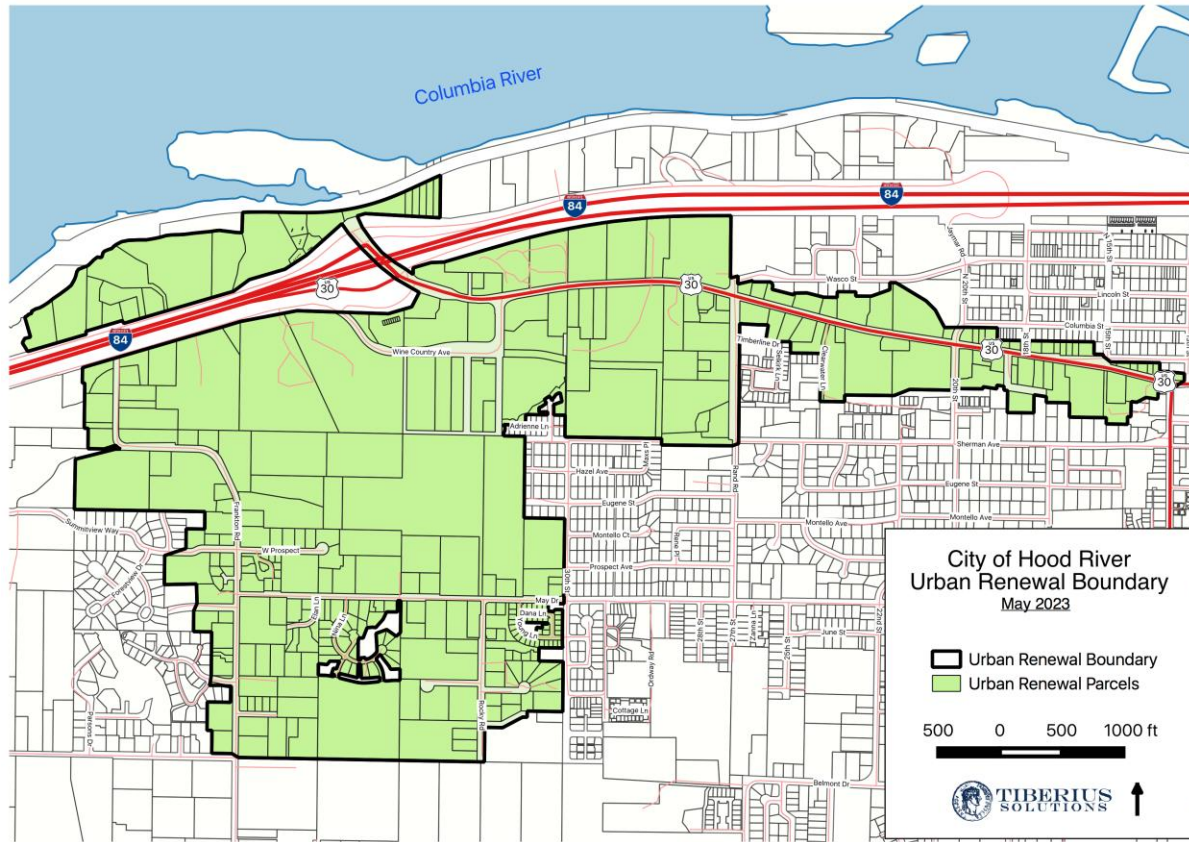
The relationship between the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

**Table 1. Statutory References**

<b>Statutory Requirement</b>	<b>Report Section</b>
ORS 457.087 (1)	XI
ORS 457.087 (2)	XII
ORS 457.087 (3)	III
ORS 457.087 (4)	IV
ORS 457.087 (5)	VII
ORS 457.087 (6)	V,VI
ORS 457.087 (7)	V,VI
ORS 457.087 (8)	IX
ORS 457.087 (9)	XIII

The Report provides guidance on how the Plan might be implemented. As the Hood River Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation 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 adjustments to the financial projections as determined by the Agency. The Agency may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1. Hood River Westside Area Boundary



Source: Tiberius Solutions

### III. THE PROJECTS IN THE AREA AND 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. These projects largely come from the **City of Hood River Transportation Systems Plan (TSP)**, amended in April 2021, the **Hood River Valley Parks & Recreation District’s Multi-Jurisdictional Parks, Recreation & Open Space Plan**, adopted in September 2020, and the **Hood River Affordable Housing Strategy**, May 2022. The proposed trails are based on the TSP, while park acquisition is based on the **Hood River Valley Parks & Recreation District’s Multi-Jurisdictional Parks, Recreation & Open Space Plan**. The projects are not listed in any priority order. The Agency has contracted with Elaine Howard Consulting LLC and ECONorthwest to write and adopt a Five-Year Action Plan which will include initial project sequencing once the District has been created.

#### A. Transportation

Multi-modal transportation improvements in the Area including but are not limited to the projects listed in Table 2. “MV” is a Motor Vehicle project identified in the Hood River Transportation System Plan<sup>1</sup>. The transportation projects in Table 2 below align with projects in the I-84 Exit 62 Interchange Area Management Plan. Projects below assume additional funding sources, such as contributions by developers, state grants and Oregon Department of Transportation (ODOT) project funds. In addition to the costs below, some projects may require additional funding for infrastructure such as water, sewer, and stormwater projects as identified in capital improvement plans, and bike lanes, pedestrian paths or sidewalks.

The transportation improvements in the Area are shown in Table 2a. The existing conditions for the projects are shown in Table 2b.

**Table 2a. Transportation Projects**

Project ID	Location	Description	\$ Estimated Cost from the 2021 TSP Amendment
MV1/MV2 Interim	I-84 Exit 62 Interchange	<ul style="list-style-type: none"> <li>• I-84 Westbound Ramp/Terminal               <ul style="list-style-type: none"> <li>- Construct traffic signal</li> </ul> </li> <li>• I-84 Westbound Ramp/Terminal               <ul style="list-style-type: none"> <li>- Install queue detection devices on the off-ramp and ability to pre-empt signal timing to allow the off-ramp queues to be cleared during times when queue lengths become excessive</li> </ul> </li> <li>• I-84 Eastbound Ramp/Terminal</li> </ul>	\$ 6,915,000

<sup>1</sup> Pages 60-66, and Figure 8, Motor Vehicle System Plan

		<ul style="list-style-type: none"> <li>- Construct an eastbound shared through/left turn lane to create an exclusive lane for the heavier right turn movement</li> <li>• Cascade Avenue <ul style="list-style-type: none"> <li>- Construct second eastbound lane from the I-84 eastbound ramp terminal to Mt. Adams Avenue (would tie into the existing eastbound right turn lane at Mt. Adams Avenue)</li> </ul> </li> <li>• Westcliff Drive/Cascade Avenue <ul style="list-style-type: none"> <li>- Install a stop sign on the eastbound approach</li> <li>- Remove the stop sign for the northbound right turn lane</li> </ul> </li> </ul>	
MV2a	Cascade Ave.(HCRH): I-84 Exit 62 Interchange to Mt. Adams Ave	<ul style="list-style-type: none"> <li>• Construct second westbound lane from Mt. Adams Ave. to I-84 eastbound ramp terminal (ends as right turn lane)*** <i>(Roundabout on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11)</i></li> </ul>	\$1,810,000
MV2b	Cascade Ave: Mt. Adams Ave to Rand Rd.	<ul style="list-style-type: none"> <li>• Widen Cascade Ave. between Mt. Adams Ave. and Rand Rd. to include one travel lane in each direction and a center turn lane</li> </ul>	\$1,255,000
MV3	Mt. Adams Ave.: Cascade Ave. to Wine Country Ave.	<ul style="list-style-type: none"> <li>• <u>Cascade Ave. at Mt. Adams Ave.</u> <ul style="list-style-type: none"> <li>• Widen to east of Mt. Adams Avenue between Cascade Ave. And Wine Country Ave. to construct a second northbound left turn lane (reevaluate the need for this if a roundabout is chosen as the preferred alternative)</li> <li>• Install yield control for eastbound right turn lane (constructed as part of MV2) (Roundabout (preferred if feasible) or traffic signal on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11)</li> </ul> </li> <li>• <u>Mt. Adams Ave. at Wine Country Ave.</u> <ul style="list-style-type: none"> <li>• Construct a roundabout</li> </ul> </li> </ul>	\$3,170,000
MV4.2	Westside Drive (Wine Country Avenue to May Street)	<ul style="list-style-type: none"> <li>• Construct Westside Drive as a 2 to 3-lane minor arterial from Wine Country Avenue to May Street.</li> </ul>	\$19,010,000
MV11	Mt. Adams Ave./ Cascade Ave.	<ul style="list-style-type: none"> <li>• Construct roundabout</li> </ul>	\$5,500,000 (roundabout)

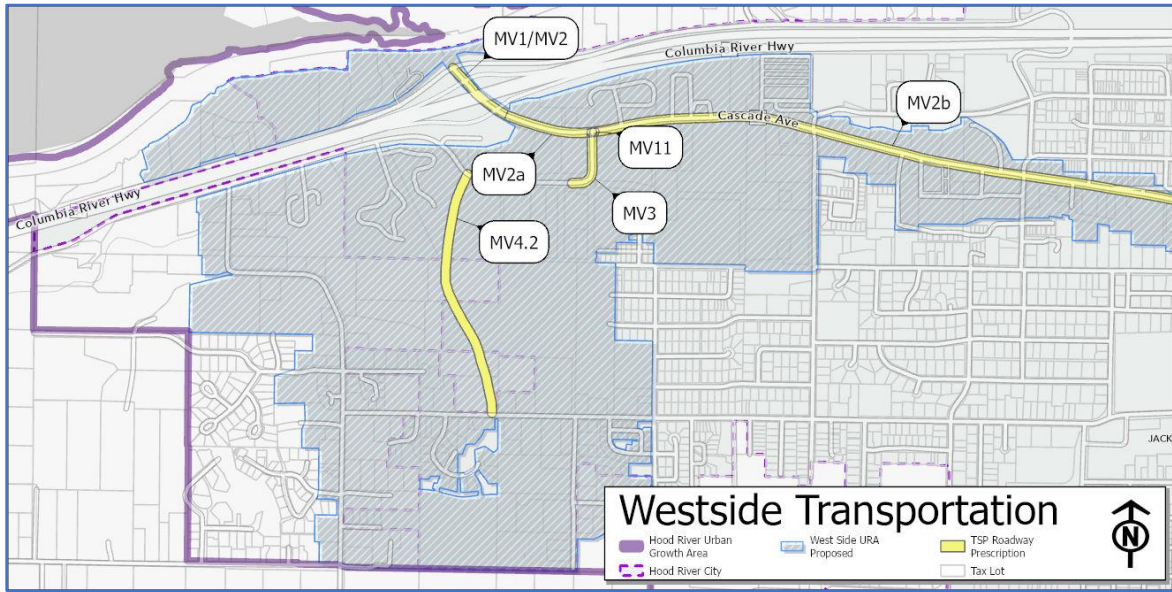


		Neighborhood and Urban Collectors as designated by the Agency potentially including Wine Country, Sherman, Frankton, Post Canyon, Belmont, Westcliff, and May St.	
		Additional Cascade Avenue Streetscape Improvements	
		<b>TOTAL</b>	<b>\$37,660,000</b>

**Table 2b. Transportation Projects Existing Conditions**

MV1/MV2 Interim	I-84 Exit 62 Interchange	This project is listed in the TSP as the top priority. The I 84 Exit 62 interchange is “failing” which mean improvements are required. The specific improvements are specified in the TSP.
MV2b	Cascade Ave: Mt. Adams Ave to Rand Rd.	Cascade Avenue between Mt. Adams Avenue and Rand Road has one travel lane in each direction. There is a small portion that has a center turn lane, but the majority of this segment does not have a center turn lane.
MV3	Mt. Adams Ave.: Cascade Ave. to Wine Country Ave.	Only one north bound left turn lane exists on Mt. Adams Avenue between Cascade Avenue and Wine Country Avenue.  No yield control exists for eastbound right turn lane.  There is no roundabout nor a signal at this intersection.  There are high traffic volumes in this segment of the transportation network.
MV4.2	Westside Drive (Wine Country Avenue to May Street)	Westside Drive does not exist. There is not a transportation route at this location.
MV11	Mt. Adams Ave./ Cascade Ave.	The traffic congestion at this intersection requires mitigation. There is no roundabout nor a signal at this intersection.
	Neighborhood and Urban Collectors	There is a need for future traffic solutions in the Area as it develops.
	Cascade Avenue Streetscape	There are no streetscape improvements along Cascade Avenue.

Figure 2. Transportation Projects



**B. Affordable Housing**

The projects identified below are a result of the recommendations from the **Hood River Affordable Housing Strategy**. Funding for the projects assumes additional funding sources, such as state grants, low-income housing tax credits, partnerships with land trusts or other funding sources as identified in the future. This project list may be updated from time to time to include input through the implementation of the **Hood River Affordable Housing Strategy** and with input from the Equity Framework both in the development of the Five-Year Action Plan and in future planning for the Area. The Affordable Housing Strategy identified that “most households with unmet housing needs have incomes below 50% of MFI, accounting for about 970 households or 60% of existing and new households with unmet housing needs”. Providing tools for the development of housing for this income group is a high priority.

Housing projects including those shown in Table 3.

**Table 3. Housing Projects**

Project ID	Location	Description	Estimated Cost
Rental and/or Owner-Occupied Project #1	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income	
Rental and/or Owner-Occupied Project #2	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income	
Rental and/or Owner-Occupied Project #3	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income	
		Additional opportunities to develop or preserve housing identified by the Agency potentially including the ODOT Yard.	
		<b>TOTAL</b>	<b>\$23,300,000</b>

TBD – to be determined

**Existing conditions:**

The **Hood River Affordable Housing Strategy** states:

- Most households with unmet housing needs have incomes below 50% of MFI, accounting for about 970 households or 60% of existing and new households with unmet housing needs.
- The households who will have the greatest unmet housing needs are those with the lowest incomes.
- These households include a larger share of people of color, people working in the service industry (such as hospitality workers, home health-care givers, or retail workers), farmworkers, seniors, and other low-income households.

Appendix A of the **Hood River Affordable Housing Strategy**, May 2022, enumerated the housing conditions in Hood River.

- Sales prices have increased 72% between 2016 and 2021.
- Between 2019 and 2021, sales prices increased by over \$174,000.
- Rent prices for units ranged from \$750 to \$2,750.
- Overall, about 33% of all households in Hood River were cost burdened.
- Hood River had a higher share of cost-burdened households compared to the County.
- From 2000 to the 2015-2019 period, the number of cost-burdened and severely cost-burdened households decreased by 1% in Hood River.
- Renters are much more likely to be cost burdened than homeowners.
- In the 2015-2019 period, about 43% of Hood River's renters were cost burdened or severely cost burdened, compared to 25% of homeowners.
- About 22% of Hood River's renters were severely cost burdened (meaning they paid more than 50% of their income on housing costs alone).
- Most households earning less than \$35k are cost burdened. <sup>2</sup>

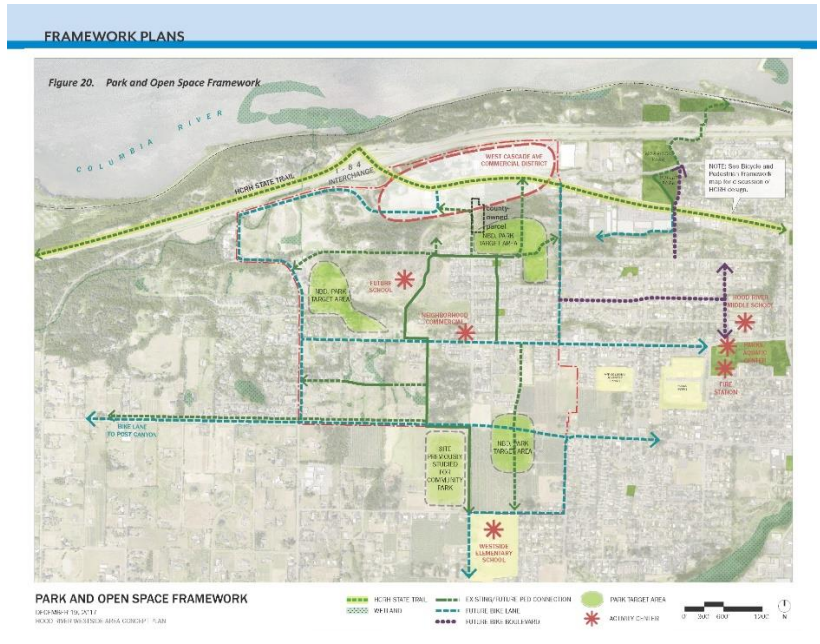
### **C. Parks**

The following figures from the **Westside Area Concept Plan Report** show the how neighborhoods, including those within the Westside Urban Renewal District, can be served with parks (conceptual sizes and locations) to meet the needs of current and future residents, and how those neighborhoods and parks can be linked together with trails, multi-use paths and other transportation facilities.

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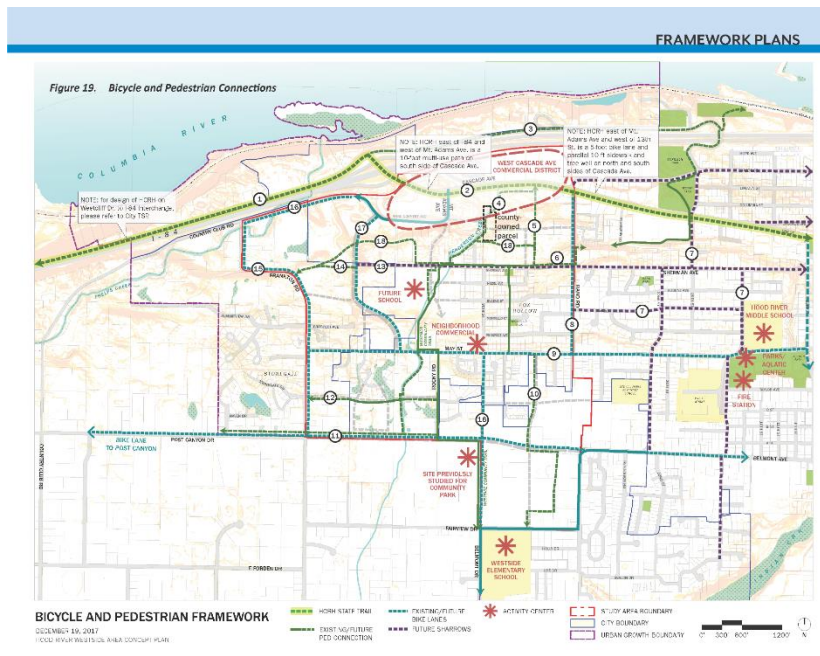
<sup>2</sup> Appendix A **Hood River Affordable Housing Strategy** p 56-63

**Figure 3. Park and Open Space Framework**



Source: City of Hood River Westside Area Concept Plan Report

**Figure 4. Bicycle and Pedestrian Connections**



Source: City of Hood River Westside Area Concept Plan Report

The trail projects are listed in the TSP and the conceptual parks projects are identified in the Hood River Parks & Recreation District’s Multi-Jurisdictional Parks Master Plan. Parks projects include those projects identified in

Table 4.

**Table 4. Parks Projects**

<b>Project ID</b>	<b>Location</b>	<b>Description</b>	<b>Estimated Cost</b>
MV4.2	Westside Drive	Construct a multi-use path along Westside Dr. from Wine Country to May St.	\$2,135,000 (\$1,135,000 to be allocated from TIF)
P4	Westside Community Trail	Extend Westside Community Trail east from Rocky Road to connect with the existing trail at 20 <sup>th</sup> Street.	\$1,365,000 for on-street segment along Rocky Road
P19	Henderson Creek Trail	Construct an asphalt or concrete path from the south UGB/Post Canyon Drive extension to Cascade Avenue in a buffer along Henderson Creek.	\$5,290,000
P20	Ridgeline Trail north of Sherman Ave	Construct a trail from Rand Road to Frankton Road.	\$2,245,000
Urban Neighborhood Park A	TBD	Land Acquisition and Development for 2-acre park	\$1,000,000 plus funding from contingency.
Urban Neighborhood Park B	TBD	Land Acquisition and Development for 2-acre park	
		<b>TOTAL)</b>	<b>\$11,035,000</b>

**Existing conditions:**

The **Hood River Parks & Recreation District's Multi-Jurisdictional Parks Master Plan** identified Trails as one of the main goals of the plan.<sup>3</sup>

The specific existing condition for each project is shown below:

- No multi-use pathway exists along Westside Drive from Wine Country to May Street
- Westside Community Trail: This trail currently terminates at 20<sup>th</sup> Street and several existing segments have not been completed (e.g., pedestrians currently walk in vehicular travel lanes on Rocky Road).
- Henderson Creek Trail: A trail/path along Henderson Creek does not exist, but public access easements have been obtained over several properties south of Sherman Avenue.
- Ridgeline Trail north of Sherman Ave: This trail does not exist.
- The two new neighborhood parks presently do not exist in the Area. One of the goals of the Hood River Area Multi-Jurisdictional Parks, Recreation, & Open Space Plan is to “acquire additional parkland necessary to serve the Hood River area’s current and future population based on adopted service levels.”
- The Westside Area Concept Plan Report anticipated three new neighborhood parks, or two neighborhood parks if a community park is established in the vicinity. Subsequently, the Parks & Recreation District purchased 20 acres of land on the north side of Fairview Drive for a community park.<sup>4</sup>

***D. Administration***

Authorizes expenditures for the administrative costs associated with managing the Area including budgeting and annual reporting, planning and the implementation of projects in the Area. Funds could potentially be allocated from contingency to provide for annexation support.

**Existing conditions:**

This Area does not presently exist. Once formed, the Agency needs to allocate sufficient resources to the administration of the Area to allow for implementation of the projects and administration of the Area.

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<sup>3</sup> Hood River Parks & Recreation District's Multi-Jurisdictional Parks Master Plan p v

<sup>4</sup> Hood River Westside Area Concept Plan, December 29, 2017, p 38



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

The total cost estimates for projects are shown in Table 5 below. Table 5 presents the estimated costs of the projects today (FYE 2023 constant dollars) and the estimated cost of those projects in the future (year of expenditure dollars). The year of expenditure dollars assumes annual 3% inflation rates. These are all estimates acknowledging that the urban renewal portions of these project activities must fit within the maximum indebtedness. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, the timing on projects can be moved up.

The Plan assumes that the Agency/City will use other funds to assist in the completion of the projects within the Area. The Agency/City may pursue regional, county, state, and federal funding, private developer contributions, and any other sources of funding that may assist in the implementation of the projects or programs.

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared. There is a contingency line item that is anticipated to be used by any of the three project categories as future needs are identified.

**Table 5. Estimated Cost of Each Project**

Project Categories	Expenditures (Constant FYE 2023)	Expenditures (YOE \$)
Transportation	\$50,923,200	\$72,285,027
Housing	\$23,300,000	\$35,819,452
Parks and Trails	\$11,707,302	\$17,997,402
Administration	\$6,500,000	\$9,992,551
Contingency	\$1,669,843	\$3,467,568
Financing Fees	\$836,360	\$1,138,000
Total Expenditures	\$94,922,704	\$146,700,000

Source: City of Hood River and Tiberius Solutions YOE is year of expenditure

## V. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2049 are calculated based on projections of growth in assessed value due to new development and appreciation within the Area and the consolidated tax rate that will apply in the Area.

The long-term projections for FYE 2025 and beyond assume an annual growth rate of 3.0% for real, property assessed value in the Area plus future growth assumptions for development within the Area. These projections of growth were informed by conversations with City staff, based on the amount of development potential within the Area. If actual assessed value growth is less than forecast, then it would reduce the financial capacity of the Area to fund projects listed in the Plan. If growth exceeds the projections, the Area could reach the maximum indebtedness at an earlier date.

- The forecast of TIF revenue relies heavily on assumptions for the value and timing of future construction activity in the Area.
- City staff identified the amount of vacant and re-developable acres within each zone within the boundary. A total of 195.3 developable acres, most of which is zoned either R-1 (82 acres) or C-2 (79.5 acres).
- For each zone, City staff and the consultant team agreed on a set of assumptions regarding what mix of land uses are likely to develop, the density of those land uses, the value of new improvements (per acre or per housing unit), and the pace of development.
- Ultimately this analysis estimates over 1,168 new housing units and 91 acres of commercial/industrial construction will be developed in the area over the next 25 years.
- This new construction is estimated to add \$613,500,000 of new assessed value to the tax rolls (in 2023 dollars).

**Table 6. Developable Acres**

	C-2	LI	R-1	R-2	R-3	Total
Commercial	40.5					40.5
Industrial		13				13
Single Family			21			21
"Middle Housing"			21	3.5		24.5
Multifamily	39				17.3	56.3
Exempt			40			40
<b>Total</b>	<b>79.5</b>	<b>13</b>	<b>82</b>	<b>3.5</b>	<b>17.3</b>	<b>195.3</b>

Source: City of Hood River

Table 7 and Figure 5 show the incremental assessed value, tax rates, and tax increment revenues each year, adjusted for discounts, and delinquencies.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2025. Gross tax increment financing (TIF)<sup>5</sup> is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 5 shows expected TIF revenues over time and the projected tax revenues after termination of the Area. Definitions for Table 7 are shown below:

- Gross tax increment financing revenue (TIF)<sup>6</sup> is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes only permanent tax rates. General obligation bonds and local option levies are excluded and will not be impacted by this Plan. Total AV is the projected total assessed value.
- Frozen base is the estimate of the assessed value of the Area at its formation.
- Increment used is the total assessed value minus the frozen base.
- Increment shared is the amount that will be distributed to all taxing districts according to their permanent rate due to revenue sharing.
- Tax rate is the total permanent rate levy for the Area.
- Gross tax increment financing revenue (TIF) is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.”
- Adjustments are calculated at 5% of the Gross TIF and are for discounts, delinquencies, and rate truncation.
- TIF Current Year reflects subtracting the 5% adjustment factor from Gross TIF.
- TIF Prior Years is the tax increment revenue that was delinquent the prior year and is paid by the assessor’s office once it is received. It is estimated that this amount is 1.5% of total TIF.
- Net TIF is the amount of tax increment revenues estimated to be received by the Agency.

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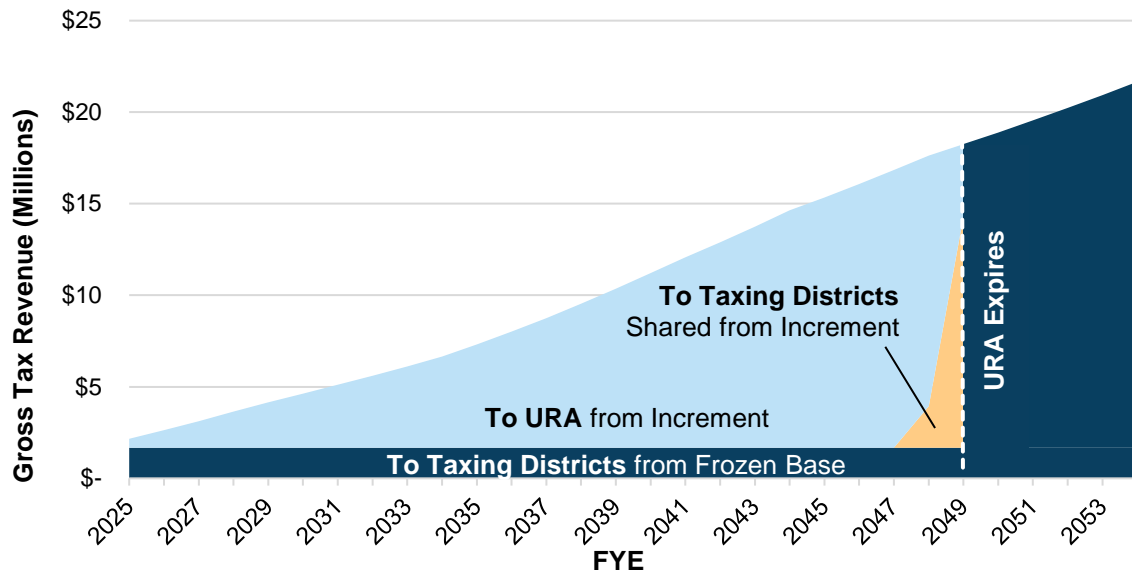
<sup>5</sup> TIF is also used to signify tax increment revenues

**Table 7. Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, page 1**

FYE	Total AV	Frozen Base AV	Increment Applied	Increment Shared	Tax Rate	Gross TIF	Adjustments	Current Year Net	Prior Year Net	Total TIF
2025	193,788,588	149,755,979	44,032,609	-	11.1282	490,003	(24,500)	465,503	-	465,503
2026	235,866,854	149,755,979	86,110,875	-	11.1486	960,015	(48,001)	912,014	6,983	918,997
2027	280,304,447	149,755,979	130,548,468	-	11.1563	1,456,435	(72,822)	1,383,614	13,680	1,397,294
2028	327,205,592	149,755,979	177,449,613	-	11.1605	1,980,432	(99,022)	1,881,411	20,754	1,902,165
2029	371,856,593	149,755,979	222,100,614	-	11.1616	2,478,993	(123,950)	2,355,043	28,221	2,383,265
2030	414,804,196	149,755,979	265,048,217	-	11.1612	2,958,262	(147,913)	2,810,349	35,326	2,845,674
2031	458,094,033	149,755,979	308,338,054	-	11.1606	3,441,233	(172,062)	3,269,171	42,155	3,311,327
2032	501,650,563	149,755,979	351,894,584	-	11.1597	3,927,052	(196,353)	3,730,699	49,038	3,779,737
2033	547,415,592	149,755,979	397,659,613	-	11.1592	4,437,553	(221,878)	4,215,676	55,960	4,271,636
2034	595,483,052	149,755,979	445,727,073	-	11.1588	4,973,788	(248,689)	4,725,099	63,235	4,788,334
2035	655,426,319	149,755,979	505,670,340	-	11.1596	5,643,059	(282,153)	5,360,906	70,876	5,431,783
2036	718,439,516	149,755,979	568,683,537	-	11.1603	6,346,662	(317,333)	6,029,329	80,414	6,109,742
2037	784,653,363	149,755,979	634,897,384	-	11.161	7,086,059	(354,303)	6,731,756	90,440	6,822,196
2038	854,202,504	149,755,979	704,446,525	-	11.1616	7,862,757	(393,138)	7,469,619	100,976	7,570,595
2039	927,225,624	149,755,979	777,469,645	-	11.1622	8,678,308	(433,915)	8,244,393	112,044	8,356,437
2040	1,003,868,536	149,755,979	854,112,557	-	11.1629	9,534,344	(476,717)	9,057,627	123,666	9,181,293
2041	1,081,059,205	149,755,979	931,303,226	-	11.1633	10,396,420	(519,821)	9,876,599	135,864	10,012,463
2042	1,154,235,669	149,755,979	1,004,479,690	-	11.1634	11,213,384	(560,669)	10,652,714	148,149	10,800,863
2043	1,230,838,058	149,755,979	1,081,082,079	-	11.1635	12,068,649	(603,432)	11,465,217	159,791	11,625,008
2044	1,311,006,581	149,755,979	1,161,250,602	-	11.1636	12,963,785	(648,189)	12,315,596	171,978	12,487,574
2045	1,374,253,092	149,755,979	1,224,497,113	-	11.1631	13,669,158	(683,458)	12,985,700	184,734	13,170,434
2046	1,440,123,108	149,755,979	1,290,367,129	-	11.1626	14,403,829	(720,191)	13,683,638	194,786	13,878,424
2047	1,508,716,802	149,755,979	1,358,960,823	-	11.1621	15,168,920	(758,446)	14,410,474	205,255	14,615,729
2048	1,580,138,615	149,755,979	1,227,355,022	203,027,615	11.1618	13,699,450	(684,973)	13,014,478	216,157	13,230,635
2049	1,635,285,128	149,755,979	356,958,100	1,128,571,050	11.1608	3,983,950	(199,197)	3,784,752	195,217	3,979,969
TOTAL:						179,822,500	(8,991,125)	170,831,377	2,505,699	173,337,077

Source: Tiberius Solutions

**Figure 5. TIF Projections**



Source: Tiberius Solutions

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

Table 8 shows a summary of the financial capacity of the URA, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant FYE 2023 dollars in five-year increments. Table 10, Table 11, Table 12, and Table 13 show the revenues allocated to the Area over the 25 year time frame. Table 14, Table 15, Table 16 and Table 17 show more detailed information on the allocation of tax revenues to projects, programs, and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2049, a 25-year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If growth in assessed value is slower than projected, the Agency may take division of taxes for a longer time period. If growth in assessed value is more robust than the projections, the Agency may take division of taxes for a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible. The first year of tax increment collections is FYE 2025.

The maximum indebtedness is \$146,700,000 (One Hundred Forty Six Million Seven Hundred Thousand dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$146,700,000 is approximately \$173,300,000 in the table below and is from permanent rate levies. The increase of total tax increment revenues over the maximum indebtedness is due to the projected cost of the interest on borrowings. This interest is not included in the maximum indebtedness figure.

**Table 8. TIF Capacity of the Area in FYE 2023 Constant Rounded Numbers**

<b>Net TIF</b>	<b>\$ 173,300,000</b>
<b>Maximum Indebtedness</b>	<b>\$ 146,700,000</b>
<b>Capacity (2023\$)</b>	<b>\$ 94,900,000</b>
Years 1-5	\$ 20,500,000
Years 6-10	\$ 19,700,000
Years 11-15	\$ 22,900,000
Years 16-20	\$ 14,900,000
Years 21-25	\$ 17,000,000

Source: Tiberius Solutions

This financial analysis shows borrowings as identified in Table 9. This is only one scenario for how the Agency may decide to implement this Plan, and this scenario is financially feasible. The Agency may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings repaid at the termination of the Area in FYE 2049. The amounts shown are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of Table 10.

**Table 9. Estimated Borrowings and Amounts**

<b>Loan</b>	<b>Loan A</b>	<b>Loan B</b>	<b>Loan C</b>	<b>Loan D</b>
Principal Amount	\$3,800,000	\$16,000,000	\$17,300,000	\$19,800,000
Interest Rate	5.00%	5.00%	5.00%	5.00%
Loan Term	20	20	16	11
Loan Year	2025	2029	2034	2039
Interest Payment Start	2025	2029	2034	2039
Principal Payment Start	2025	2029	2034	2039
Annual Payment	(\$304,922)	(\$1,283,881)	(\$1,596,269)	(\$2,383,700)

Source: Tiberius Solutions

**Table 10. Tax Increment Revenues and Allocations to Debt Service, page 1**

	<b>Total</b>	<b>FYE 2025</b>	<b>FYE 2026</b>	<b>FYE 2027</b>	<b>FYE 2028</b>	<b>FYE 2029</b>	<b>FYE 2030</b>	<b>FYE 2031</b>
Resources								
Beginning Balance		-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
TIF: Current Year	170,831,376	465,503	912,014	1,383,614	1,881,411	2,355,043	2,810,349	3,269,171
TIF: Prior Years	2,505,699	-	6,983	13,680	20,754	28,221	35,326	42,155
Total Resources	173,337,076	465,503	918,997	1,397,294	1,902,165	2,383,265	2,845,674	3,311,327
Expenditures								
Debt Service								
Loan A	(6,098,437)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)
Loan B	(25,677,628)	-	-	-	-	(1,283,881)	(1,283,881)	(1,283,881)
Loan C	(25,540,311)	-	-	-	-	-	-	-
Loan D	(26,220,701)	-	-	-	-	-	-	-
Total Debt Service	(83,537,076)	(304,922)	(304,922)	(304,922)	(304,922)	(1,588,803)	(1,588,803)	(1,588,803)
Debt Service Coverage Ratio		1.53	3.01	4.58	6.24	1.50	1.79	2.08
Transfer to URA Projects Fund	(89,800,000)	(160,581)	(614,075)	(1,092,372)	(1,597,243)	(794,461)	(1,256,871)	(1,722,523)
Total Expenditures	(173,337,076)	(465,503)	(918,997)	(1,397,294)	(1,902,165)	(2,383,265)	(2,845,674)	(3,311,327)
Ending Balance		-	-	-	-	-	-	-

Source: Tiberius Solutions



**Table 11. Tax Incremental Revenues and Allocations to Debt Service, page 2**

	<b>FYE 2032</b>	<b>FYE 2033</b>	<b>FYE 2034</b>	<b>FYE 2035</b>	<b>FYE 2036</b>	<b>FYE 2037</b>	<b>FYE 2038</b>	<b>FYE 2039</b>
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
TIF: Current Year	3,730,699	4,215,676	4,725,099	5,360,906	6,029,329	6,731,756	7,469,619	8,244,393
TIF: Prior Years	49,038	55,960	63,235	70,876	80,414	90,440	100,976	112,044
Total Resources	3,779,737	4,271,636	4,788,334	5,431,783	6,109,742	6,822,196	7,570,595	8,356,437
Expenditures								
Debt Service								
Loan A	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)
Loan B	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)
Loan C	-	-	(1,596,269)	(1,596,269)	(1,596,269)	(1,596,269)	(1,596,269)	(1,596,269)
Loan D	-	-	-	-	-	-	-	(2,383,700)
Total Debt Service	(1,588,803)	(1,588,803)	(3,185,073)	(3,185,073)	(3,185,073)	(3,185,073)	(3,185,073)	(5,568,773)
Debt Service Coverage Ratio	2.38	2.69	1.50	1.71	1.92	2.14	2.38	1.50
Transfer to URA Projects Fund	(2,190,934)	(2,682,833)	(1,603,261)	(2,246,710)	(2,924,670)	(3,637,123)	(4,385,523)	(2,787,664)
Total Expenditures	(3,779,737)	(4,271,636)	(4,788,334)	(5,431,783)	(6,109,742)	(6,822,196)	(7,570,595)	(8,356,437)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

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

	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
TIF: Current Year	9,057,627	9,876,599	10,652,714	11,465,217	12,315,596	12,985,700	13,683,638	14,410,474
TIF: Prior Years	123,666	135,864	148,149	159,791	171,978	184,734	194,786	205,255
Total Resources	9,181,293	10,012,463	10,800,863	11,625,008	12,487,574	13,170,434	13,878,424	14,615,729
Expenditures								
Debt Service								
Loan A	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	-	-	-
Loan B	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)
Loan C	(1,596,269)	(1,596,269)	(1,596,269)	(1,596,269)	(1,596,269)	(1,596,269)	(1,596,269)	(1,596,269)
Loan D	(2,383,700)	(2,383,700)	(2,383,700)	(2,383,700)	(2,383,700)	(2,383,700)	(2,383,700)	(2,383,700)
Total Debt Service	(5,568,773)	(5,568,773)	(5,568,773)	(5,568,773)	(5,568,773)	(5,263,851)	(5,263,851)	(5,263,851)
Debt Service Coverage Ratio	1.65	1.80	1.94	2.09	2.24	2.50	2.64	2.78
Transfer to URA Projects Fund	(3,612,520)	(4,443,690)	(5,232,091)	(6,056,235)	(6,918,802)	(7,906,583)	(8,614,573)	(9,351,878)
Total Expenditures	(9,181,293)	(10,012,463)	(10,800,863)	(11,625,008)	(12,487,574)	(13,170,434)	(13,878,424)	(14,615,729)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

**Table 13. Tax Increment Revenues and Allocations, page 4**

	<b>FYE 2048</b>	<b>FYE 2049</b>
Resources		
Beginning Balance	-	-
Interest Earnings	-	-
TIF: Current Year	13,014,478	3,784,752
TIF: Prior Years	216,157	195,217
Total Resources	13,230,635	3,979,969
Expenditures		
Debt Service		
Loan A	-	-
Loan B	(1,283,881)	-
Loan C	(1,596,269)	(1,596,269)
Loan D	(2,383,700)	(2,383,700)
Total Debt Service	(5,263,851)	(3,979,969)
Debt Service Coverage Ratio	2.51	1.00
Transfer to URA Projects Fund	(7,966,784)	-
Total Expenditures	(13,230,635)	(3,979,969)
Ending Balance	-	-

Source: Tiberius Solutions

## VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Annual expenditures for program administration are also shown and are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the later years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2049, a 25-year program. As noted in Section III of this document, the Agency has contracted with Elaine Howard Consulting LLC and ECONorthwest to write and adopt a Five-Year Action Plan which will include initial project sequencing once the District has been created.

The amount of money available for projects in 2023 constant dollars for the Area is \$94,922,704. See Table 2 for the individual project analysis. This is calculated by reflecting the maximum indebtedness of \$146,700,000 in constant 2023 dollars. This is done as the Agency's cost estimates are typically in constant dollars, so understanding how that relates to the overall MI over 25 years is important to help the Agency to make projections on the allocation of funds throughout the life of the Area.

Table 14, Table 15, Table 16 and Table 17 show the \$94,922,704 of 2023 project dollars inflated over the life of the Area including administrative expenses. All costs shown in Table 14, Table 15, Table 16 and Table 17 show are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation. The projected year of expenditure total cost is \$146,700,000.

The 3% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457. It assumes completion of projects as funding becomes available.

**Table 14. Programs and Costs in Year of Expenditure Dollars, Page 1**

	<b>Total</b>	<b>FYE 2025</b>	<b>FYE 2026</b>	<b>FYE 2027</b>	<b>FYE 2028</b>	<b>FYE 2029</b>	<b>FYE 2030</b>	<b>FYE 2031</b>
Resources								
Beginning Balance		-	250,000	250,000	250,000	250,000	250,000	250,000
Interest Earnings	30,983	-	1,250	1,250	1,250	1,250	1,250	1,250
Transfer from TIF Fund	89,800,000	160,581	614,075	1,092,372	1,597,243	794,461	1,256,871	1,722,523
Bond/Loan Proceeds	56,900,000	3,800,000	-	-	-	16,000,000	-	-
Total Resources	146,730,983	3,960,581	865,325	1,343,622	1,848,493	17,045,711	1,508,121	1,973,773
Expenditures (YOE \$)								
Transportation	(78,285,027)	(2,002,424)	(339,005)	(602,516)	(880,668)	(9,077,073)	(693,145)	(949,690)
Affordable Housing	(35,819,452)	(916,213)	(155,112)	(275,682)	(402,951)	(4,153,231)	(317,150)	(434,532)
Parks and Trails	(17,997,402)	(460,349)	(77,936)	(138,516)	(202,462)	(2,086,781)	(159,351)	(218,330)
Administration	(9,992,551)	(255,596)	(43,272)	(76,907)	(112,411)	(1,158,627)	(88,475)	(121,221)
Contingency	(3,467,568)	-	-	-	-	-	-	-
Financing Fees	(1,138,000)	(76,000)	-	-	-	(320,000)	-	-
Total Expenditures	(146,700,000)	(3,710,581)	(615,325)	(1,093,622)	(1,598,493)	(16,795,711)	(1,258,121)	(1,723,773)
Ending Balance		250,000	250,000	250,000	250,000	250,000	250,000	250,000

Source: Tiberius Solutions

**Table 15. Programs and Costs in Year of Expenditure Dollars, Page 2**

	<b>FYE 2032</b>	<b>FYE 2033</b>	<b>FYE 2034</b>	<b>FYE 2035</b>	<b>FYE 2036</b>	<b>FYE 2037</b>	<b>FYE 2038</b>	<b>FYE 2039</b>
Resources								
Beginning Balance	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Interest Earnings	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250
Transfer from TIF Fund	2,190,934	2,682,833	1,603,261	2,246,710	2,924,670	3,637,123	4,385,523	2,787,664
Bond/Loan Proceeds	-	-	17,300,000	-	-	-	-	19,800,000
Total Resources	2,442,184	2,934,083	19,154,511	2,497,960	3,175,920	3,888,373	4,636,773	22,838,914
Expenditures (YOE \$)								
Transportation	(1,207,754)	(1,478,760)	(10,224,564)	(1,238,484)	(1,611,996)	(2,004,513)	(2,416,834)	(12,226,889)
Affordable Housing	(552,610)	(676,609)	(4,678,267)	(566,670)	(737,572)	(917,168)	(1,105,827)	(5,594,435)
Parks and Trails	(277,658)	(339,961)	(2,350,585)	(284,722)	(370,591)	(460,829)	(555,620)	(2,810,911)
Administration	(154,162)	(188,754)	(1,305,096)	(158,084)	(205,760)	(255,862)	(308,492)	(1,560,679)
Contingency	-	-	-	-	-	-	-	-
Financing Fees	-	-	(346,000)	-	-	-	-	(396,000)
Total Expenditures	(2,192,184)	(2,684,083)	(18,904,511)	(2,247,960)	(2,925,920)	(3,638,373)	(4,386,773)	(22,588,914)
Ending Balance	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000

Source: Tiberius Solutions

**Table 16. Programs and Costs in Year of Expenditure Dollars, Page 3**

	<b>FYE 2040</b>	<b>FYE 2041</b>	<b>FYE 2042</b>	<b>FYE 2043</b>	<b>FYE 2044</b>	<b>FYE 2045</b>	<b>FYE 2046</b>	<b>FYE 2047</b>
Resources								
Beginning Balance	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Interest Earnings	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250
Transfer from TIF Fund	3,612,520	4,443,690	5,232,091	6,056,235	6,918,802	7,906,583	8,614,573	9,351,878
Bond/Loan Proceeds	-	-	-	-	-	-	-	-
Total Resources	3,863,770	4,694,940	5,483,341	6,307,485	7,170,052	8,157,833	8,865,823	9,603,128
Expenditures (YOE \$)								
Transportation	(1,990,958)	(2,448,880)	(2,883,239)	(3,337,290)	(3,812,510)	(4,356,715)	(4,746,772)	(5,152,981)
Affordable Housing	(910,967)	(1,120,490)	(1,319,231)	(1,526,983)	(1,744,421)	(1,993,423)	(2,171,894)	(2,357,755)
Parks and Trails	(457,713)	(562,987)	(662,845)	(767,229)	(876,480)	(1,001,591)	(1,091,263)	(1,184,649)
Administration	(254,132)	(312,583)	(368,026)	(425,982)	(486,641)	(556,105)	(605,893)	(657,743)
Contingency	-	-	-	-	-	-	-	-
Financing Fees	-	-	-	-	-	-	-	-
Total Expenditures	(3,613,770)	(4,444,940)	(5,233,341)	(6,057,485)	(6,920,052)	(7,907,833)	(8,615,823)	(9,353,128)
Ending Balance	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000

Source: Tiberius Solutions

**Table 17. Programs and Costs in Year of Expenditure Dollars, Page 4**

	<b>FYE 2048</b>	<b>FYE 2049</b>
Resources		
Beginning Balance	250,000	-
Interest Earnings	1,250	-
Transfer from TIF Fund	7,966,784	-
Bond/Loan Proceeds	-	-
Total Resources	8,218,034	-
Expenditures (YOE \$)		
Transportation	(2,601,366)	-
Affordable Housing	(1,190,260)	-
Parks and Trails	(598,043)	-
Administration	(332,047)	-
Contingency	(3,467,568)	-
Financing Fees	-	-
Total Expenditures	(8,189,284)	-
Ending Balance	28,750	-

Source: Tiberius Solutions



## VIII. REVENUE SHARING

Revenue sharing thresholds are expected to begin in FYE 2048 as the threshold set in ORS 457 (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is expected to be met in FYE 2047.

Revenue sharing 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 first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$14,670,000). 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 (\$18,337,500) If this threshold is met, revenue for the area would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

If assessed value in the Area grows more quickly than projected, the revenue sharing thresholds could be reached earlier. If assessed value grows more slowly, they could be reached later.

## IX. IMPACT OF THE TAX INCREMENT FINANCING

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

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2049 and are shown in Table 18 and Table 19. Local option levies and general obligation bonds are not negatively impacted by this Area.

The financing model anticipates that the value of property being annexed will be about \$1M per year on average in 2023\$. The portion of the frozen base associated with unincorporated property (Tax Code Area 5) is estimated to be \$43,000,000. The anticipated 3% annual growth in assessed value on this frozen base is just over \$1,000,000 per year. This results in the loss of value from annexations essentially negating the gain in value from appreciation for unincorporated properties in the Area. Thus, for most of the life of the Area, it is estimated that the unincorporated tax code area would have no increment value, and thus would not be contributing any tax increment finance revenue to the Area, and thus would not result in any foregone property tax revenue for the Westside Rural Fire District.

The Hood River School District and the Columbia Gorge 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. Similarly, the Columbia Gorge Community College is funded through classes attended and through a statewide formula.

Table 18 and Table 19 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 18 shows the general government levies, and Table 19 shows the education levies.

**Table 18. Projected Impact on Taxing District Permanent Rate Levies - General Government, page 1**

<b>FYE</b>	<b>Hood River County</b>	<b>911 Comm.District</b>	<b>City of Hood River</b>	<b>Port of Hood River</b>	<b>Hood River Parks &amp; Rec</b>	<b>Hood River County Trans District</b>	<b>Library District</b>	<b>Westside RFD</b>	<b>Subtotal</b>
2025	(59,279)	(23,609)	(114,131)	(1,389)	(14,632)	(3,024)	(16,314)	(962)	(233,341)
2026	(116,816)	(46,525)	(227,219)	(2,737)	(28,835)	(5,960)	(32,149)	(1,255)	(461,495)
2027	(177,489)	(70,690)	(346,583)	(4,158)	(43,812)	(9,055)	(48,847)	(1,532)	(702,167)
2028	(241,527)	(96,195)	(472,640)	(5,659)	(59,619)	(12,323)	(66,471)	(1,804)	(956,237)
2029	(302,585)	(120,513)	(592,443)	(7,089)	(74,691)	(15,438)	(83,274)	(2,171)	(1,198,205)
2030	(361,305)	(143,900)	(707,293)	(8,465)	(89,185)	(18,434)	(99,435)	(2,626)	(1,430,642)
2031	(420,451)	(167,456)	(822,818)	(9,850)	(103,785)	(21,451)	(115,712)	(3,128)	(1,664,652)
2032	(479,963)	(191,159)	(938,887)	(11,245)	(118,475)	(24,488)	(132,091)	(3,681)	(1,899,987)
2033	(542,453)	(216,047)	(1,060,828)	(12,709)	(133,900)	(27,676)	(149,289)	(4,244)	(2,147,145)
2034	(608,088)	(242,188)	(1,188,971)	(14,246)	(150,102)	(31,024)	(167,352)	(4,816)	(2,406,788)
2035	(689,757)	(274,715)	(1,349,145)	(16,160)	(170,261)	(35,191)	(189,828)	(5,327)	(2,730,384)
2036	(775,799)	(308,984)	(1,517,978)	(18,176)	(191,500)	(39,581)	(213,508)	(5,842)	(3,071,366)
2037	(866,211)	(344,993)	(1,695,462)	(20,294)	(213,817)	(44,194)	(238,390)	(6,362)	(3,429,724)
2038	(961,179)	(382,816)	(1,881,963)	(22,519)	(237,259)	(49,039)	(264,526)	(6,888)	(3,806,189)
2039	(1,060,890)	(422,529)	(2,077,856)	(24,855)	(261,872)	(54,126)	(291,967)	(7,419)	(4,201,515)
2040	(1,165,545)	(464,211)	(2,283,538)	(27,307)	(287,706)	(59,466)	(320,769)	(7,955)	(4,616,496)
2041	(1,271,010)	(506,216)	(2,490,711)	(29,777)	(313,739)	(64,847)	(349,795)	(8,524)	(5,034,617)
2042	(1,371,082)	(546,072)	(2,686,919)	(32,122)	(338,441)	(69,952)	(377,335)	(9,166)	(5,431,090)
2043	(1,475,685)	(587,733)	(2,892,076)	(34,573)	(364,261)	(75,289)	(406,123)	(9,819)	(5,845,561)
2044	(1,585,159)	(631,334)	(3,106,858)	(37,137)	(391,284)	(80,874)	(436,251)	(10,483)	(6,279,381)
2045	(1,671,923)	(665,890)	(3,276,010)	(39,170)	(412,701)	(85,301)	(460,130)	(11,307)	(6,622,432)
2046	(1,761,877)	(701,717)	(3,451,413)	(41,277)	(434,906)	(89,890)	(484,886)	(12,154)	(6,978,120)
2047	(1,855,551)	(739,026)	(3,634,123)	(43,472)	(458,028)	(94,670)	(510,666)	(13,020)	(7,348,556)
2048	(1,679,763)	(669,013)	(3,289,215)	(39,354)	(414,636)	(85,701)	(462,287)	(11,960)	(6,651,929)
2049	(505,338)	(201,265)	(989,082)	(11,839)	(124,739)	(25,782)	(139,074)	(3,721)	(2,000,839)
<b>TOTAL:</b>	<b>(22,006,725)</b>	<b>(8,764,798)</b>	<b>(43,094,162)</b>	<b>(515,576)</b>	<b>(5,432,187)</b>	<b>(1,122,776)</b>	<b>(6,056,469)</b>	<b>(156,164)</b>	<b>(87,148,858)</b>

Source: Tiberius Solutions

**Table 19. Projected Impact on Taxing District Permanent Rate Levies – Education**

<b>FYE</b>	<b>Columbia Gorge Community College</b>	<b>Hood River County School District</b>	<b>Columbia Gorge ESD</b>	<b>Subtotal</b>	<b>Total</b>
2025	(11,307)	(201,286)	(19,569)	(232,162)	(465,503)
2026	(22,282)	(396,658)	(38,562)	(457,502)	(918,997)
2027	(33,855)	(602,681)	(58,591)	(695,127)	(1,397,294)
2028	(46,069)	(820,128)	(79,731)	(945,928)	(1,902,165)
2029	(57,716)	(1,027,457)	(99,887)	(1,185,060)	(2,383,265)
2030	(68,916)	(1,226,846)	(119,271)	(1,415,032)	(2,845,674)
2031	(80,197)	(1,427,682)	(138,795)	(1,646,674)	(3,311,327)
2032	(91,549)	(1,629,760)	(158,441)	(1,879,750)	(3,779,737)
2033	(103,468)	(1,841,953)	(179,070)	(2,124,491)	(4,271,636)
2034	(115,988)	(2,064,822)	(200,736)	(2,381,546)	(4,788,334)
2035	(131,565)	(2,342,137)	(227,696)	(2,701,398)	(5,431,783)
2036	(147,977)	(2,634,300)	(256,100)	(3,038,376)	(6,109,742)
2037	(165,223)	(2,941,304)	(285,946)	(3,392,472)	(6,822,196)
2038	(183,337)	(3,263,775)	(317,295)	(3,764,407)	(7,570,595)
2039	(202,356)	(3,602,354)	(350,211)	(4,154,922)	(8,356,437)
2040	(222,318)	(3,957,720)	(384,759)	(4,564,797)	(9,181,293)
2041	(242,435)	(4,315,837)	(419,574)	(4,977,846)	(10,012,463)
2042	(261,522)	(4,655,642)	(452,609)	(5,369,774)	(10,800,863)
2043	(281,475)	(5,010,833)	(487,140)	(5,779,447)	(11,625,008)
2044	(302,356)	(5,382,560)	(523,278)	(6,208,194)	(12,487,574)
2045	(318,905)	(5,677,176)	(551,920)	(6,548,001)	(13,170,434)
2046	(336,063)	(5,982,625)	(581,615)	(6,900,303)	(13,878,424)
2047	(353,931)	(6,300,704)	(612,538)	(7,267,173)	(14,615,729)
2048	(320,401)	(5,703,798)	(554,508)	(6,578,706)	(13,230,635)
2049	(96,389)	(1,715,924)	(166,817)	(1,979,130)	(3,979,969)
<b>TOTAL:</b>	<b>(4,197,599)</b>	<b>(74,725,961)</b>	<b>(7,264,657)</b>	<b>(86,188,217)</b>	<b>(173,337,076)</b>

Source: Tiberius Solutions Please refer to the explanation of the schools funding in the preceding section .

Table 20 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2050. The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

**Table 20. Additional Revenues Obtained after Termination of Tax Increment Financing – FYE 2050**

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
Hood River County	Permanent	1.4171	212,219	2,185,977	2,398,196
911 Communication District	Permanent	0.5644	84,522	870,626	955,148
City of Hood River	Permanent	2.8112	328,797	4,276,558	4,605,355
Port of Hood River	Permanent	0.0332	4,972	51,214	56,186
Hood River Parks & Rec	Permanent	0.3498	52,384	539,592	591,976
Hood River County Trans District	Permanent	0.0723	10,827	111,528	122,355
Library District	Permanent	0.3900	58,405	601,602	660,007
Westside RFD	Permanent	0.7810	25,614	16,646	42,260
Subtotal	Gen. Govt.	6.4190	777,740	8,653,743	9,431,483
Education					
Columbia Gorge Community College	Permanent	0.2703	40,479	416,957	457,436
Hood River County School District	Permanent	4.8119	720,610	7,422,696	8,143,306
Columbia Gorge ESD	Permanent	0.4678	70,056	721,615	791,671
Subtotal	Education	5.5500	831,145	8,561,268	9,392,413
Total		11.9690	\$1,608,885	\$17,215,011	\$18,823,896

Source: Tiberius Solutions

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

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base (assumed to be FYE 2023 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$149,755,979. The Hood River County Assessor will certify the frozen base once the urban renewal plan is adopted.

The total assessed value of the City of Hood River in FYE 2023 is \$1,273,624,325. The percentage of total City assessed value in the urban renewal area is 18.53%, below the 25% threshold. This amount is calculated by dividing the total frozen base amounts of the urban renewal areas by the total assessed value of the city minus the excess value of the urban renewal areas. The excess value is that value that has been created above the frozen base. The Hood River Waterfront URA is expected to terminate in FYE 2024, so this will reduce the percentage of assessed value in urban renewal to 16.38%.

The Area contains 406.1 acres, including public rights-of-way, the Heights Urban Renewal area contains 96 acres, the Waterfront Area contains 42 acres and the City of Hood River contains 2,180 acres. This puts 25% of the City’s acreage in an urban renewal area, which does not exceed the 25% threshold.

**Table 21. Urban Renewal Area Conformance with Assessed Value and Acreage Limits**

	<b>Acreage</b>	<b>Assessed Value</b>	<b>Excess Value</b>
Hood River Waterfront	42	\$11,872,754	\$80,681,376
Heights	96	\$54,455,226	\$26,900,284
Hood River Westside Area	406.1	\$149,755,979	
Total	544.1	\$216,083,959	\$107,581,660
City of Hood River	2,180	\$1,273,624,325	
25% of City	545		
% in urban renewal	25%	18.53%	

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions LLC, City of Hood River, Hood River County Department of Assessment and Taxation (FYE 2023)

\*Estimated value, exact value will be set by the Hood River County Assessor upon adoption of the Plan.

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

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

**A. Physical Conditions**

1. Land Use

The Area is 406.1 acres, which is composed of 373 individual tax lots encompassing 379.65 acres, and an additional 26.45 acres in public rights-of-way. An analysis of FYE 2023 property classification data from the Hood River County Assessor’s Office was used to determine the land use designation of parcels in the Area. By acreage, Commercial land uses account for the most prevalent land use within the Area (30.38%). This was followed by Tract which is undeveloped property (28.13%). Detailed land use designations in the Area can be seen in Table 22.

**Table 22. Land Use in the Area**

Land Use	Tax Lots	Acres	Percent of Acres
Commercial	80	115.33	30.38%
Tract	98	106.80	28.13%
Residential	149	92.00	24.23%
Exempt	12	34.52	9.09%
Multi-Family	32	26.44	6.96%
Farm	1	3.95	1.04%
Miscellaneous	1	0.62	0.16%
TOTAL:	373	379.65	100.00%

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions and the Hood River County Assessor’s Office (FYE 2023)

## 2. Zoning and Comprehensive Plan Designations

The zoning and comprehensive plan designations in the city of Hood River are the same. As some of the property is in unincorporated Hood River County, those zoning and comprehensive plan designations are also shown. It is anticipated that those properties will be annexed as they develop in the future. The most prevalent zoning and comprehensive plan designation by acreage in the Area is Urban Low Density (45%) followed by General Commercial (40%). Detailed zoning and comprehensive plan designations in the Area are shown in Table 23.

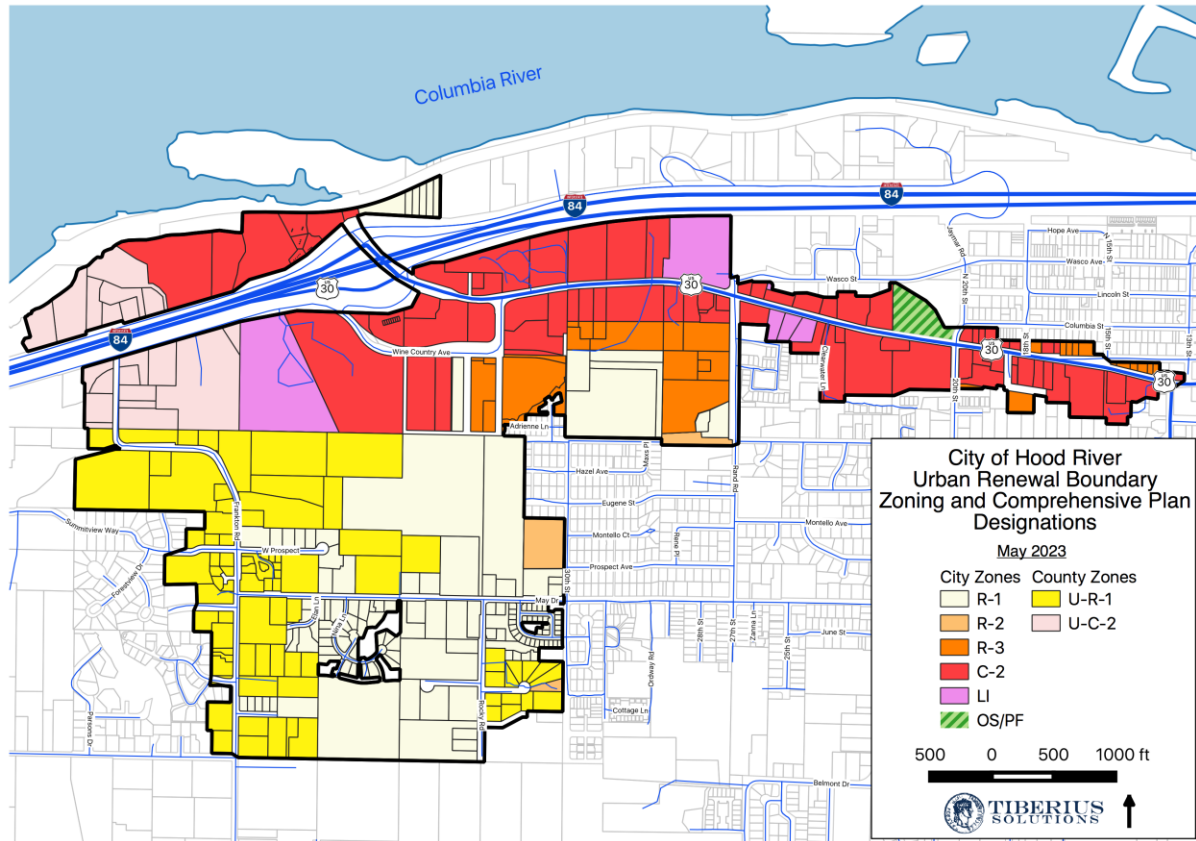
**Table 23. Zoning and Comprehensive Plan Designations in the Area**

<b>Designations</b>	<b>Tax Lots</b>	<b>Acres</b>	<b>Percent of Acres</b>
Urban Low Density	212	170.50	44.91%
General Commercial	123	152.64	40.21%
Light Industrial	7	28.23	7.44%
Urban High Density	25	19.63	5.17%
Urban Standard Density	5	5.87	1.55%
Open Space/Public Facility	1	2.77	0.73%
<b>TOTAL:</b>	<b>373</b>	<b>379.65</b>	<b>100.00%</b>

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions and the Hood River County Assessor's Office (FYE 2023)



**Figure 6. Hood River Westside Urban Renewal Area Zoning and Comprehensive Plan Designations**



Source: Tiberius Solutions

## B. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the urban renewal plan.** There are projects listed in the TSP, the **Westside Area Concept Plan Report**, Appendix A and B and the **Hood River Multi-Jurisdictional Parks Master Plan**. The projects below are a compilation by Hood River staff of these projects. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections II and III of this Report.

### Transportation

Project ID	Location	Description	\$ Estimated Cost from the 2021 TSP Amendment
MV1/MV2 Interim	I-84 Exit 62 Interchange	<ul style="list-style-type: none"> <li>• I-84 Westbound Ramp/Terminal               <ul style="list-style-type: none"> <li>- Construct traffic signal</li> </ul> </li> <li>• I-84 Westbound Ramp/Terminal               <ul style="list-style-type: none"> <li>- Install queue detection devices on the off-ramp and ability to pre-empt signal timing to allow the off-ramp queues to be cleared during times when queue lengths become excessive</li> </ul> </li> <li>• I-84 Eastbound Ramp/Terminal               <ul style="list-style-type: none"> <li>- Construct an eastbound shared through/left turn lane to create an exclusive lane for the heavier right turn movement</li> </ul> </li> <li>• Cascade Avenue               <ul style="list-style-type: none"> <li>- Construct second eastbound lane from the I-84 eastbound ramp terminal to Mt. Adams Avenue (would tie into the existing eastbound right turn lane at Mt. Adams Avenue)</li> </ul> </li> <li>• Westcliff Drive/Cascade Avenue               <ul style="list-style-type: none"> <li>- Install a stop sign on the eastbound approach</li> <li>- Remove the stop sign for the northbound right turn lane</li> </ul> </li> </ul>	\$ 6,915,000
MV2a	Cascade Ave.(HCRH): I-84 Exit 62 Interchange to	<ul style="list-style-type: none"> <li>• Construct second westbound lane from Mt. Adams Ave. to I-84 eastbound ramp terminal (ends as right turn lane)*** (Roundabout on Cascade Ave. at Mt. Adams Ave.</li> </ul>	\$1,810,000

	Mt. Adams Ave	<i>listed as separate project – MV11)</i>	
MV2b	Cascade Ave: Mt. Adams Ave to Rand Rd.	<ul style="list-style-type: none"> <li>• Widen Cascade Ave. between Mt. Adams Ave. and Rand Rd. to include one travel lane in each direction and a center turn lane</li> </ul>	\$1,255,000
MV3	Mt. Adams Ave.: Cascade Ave. to Wine Country Ave.	<ul style="list-style-type: none"> <li>• <u>Cascade Ave. at Mt. Adams Ave.</u> <ul style="list-style-type: none"> <li>• Widen to east of Mt. Adams Avenue between Cascade Ave. And Wine Country Ave. to construct a second northbound left turn lane (reevaluate the need for this if a roundabout is chosen as the preferred alternative)</li> <li>• Install yield control for eastbound right turn lane (constructed as part of MV2) (Roundabout (preferred if feasible) or traffic signal on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11)</li> </ul> </li> </ul> <p><u>Mt. Adams Ave. at Wine County Ave.</u></p> <ul style="list-style-type: none"> <li>• Construct a roundabout</li> </ul>	\$3,170,000
MV4.2	Westside Drive (Wine Country Avenue to May Street)	<ul style="list-style-type: none"> <li>• Construct Westside Drive as a 2 to 3-lane minor arterial from Wine Country Avenue to May Street.</li> </ul>	\$19,010,000
MV11	Mt. Adams Ave./ Cascade Ave.	<ul style="list-style-type: none"> <li>• Construct roundabout</li> </ul>	\$5,500,000 (roundabout)
		Neighborhood and Urban Collectors	
		Additional Cascade Avenue Streetscape Improvements	

### 3. Stormwater

A project memorandum from David Evans and Associates, Inc. in the Hood River Westside Area Concept Plan Report details the following water system needs in the Area. (p 169 of Appendix A and B). The estimated costs were \$9,981,700 in 2017 dollars.

*“We evaluated a total of five (5) hydrologic basins (A-E). Basin A is located at the southeast corner of the study area. It includes the area north and west of Belmont Drive; and areas west of the extended 27<sup>th</sup> Street.*

*Basin A connects to the existing City system at approximately May Avenue/25<sup>th</sup> Avenue intersection.*

*Basin B includes areas south of May Avenue at approximately 30<sup>th</sup> Street. There are also areas between 30<sup>th</sup> Street and Adams Avenue extension. There are multiple points of connection for Basin B into the existing storm line located in 30<sup>th</sup> Street.*

*Basin C includes areas between the extended Adams Blvd and the new Alignment D roadway. It also includes approximately half of the high school site. The mainline of this basin is located within the Adams Blvd roadway. The main point of connection is just north of Cascade Avenue.*

*Basin D is the remaining area between the new Alignment D and Adams Avenue. It also includes the southwest corner of the study area. The mainline of this basin is located in Alignment D roadway. The point of connection is north of Country Club Drive at Wine Country Road.*

*Basin E includes the western-most portion of the study area, north and east of Frankton Road. The mainline of this basin is located in Frankton Road. The main point of connection is north of Country Club Road.<sup>7</sup>*

Basin A - \$1,481,800

- West extension from Belmont
- Rand Road south extension from May Avenue
- May Avenue extension west from Rand Road
- May Avenue extension west from point of connection (POC)

Basin B - \$1,366,500

- 30<sup>th</sup> Street extension south
- May Avenue extension east from 30<sup>th</sup> Street
- Hazel south extension west from 30<sup>th</sup> Street
- Sherman extension west from 30<sup>th</sup> Street
- Cascade Avenue extension west to POC

Basin C - \$3,080,300

- Rocky Road extension south to study boundary
- May Drive extension east from Rocky Road
- Prospect extension west to Adams Avenue
- Montello Avenue extension west to Adams Avenue
- Eugene Avenue extension west to Adams Avenue
- Sherman extension east to Adams Avenue
- Wine Country extension east to Adams Avenue
- Adams Avenue extension from May Avenue to Cascade Avenue
- Cascade Avenue extension west to POC

Basin D - \$3,236,200

- May extension east from Alignment D
- May extension west from Alignment D
- Extension east from Stonegate Drive
- Extension north to May Avenue

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<sup>7</sup> Westside Area Concept Plan Report Appendix A and B p 177

- May extension east from Franklin
- May extension west from Nina Lane
- W Prospect Avenue extension east
- North extension from May to Alignment D
- Hazel extension to Alignment D
- Sherman extension west to Alignment D
- Alignment D extension from May to POC

Basin E - \$816,900

- West extension to Frankton Road
- Frankton Road extension to the north
- North extension from Frankton Road to Country Club Road/POC

#### 4. Sanitary Sewer

A project memorandum from David Evans and Associates, Inc. in the Hood River Westside Area Concept Plan Report details the following water system needs in the Area. (p 169 of Appendix A and B). The estimated costs were \$7,439,2100 in 2017 dollars.

- Connection to Belmont Drive
- Connection to 29<sup>th</sup> Street
- Connection to 30<sup>th</sup> Street
- Rocky Road connection
- Vista Loop connection to Blackberry
- Vista Loop connection to Kesia Court
- BlackBerry Drive east to Vista Loop
- East-West connection to Frankton Road
- New North-South (Alignment D) - Wine Country Road to May Street
- May Drive connection to Alignment D (East to West and West to East)
- Sherman Road connection to Alignment D (East to West and West to East)
- High School to Alignment D
- Frankton Road TO Alignment D (West to East)
- Adams extension north from Cascade Avenue
- Prospect Avenue extension east of Adams
- Montello Avenue extension (East to West and West to East)
- Eugene Avenue extension to Adams
- Hazel west connection
- Sherman west connection
- Sherman connection to Adams

#### 5. Water

A project memorandum from David Evans and Associates, Inc. in the Hood River Westside Area Concept Plan Report details the following water system needs in the Area. (p 167 of Appendix A and B). The estimated costs were \$6,148,100 in 2017 dollars.

- Belmont Drive West extension to Rocky Road
- 29<sup>th</sup> Street extension south

- 30<sup>th</sup> Street extension south
- Blackberry Drive from Rocky Road to Frankton Road
- Vista Loo connection to Blackberry Drive
- May Drive extension to Frankton Road
- Elan Drive extension to Frankton Road
- Frankton Road south extension from Blackberry Drive
- Frankton Road – May Street to Blackberry Drive
- Frankton Road – May Street to Country Club
- Country Club Road extension to Frankton Road
- New North-South Arterial (Alignment D) - Wine Country Road to May Street
- East-West connection from Alignment D to Frankton Road
- Prospect Avenue from Alignment D to Frankton Road
- Adams extension north to 30<sup>th</sup> Street
- Sherman extension west to Alignment D
- High School from Sherman to Alignment D
- Hazel extension west to Adams
- Eugene extension west to Adams

## 6. Parks and Trails

Project ID	Location	Description	Estimated Cost
MV4.2	Westside Drive	Construct a multi-use path along Westside Dr. from Wine Country to May St.	\$2,000,000
P4	Westside Community Trail	Extend Westside Community Trail east to connect with the existing trail at 20 <sup>th</sup> Street.	\$1,365,000 for on-street segment along Rocky Road
P19	Henderson Creek Trail	Construct an asphalt or concrete path from the south UGB/Post Canyon Drive extension to Cascade Avenue in a buffer along Henderson Creek.	\$5,290,000
P20	Ridgeline Trail north of Sherman Ave	Construct a trail from Rand Road to Frankton Road.	\$2,245,000
Urban Neighborhood Park A	TBD	Land Acquisition and Development for 4-acre park	
Urban Neighborhood Park B	TBD	Land Acquisition and Development for 4-acre park	

### C. Social Conditions

The following social conditions were taken from the American Community Survey 2017-2021 Five Year Estimates. The most common age bracket in the Area is 35 to 44 years at 22%, followed by 55 to 64 years at 17%.

**Table 24. Age in the Area**

Age	Number	Percent
Under 5 years	167	7%
5 to 9 years	224	10%
10 to 14 years	86	4%
15 to 17 years	38	2%
18 to 24 years	131	6%
25 to 34 years	270	12%
35 to 44 years	508	22%
45 to 54 years	198	9%
55 to 64 years	393	17%
65 to 74 years	190	8%
75 to 84 years	88	4%
85 years and over	-	0%
TOTAL	2,293	100%

Source: American Community Survey 2017-2021 Five Year Estimates

According to the US Census Bureau, American Community Survey 2017-2021 Five Year Estimates, the block groups have 2,293 residents, 76% of whom identify as Not Hispanic and 24% of whom identify as Hispanic or Latino. The analysis of origin by race is shown in the table below.

**Table 25. Hispanic or Latino Origin by Race in the Area**

Race	Number	Percent
Not Hispanic	1,744	76%
White alone	1,613	70%
Black or African American alone	54	2%
American Indian and Alaska Native alone	-	0%
Asian alone	26	1%
Native Hawaiian and Other Pacific Islander alone	-	0%
Some other race alone	-	0%
Two or more races	51	2%
Hispanic or Latino	549	24%
TOTAL	2,293	100%

Source: American Community Survey 2017-2021 Five Year Estimates

In the block groups, 55% of adult residents have earned a bachelor's degree or higher compared to 34% of Oregon residents. Another 20% have some college education without a degree. Seven percent have graduated from high school with no college experience.



**Table 26. Education in the Area**

Education	Number	Percent
Less than high school	287	17%
High school graduate (includes equivalency)	121	7%
Some college	184	11%
Associate's degree	154	9%
Bachelor's degree	414	25%
Master's degree	301	18%
Professional school degree	175	11%
Doctorate degree	11	1%
TOTAL	1,647	100%

Source: American Community Survey 2017-2021 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 54%, drove alone with 1% carpooling. Fourteen percent either walk to work or rode a bicycle.

**Table 27. Means of Transportation to Work in the Area**

Means of Transportation	Number	Percent
Drove alone	702	54%
Carpooled	16	1%
Public transportation (includes taxicab)	56	4%
Motorcycle	-	0%
Bicycle	88	7%
Walked	87	7%
Other means	31	2%
Worked at home	331	25%
TOTAL	1,311	100%

Source: American Community Survey 2017-2021 Five Year Estimates

Twenty-six percent of the incomes in the Area are below \$75,000. The median income for Oregon is \$65,667. Nineteen percent of the family income in Hood River exceeds \$200,000 while for the State only 7.2% have incomes over \$200,000.

**Table 28. Income in the Area**

Income Range	Number	Percentage
Less than \$10,000	-	0%
\$10,000 to \$19,999	-	0%
\$20,000 to \$29,999	73	8%
\$30,000 to \$39,999	-	0%
\$40,000 to \$49,999	52	6%
\$50,000 to \$59,999	29	3%
\$60,000 to \$74,999	78	9%
\$75,000 to \$99,999	102	12%
\$100,000 to \$124,999	111	13%
\$125,000 to \$149,999	161	18%
\$150,000 to \$199,999	110	13%
\$200,000 or more	164	19%
TOTAL	880	100%

Source: American Community Survey 2017-2021 Five Year Estimates

**D. Economic Conditions**

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Hood River County Departments of Assessment and Taxation for FYE 2023, including all real, personal, manufactured, and utility properties, is estimated to be \$149,755,979. The County Assessor will certify the frozen base if the ordinance for the approval of the Plan is adopted by the City Council.

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 29 shows the improvement to land ratios (I:L) for properties within the Area. Nine percent of the tax lots are exempt, which means they do not pay taxes. These are typically government, utility or non-profit owned properties. Sixty-six taxlots representing thirty percent of the acreage have no improvement value. For properties with improvements, thirty-seven percent have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Ninety nine of the tax lots in the Area, totaling fifteen percent of the acreage, have I:L ratios of 2.0 or more in FYE 2023. In summary, the area is underdeveloped and not contributing significantly to the tax base in Hood River.

**Table 29. Improvement to Land Ratios in the Area**

Improvement to Land Ratio	Parcels	Acres	Percent of Acres
Exempt	12	34.52	9.09%
No Improvement Value	66	111.86	29.46%
0.01-0.50	46	91.80	24.18%
0.51-1.00	61	48.03	12.65%
1.01-1.50	54	20.87	5.50%
1.51-2.00	35	15.23	4.01%
2.01-2.50	28	10.30	2.71%
2.51-3.00	14	15.99	4.21%
3.01-4.00	15	12.44	3.28%
> 4.00	42	18.61	4.90%
TOTAL:	373	379.65	100.00%

### ***E. Impact on Municipal Services***

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

The projects being considered for future use of urban renewal funding are for blight remediation and include transportation improvements, facilitating development of properties including housing development, recreational improvements and plan administration. The use of tax increment allows the City to add an additional funding source to the City of Hood River general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, as the property is within the city limits or the urban growth boundary, the city has anticipated the need to provide services to the Area. As the development will be new construction or rehabilitation, it will be up to current building code which will aid in any fire protection needs. The transportation projects will also assist in fire protection needs in the Area.

The financial impacts from tax increment collections will be countered by a more efficient traffic circulation pattern for the Area, the addition of greatly needed housing units, trails and pathways, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

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

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area. There are large parcels within the Area that are undeveloped or underdeveloped. There are also transportation deficiencies which impact the residents in Hood River. This Area has large parcels of undeveloped land to be able to supply needed housing units for the region.

The outcome of implementing these projects is anticipated to be the creation of vibrant neighborhood in west Hood River by providing improved multi-modal transportation access, new housing development and additional recreational opportunities in the Area.

## **XIII. RELOCATION REPORT**

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits.

# The Westside Urban Renewal Area Plan

DRAFT

City of Hood River  
Hood River Urban Renewal Agency



## Westside Urban Renewal Area Plan

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

<b>Amendment Number</b>	<b>Type</b>	<b>Description</b>	<b>Date</b>

## LIST OF PARTICIPANTS

### Mayor

Paul Blackburn

### City Council

Tim Counihan  
Gladys Rivera  
Megan Saunders  
Mark Zanmiller  
Grant Polson  
Douglas Stepina

### Planning Commission

Mark Frost, Chair  
Zac Lytle  
Bill Irving  
Bonifacio Romero  
MariRuth Petzing  
Ben Mitchell  
Kate Hoffman

### Urban Renewal Agency

Mark Zanmiller, Chair  
Megan Saunders, Vice Chair  
Paul Blackburn  
Kristi Chapman  
Tim Counihan  
Heather Gehring  
Grant Polson  
Gladys Rivera  
Douglas Stepina

### Urban Renewal Advisory Committee

Jack Trumbull, Chair  
Abby Capovilla  
Travis Dillard  
Amanda Goeke  
Clint Harris  
Kate Hoffman  
Jeff Hunt

### City of Hood River Staff

City Manager  
Abigail Elder  
Finance Director  
Chris Longinetti  
Director of Planning and Zoning  
Dustin Nilsen  
Director of Public Works  
Rich Rice  
Senior Planner  
Kevin Liburdy  
City Recorder  
Jennifer Gray  
Administrative Services Officer  
Monica Morris  
Community Engagement Coordinator  
Jackie Vanderpuye  
GIS Analyst  
Jonathan Skloven-Gill

### Consulting Team

Elaine Howard Consulting, LLC  
Elaine Howard  
Scott Vanden Bos  
Tiberius Solutions, LLC  
Nick Popenuk  
Ali Danko  
Rob Wyman  
ECONorthwest  
Emily Picha  
Cadence Petros

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## **I. DEFINITIONS**

“Agency” means the Hood River Urban Renewal Agency (Agency). The Agency is responsible for administration of the urban renewal/tax increment plan.

“Area” means the properties and rights-of-way located within the Hood River Westside Urban Renewal Area boundary.

“Blight” is defined in ORS 457.010(1)(a-i) and identified in the ordinance adopting the urban renewal/tax increment plan.

“City” means the City of Hood River, Oregon.

“City Council” or “Council” means the Hood River City Council.

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

“County” means Hood River County, Oregon.

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

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

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

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

“ORS 457” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Hood River Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the tax increment area as defined in ORS 457.470.

“Tax increment financing (TIF)” means a method of funding tax increment projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal/tax increment plan.

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

“UGA” means urban growth area.

“Urban renewal area” or (URA) means a blighted area included in an urban renewal plan or an area included in a tax increment plan under ORS 457.160.

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

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in a tax increment or urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal/tax increment plan pursuant to ORS 457.087.

“Westside Area” means, as used in this Plan, the properties and rights-of-way located within the Hood River Westside Urban Renewal Area boundary.

Documents referenced:

**City of Hood River Transportation System Plan**, October 2011 and amended April 2021

**Hood River Area Multi-Jurisdictional Parks Recreation & Open Space Plan** September 2020

**Hood River Affordable Housing Strategy** May 2022

**Westside Area Concept Plan Report** December 2017

## II. INTRODUCTION

### A. Plan Background

The purpose of the Westside Urban Renewal Plan is to provide financing to help with the implementation of three recently approved plans: the Transportation System Plan amended in April 2021, the Hood River Valley Parks & Recreation District's Multi-Jurisdictional Parks, Recreation & Opens Space Plan, adopted in September 2020, and the Hood River Affordable Housing Strategy, May 2022. Each of these plans had significant public input and specific goals and projects were identified in each of the plans. This Westside Urban Renewal Plan (Plan) is one of the implementation tools for the three planning documents.

The Westside Urban Renewal Area Plan Area (Area), shown in Figure 1, consists of approximately 406.1 total acres: 379.65 acres of land in tax lots and 26.45 acres of public rights-of-way. It is anticipated that the Westside Urban Renewal Area Plan (Plan) will take twenty-five years of tax increment collections to implement.

The maximum amount of indebtedness that may be issued for the Plan is not to exceed \$146,700,000 (One Hundred Forty-Six Million Seven Hundred Thousand dollars). Detailed financial analysis is in the Report Accompanying the Westside Urban Renewal Plan (Report).

Detailed principles developed for the Plan are intended to guide tax increment finance (TIF) revenue investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend TIF revenue. The Plan is to be administered by the Hood River Urban Renewal Agency (Agency).

The relationship between the sections of the Plan and the Oregon Revised Statutes (ORS) 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

**Table 1. Statutory References**

<b>Statutory Requirement</b>	<b>Plan Section</b>
ORS 457.085(1)	I, XII
ORS 457.085(2)(a)	V
ORS 457.085(2)(b)	V
ORS 457.085(2)(c)	XIII
ORS 457.085(2)(d)	XIII
ORS 457.085(2)(e)	XII
ORS 457.085(2)(f)	VIII
ORS 457.085(2)(g)	VII
ORS 457.085(2)(h)	IX
ORS 457.085(2)(i)	VI
ORS 457.085(2)(j)	Not applicable

## B. Public Outreach to Taxing Districts

The impacted taxing districts were all contacted in the formative process of this Plan. They were briefed on the formation of the Plan and additionally received a formal copy of the Plan and Report in the required consult and confer stage of the Plan adoption. Table 2 shows the dates the briefings occurred and notes the city manager also contacted staff.

**Table 2. Taxing District Consult and Confer**

<b>Taxing District</b>	<b>City Manager discussion with Staff</b>	<b>Formal briefing to Board</b>
Hood River County	Yes	March 20, follow up memorandums on March 24 and April 14
Port of Hood River	Yes	March 7
Westside Rural Fire District	Yes	March 16
Parks and Recreation District	Yes	February 15
911 Communications ( <i>County Commission serves as 911 Board</i> )	Yes	March 20
Hood River County Transit District	Yes	March 15
Hood River Library District	Yes	March 28
Columbia Gorge Community College	Yes	March 21
Hood River School District	Yes	No
Columbia Gorge Education Service District	Feasibility Study sent to Superintendent; emails sent	

### C. Formal Public Review

The formal public review process is shown in Table 3. Opportunity for public input occurred at all of the listed meetings. The Open House was held online on May 23, 2023. Forty-nine people registered, twenty people attended. The questions were mainly technical questions. No boundary or project suggestions were made.

There was also an online survey published in English and in Spanish, opened on May 23, 2023 through June 9, 2023. The notice for the City Council hearing was sent to all properties in the urban growth boundary. The notice was also published in English and Spanish.

**Table 3. Formal Public Review**

Open House	May 23, 2023
Hood River Urban Renewal Agency	June 12, 2023
Hood River Urban Renewal Advisory Committee	June 15, 2023
Hood River Planning Commission	July 10, 2023
Hood River County	July 17, 2023, August 21, 2023
Notice of City Council Hearing	July
Hood River City Council Hearing	August 14, 2023
Hood River City Council Vote	August 28, 2023

### D. Public Input on Planning Documents

The base planning documents being implemented by this Plan included significant public outreach outlined below. A more descriptive list of public involvement is shown in Exhibit A to this Plan.

#### (1) Transportation System Plan, amended in 2021

The 2021 Transportation System Plan amendment was largely to incorporate the Westside Concept Plan Report recommendations.

- Advised through the Westside Area Concept Plan Report process – stakeholder interviews, Project and Technical Advisory Committees, Project Website, Public Open House events
- Additional Online Open House, Website, and Planning Commission and City Council meetings

#### (2) Hood River Affordable Housing Strategy

The Hood River Affordable Housing Strategy identifies and describes actions and implementation steps to address housing affordability and encourages the development and preservation of housing units to better meet residents' affordability needs. With the Affordable Housing Strategy, the City has identified a set of actions to support new and existing affordable development. The actions will encourage the development of more diverse housing types, grow partnerships with housing providers and agencies involved in housing issues, and reduce displacement risk for Hood River residents.

*Engagement Process located on p. 67 of the Hood River Affordable Housing Strategy*

- Task force – 12 members
- Stakeholder interviews: service providers, Latino community, employers, affordable housing developers, local housing developers, local government agencies
- Equity lens applied throughout engagement process
- Collaborative, with multiple rounds of feedback

### **(3) Multi-Jurisdictional Parks, Recreation & Open Space Plan**

This **Multi-Jurisdictional Parks, Recreation & Open Space Plan** is intended to serve as the guiding recreation plan for the Hood River Valley Parks and Recreation District, the City of Hood River and Hood River County. The Port of Hood River and Hood River County School District, along with several conservation organizations, were integral partners and contributors to the plan.

*Outreach efforts are located on p. 1-7 of the Multi-Jurisdictional Parks, Recreation & Open Space Plan*

- Focus Groups: Recreation group, sports fields and facilities group, Latino community group
- Stakeholder interviews
- Community survey – 582 responses received
- Community meeting

## **E. Tax Increment Finance Overview**

Oregon Revised Statute (ORS) Chapter 457 allows for the use of tax increment financing to fund projects in designated urban renewal areas. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the tax increment area from the time the tax increment area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for projects and cannot exceed the maximum indebtedness amount set by the tax increment plan.

The purpose of tax increment financing is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457.010. These areas can have streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, tax increment projects can include construction or improvement of streets, trails, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces.

This Area meets the definition of blight due to its transportation system infrastructure deficiencies, utility infrastructure deficiencies, and underdeveloped and undeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report.

The Report contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area;

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

### **III. MAXIMUM INDEBTEDNESS**

Maximum indebtedness is the amount of indebtedness secured by a pledge of tax increment revenue that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$146,700,000 (One Hundred Forty-Six Million Seven Hundred Thousand dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. The method of establishing the maximum indebtedness is shown in the Report.

#### **IV. PLAN GOALS**

The goals were developed using the three main planning documents that exist for the area.

- The Transportation Goals are from the Hood River Transportation System Plan (as amended in 2021)
- The Affordable Housing Goals are from the Hood River Affordable Housing Strategy, May 2022
- The Recreation Goals are from the Hood River Valley Parks & Recreation District Master Plan, September 2020

The tax increment projects identified in Sections V and VI of the Plan are the specific means of implementing the principles. The projects will be pursued as economically as is feasible and at the discretion of the Agency. The goals and guiding principles are not listed in any order of importance or priority for this Plan; however, they are listed in the order designated in the original planning document. Following adoption of this Plan, the Agency has contracted to complete a Five Year Action Plan that will prioritize projects for the first five years of tax increment collections. A matrix of how the projects align with the goals and objectives is shown in



Table 4.

## **A. Equity Framework<sup>1</sup>**

### **Goal: Honor the Hood River City Council Goals on Racial and Social Equity**

#### **Objectives:**

In developing and implementing the Westside Plan, the Agency will adhere to principles which align with City Council adopted actions for racial justice and equity in Hood River as adopted in City Council Resolution 2020-13, Resolution for Racial and Social Equity within the City of Hood River. A full Equity Framework is provided in Attachment A. The framework covers:

- Clarity- Understand what we are doing and why. It is our responsibility to move forward with this Plan knowing the problems that our community faces.
- Transparency - Be open with the community about what we are doing and why. Use inclusive and plain language and offer information in both English and Spanish. Be clear about how we are using past input and how new input we receive will be used.
- Comprehensive Vision - Assess the multitude of potential benefits and negative consequences of a proposed action; pay attention to who could benefit and who may be harmed or burdened by an action.
- Commitment to Equity - Seek to ensure benefits accrue to communities who have historically been left behind, primarily communities of color and low-income communities; work to ensure burdens aren't disproportionately borne by those who have historically borne the burdens of government action. Emphasize both equity in process and equity in outcomes.
- Consider Long Term Effects - Commit to long-term goals that will benefit future generations.

## **B. Transportation<sup>2</sup>**

#### **Goals:**

- A balanced transportation system.
- Transportation facilities designed, constructed, and maintained in a manner that enhances Hood River's livability.
- A safe transportation system.
- An efficient transportation system that reduces the number of trips made by single occupancy vehicles and limits congestion.
- Transportation facilities, which are accessible to all members of the community and reduce trip length.
- Transportation facilities, which provide efficient movement of goods.
- Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible transportation financing system.

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<sup>1</sup> Westside Urban Renewal Plan Equity Framework, shown in Exhibit B

<sup>2</sup> Hood River Transportation System Plan, Amended 2021

- Protect the function and operation of the I-84 interchanges, interstate highway and local street network consistent with the following interchange functions and their relationship to the community and broader transportation system.
- Provide a sustainable transportation system that meets the needs of present and future generations.

**Objectives:**

Construct select transportation improvements at Exit 62, Cascade Avenue and Mt. Adams Avenue, construct Westside Drive and pursue other improvements to provide for a connected transportation system.

**C. Affordable Housing<sup>3</sup>**

**Goals:**

- Increase and retain housing opportunities for households with incomes up to 120% of Hood River’s Median Family Income (MFI).
- Engage residents, employers, housing advocates, service providers, and others affected by housing costs to ensure underrepresented voices are included in project outcomes.
- Adopt limited and actionable number of strategies with strong likelihood to result in affordable housing development.
- Ensure strategies address equity.
- Provide clear guidance about the specific policies, tools, and actions the City will use to encourage the development of affordable housing.

**Objectives:**

Acquire land to aid in the creation of 150-300 units of rental and owner-occupied housing for residents earning 120% and below Median Family Income.

**D. Parks and Recreation<sup>4</sup>**

**Goal:** *Trails Hood River County’s comprehensive trail system promotes active lifestyles by providing non-vehicular connections to nature, parks, schools and other community destinations, while balancing recreational needs with other community goals and being sensitive to farm and forest uses*

Urban and Regional Trails: Develop, enhance, and maintain multi-use trails that provide safe opportunities to recreate and to connect to major destinations within urban areas and throughout the greater Hood River area.

Primitive Trails: Provide a sustainable system of recreation trails to provide access to motorized and non-motorized outdoor recreation and connections to the region’s public forest lands for residents and visitors to the area.

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<sup>3</sup> Hood River Affordable Housing Strategy, Adopted May 2022 p 4

<sup>4</sup> Hood River Area Multi-Jurisdictional Parks, Recreation, and Open Space Plan August 2020 p iv, v, vii

**Goal: Parks:** *Park providers in the Hood River area provide and maintain adequate parkland to provide diverse recreational experiences and meet current and future community needs*

Parkland Acquisition: Acquire additional parkland necessary to serve the Hood River area's current and future population based on adopted service levels.

Neighborhood and Community Parks: Improve park sites to provide a diverse range of active and passive recreational experiences.

Riverfront Regional Parks: Maintain and enhance riverfront parks to connect residents with the water and provide unique recreational experiences.

County Regional Parks: Provide opportunities for residents and visitors to experience – on a day or overnight basis – minimally developed parks that promote a connection to nature.

**Partner Agency Recommendations:**

***City of Hood River***

- Coordinate with HRVPRD to acquire up to three neighborhood parks and one community park to serve the westside of Hood River
- Plan for the acquisition and development of several trail corridors, including Westside Trail, Henderson Creek Trail and Ridgeline Trail
- Upgrade and enhance park amenities, ADA accessibility, and parking at existing parks

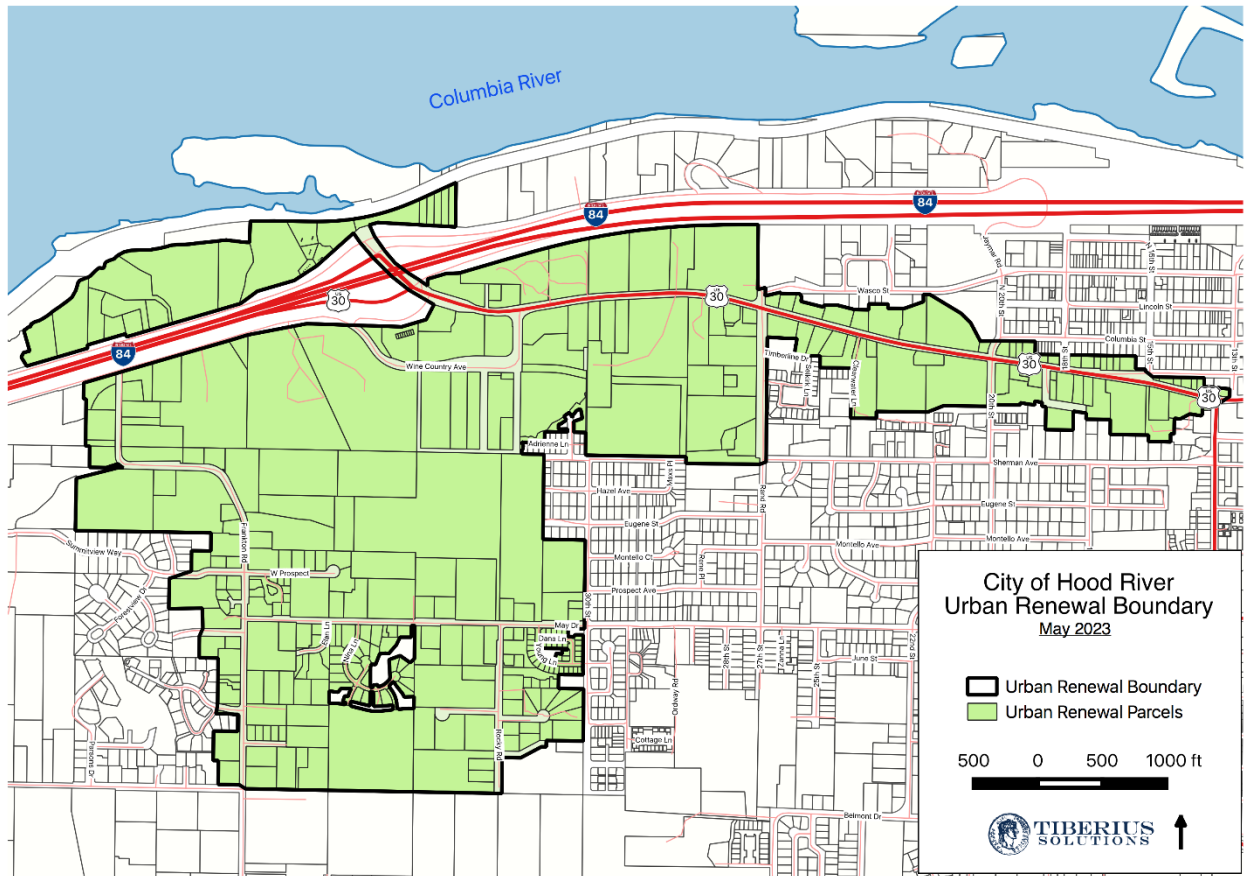
**E. Administration**

**Goal: Provide for the Administration of the Urban Renewal Plan.**

**Table 4. Relationship of Projects to Westside Urban Renewal Area Plan Principles**

<b>Project Category</b>	<b>Goals and Guiding Principles</b>
Transportation	A, B, C, D, E
Affordable Housing	A, C, D, E
Parks	A, D, E
Administration	A, B, C, D, E

Figure 1. Westside Urban Renewal Area Boundary



Source: Tiberius Solutions with data from the City of Hood River

## V. TAX INCREMENT PROJECTS

Tax increment projects authorized by the Plan are described below. They are not listed in any priority order. The Agency has contracted with Elaine Howard Consulting LLC and ECONorthwest to write and adopt a five-year action plan which will include initial project sequencing, once the District has been created.

The Agency anticipates initiating a process to create an overlay zone for portions of the proposed district around Cascade Avenue, in recognition of the area's prominence as the entrance and gateway into the city.

The Agency will determine the order of the projects and may add projects in the future through the amendment process defined in Section VI of this Plan. The financing of the projects assumes additional funding sources will need to be identified. The projects come from the following sources:

- Transportation Projects are from the **Hood River Transportation System Plan, Amended 2021**
- Affordable Housing Projects are from the Hood River Affordable Housing Strategy, May 2022
- Multi-Jurisdictional Parks, Recreation & Open Space Plan, September 2020

### A. Transportation

Multi-modal transportation improvements in the Area including but not limited to the following projects. MV is Motor Vehicle project identified in the **Hood River Transportation System Plan**, page 60-66, and Figure 8.

Projects below assume additional funding sources, such as contributions by developers, state grants and Oregon Department of Transportation (ODOT) project funds. In addition to the costs below, some projects may require additional funding for infrastructure such as water, sewer, and stormwater projects as identified in capital improvement plans, and bike lanes, pedestrian paths or sidewalks.

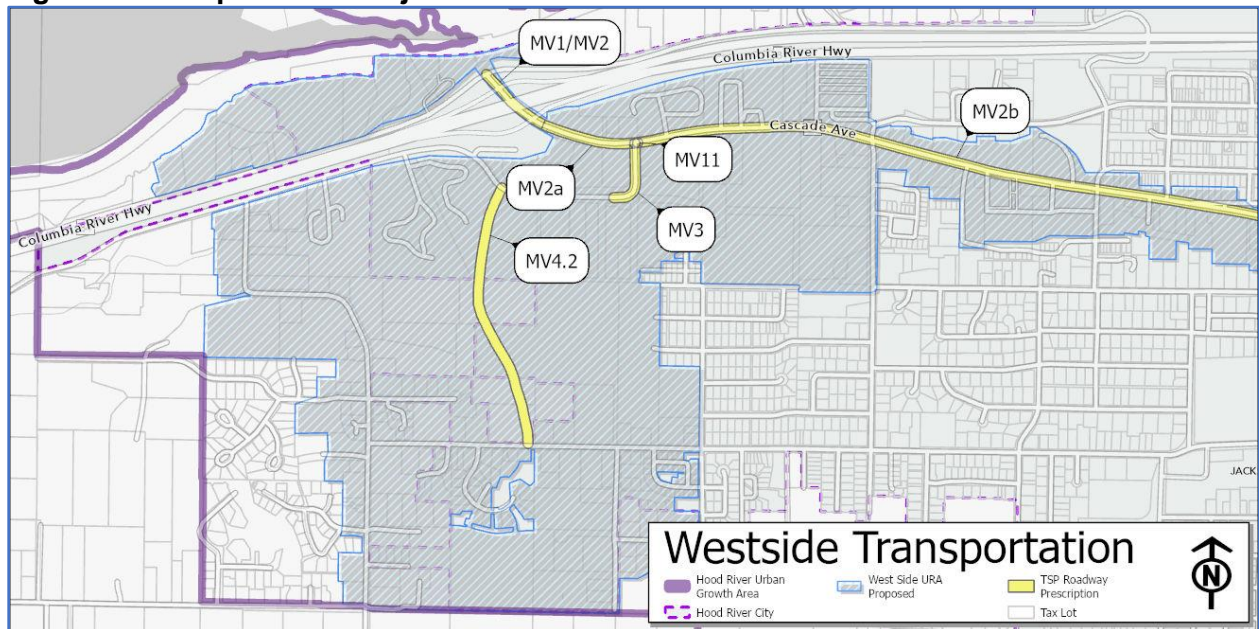
Many of the transportation projects listed below align with the **Hood River I-84 Exit 62 Interchange Management Plan**. Project MV11 (roundabout at Cascade Avenue and Mt. Adams Avenue) is identified as the top transportation project; however, project timing may depend on sequencing with related projects on Cascade Avenue.

**Table 5. Transportation Projects**

Project ID	Location	Description
MV1/MV2 Interim	I-84 Exit 62 Interchange	<ul style="list-style-type: none"> <li>• I-84 Westbound Ramp/Terminal                             <ul style="list-style-type: none"> <li>- Construct traffic signal</li> </ul> </li> <li>• I-84 Westbound Ramp/Terminal                             <ul style="list-style-type: none"> <li>- Install queue detection devices on the off-ramp and ability to pre-empt signal timing to allow the off-ramp queues to be cleared during times when queue lengths become excessive</li> </ul> </li> <li>• I-84 Eastbound Ramp/Terminal                             <ul style="list-style-type: none"> <li>- Construct an eastbound shared through/left turn lane to create an exclusive lane for the heavier right turn movement</li> </ul> </li> <li>• Cascade Avenue                             <ul style="list-style-type: none"> <li>- Construct second eastbound lane from the I-84 eastbound ramp terminal to Mt. Adams Avenue (would tie into the existing eastbound right turn lane at Mt. Adams Avenue)</li> </ul> </li> <li>• Westcliff Drive/Cascade Avenue                             <ul style="list-style-type: none"> <li>- Install a stop sign on the eastbound approach</li> <li>- Remove the stop sign for the northbound right turn lane</li> </ul> </li> </ul>
MV2a	Cascade Ave.(HCRH): I-84 Exit 62 Interchange to Mt. Adams Ave	Construct second westbound lane from Mt. Adams Ave. to I-84 eastbound ramp terminal (ends as right turn lane)*** <i>(Roundabout on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11)</i>
MV2b	Cascade Ave: Mt. Adams Ave to Rand Rd.	<ul style="list-style-type: none"> <li>• Widen Cascade Ave. between Mt. Adams Ave. and Rand Rd. to include one travel lane in each direction and a center turn lane</li> </ul>
MV3	Mt. Adams Ave.: Cascade Ave. to Wine Country Ave.	<ul style="list-style-type: none"> <li>• <u>Cascade Ave. at Mt. Adams Ave.</u> <ul style="list-style-type: none"> <li>• Widen to east of Mt. Adams Avenue between Cascade Ave. And Wine Country Ave. to construct a second northbound left turn lane (reevaluate the need for this if a roundabout is chosen as the preferred alternative)</li> <li>• Install yield control for eastbound right turn lane (constructed as part of MV2) (Roundabout (preferred if feasible) or traffic signal on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11)</li> </ul> </li> <li>• <u>Mt. Adams Ave. at Wine County Ave.</u> <ul style="list-style-type: none"> <li>• Construct a roundabout</li> </ul> </li> </ul>
MV4.2	Westside Drive (Wine Country Avenue to May Street)	<ul style="list-style-type: none"> <li>• Construct Westside Drive as a 2 to 3-lane minor arterial from Wine Country Avenue to May Street.</li> </ul>

MV11	Mt. Adams Ave./ Cascade Ave.	• Construct roundabout
		Neighborhood & Urban Collectors as designated by the Agency potentially including Wine Country, Sherman, Frankton, Post Canyon, Belmont, Westcliff, and May St.
		Additional Cascade Avenue Streetscape Improvements

**Figure 2. Transportation Projects**



Source: City of Hood River



## B. Affordable Housing

The projects identified below are a result of the recommendations from the **Hood River Affordable Housing Strategy**. Funding for the projects assumes additional funding sources such as state grants, low-income housing tax credits, partnerships with land trusts or other funding sources as identified in the future. This project list may be updated from time to time to include input through the implementation of the **Hood River Affordable Housing Strategy** and with input from the Equity Framework, both in the development of the Five-Year Action Plan and in future planning for the Area. The Affordable Housing Strategy identified that “most households with unmet housing needs have incomes below 50% of MFI, accounting for about 970 households or 60% of existing and new households with unmet housing needs”. Providing tools for the development of housing for this income group is a high priority.

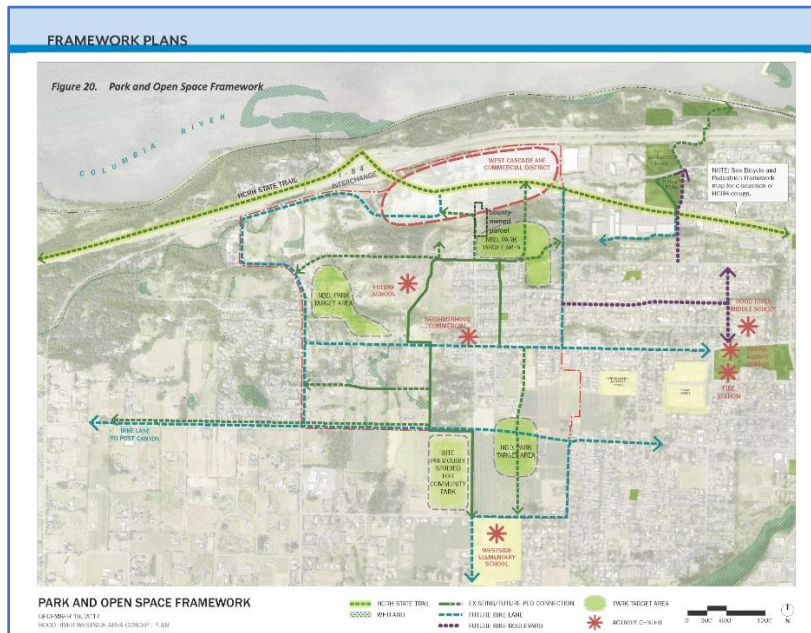
**Table 6. Affordable Housing Projects**

Project ID	Location	Description
Rental and/or Owner-Occupied Project #1	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income
Rental and/or Owner-Occupied Project #2	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income
Rental and/or Owner-Occupied Project #3	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income
NA	NA	Additional opportunities to develop or preserve housing potentially including the ODOT Yard.

## B. Parks

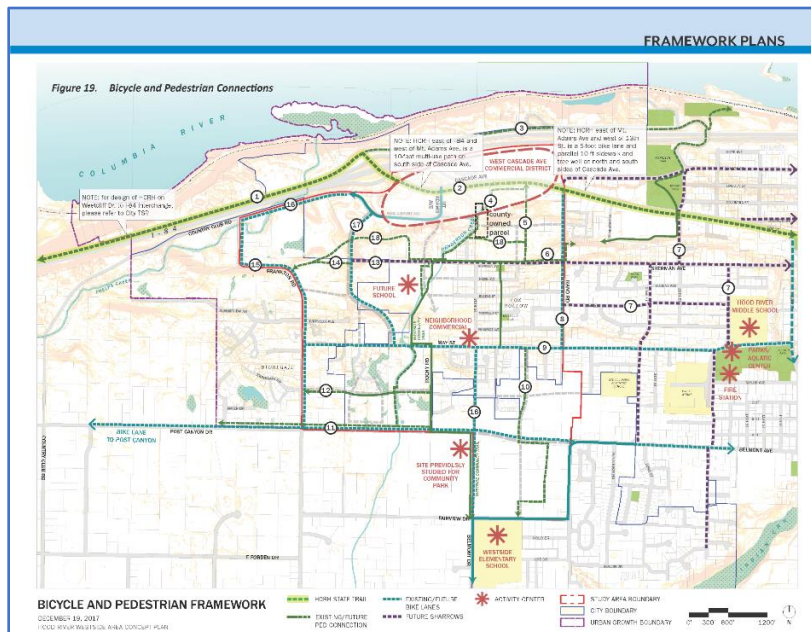
The following figures from the **Westside Area Concept Plan Report** show the how neighborhoods, including those within the Westside Urban Renewal District, can be served with parks (conceptual sizes and locations) to meet the needs of current and future residents, and how those neighborhoods and parks can be linked together with trails, multi-use paths and other transportation facilities.

**Figure 3. Park and Open Space Framework**



Source: City of Hood River Westside Area Concept Plan Report

**Figure 4. Bicycle and Pedestrian Connections**



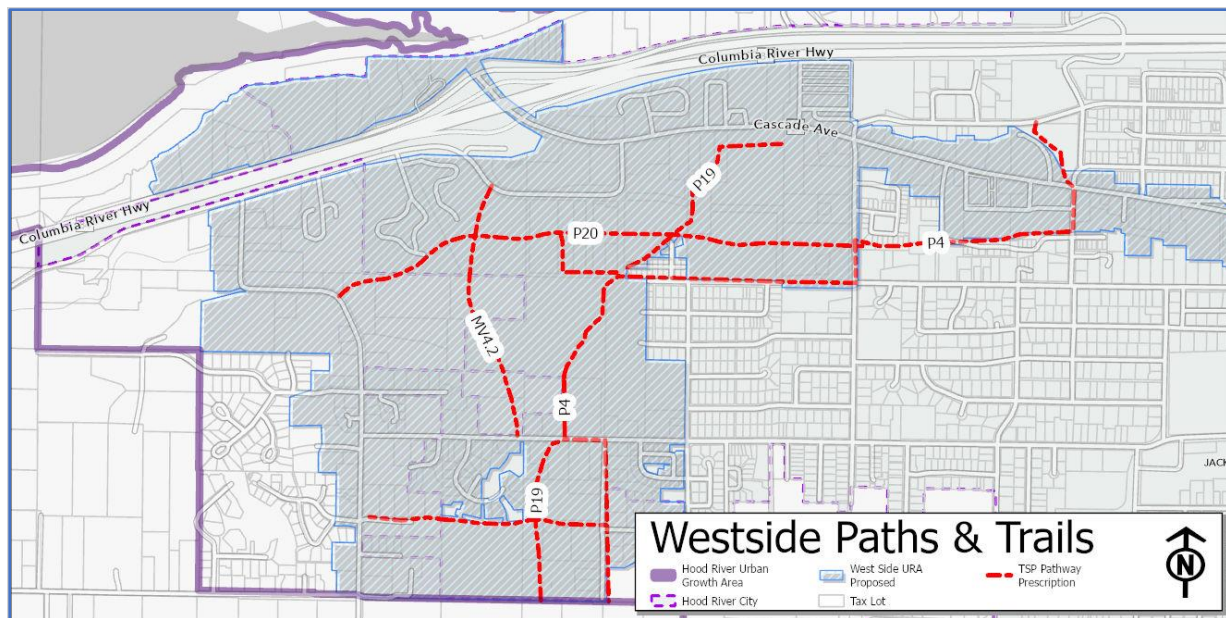
Source: City of Hood River Westside Area Concept Plan Report

The trail projects are listed in the **Transportation System Plan** and the conceptual parks projects are identified in the **Hood River Parks & Recreation District's Multi-Jurisdictional Parks Master Plan**.

**Table 7. Trails and Parks Projects**

Project ID	Location	Description
MV4.2	Westside Drive	Construct a multi-use path along Westside Dr. from Wine Country to May St.
P4	Westside Community Trail	Extend Westside Community Trail east from Rocky Road to connect with the existing trail at 20 <sup>th</sup> Street.
P19	Henderson Creek Trail	Construct an asphalt or concrete path from the south UGB/Post Canyon Drive extension to Cascade Avenue in a buffer along Henderson Creek.
P20	Ridgeline Trail north of Sherman Ave	Construct a trail from Rand Road to Frankton Road.
Urban Neighborhood Park A	TBD	Land Acquisition and Development for 2-acre park
Urban Neighborhood Park B	TBD	Land Acquisition and Development for 2-acre park
NA	NA	Additional opportunities to acquire land for trails, paths, and parks

**Figure 5. Trail and Park Projects**



### **C. Administration**

Authorizes expenditures for the administrative costs associated with managing the Area including budgeting and annual reporting, planning and the implementation of projects in the Area. Funds could potentially be allocated from contingency to provide for annexation support.

## **VI. AMENDMENTS TO PLAN**

The Plan may be amended as described in this section. Adding other properties to the Developer Incentives Program does not require an amendment to the Plan. All amendments to the Plan are to be listed numerically on the inside of the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

### **A. Substantial Amendments**

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, the County and adoption by the City Council by non-emergency ordinance after a hearing. If there is still unincorporated property within the boundary at the time of a substantial amendment, the County Board of Commissioners will also need to approve the substantial amendment via approval of a resolution. If there is no longer unincorporated property in the Area at the time of a substantial amendment, the City Council itself may approve a substantial amendment.

Notice of such hearing shall be provided to individuals or households within the City of Hood River, as required by ORS 457.120.

Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:

1. Add land to the tax increment area, except for an addition of land that totals not more than a cumulative 1% of the existing area of the tax increment area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

### **B. Minor Amendments**

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

### **C. Amendments to the Hood River Comprehensive Plan and/or Hood River Municipal Code**

Amendments to the Hood River Comprehensive Plan and/or Hood River Municipal Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council. If a Substantial Amendment is prepared, the Section of this Plan on Relationship to Local Objectives should be updated at that time.

## **VII. PROPERTY ACQUISITION AND DISPOSITION**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VI – Amendment to Plan. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g). If property acquisition includes a public building, how that public building serves and benefits the Area must be identified per ORS 457.085(2)(j).

### **A. Property acquisition for public improvements**

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means.

### **B. Property acquisition from willing sellers**

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

### **C. Land disposition**

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

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

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

### **D. Properties to be acquired**

This Plan must provide an indication of which real property may be acquired and the anticipated disposition of said real property whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition. This may be added at a date when the property is identified and may be added through a Minor Amendment.

## **VIII. RELOCATION METHODS**

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits.

## **IX. TAX INCREMENT FINANCING OF PLAN**

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

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

### **A. General description of the proposed financing methods**

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

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

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

### **B. Tax increment financing**

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

## **X. VALIDITY**

Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan.

## **XI. ANNUAL REPORT AND FINANCIAL REVIEW**

The Agency shall file an Annual Report in compliance with ORS 457.460. Along with the Annual Report, the Agency will undertake a financial analysis of the Plan, including updated projections in years 15 and 20 for tax increment finance revenues and evaluating the ability of the revenues to achieve or exceed the Plan's maximum indebtedness by the anticipated expiration date in FYE 2049. The Agency shall also review the project list for potential changes. The Agency shall consult and confer with affected taxing districts regarding the results of this financial and project update and will consider revenue sharing or shortening the time frame of the Plan if revenues are exceeding projections.

## **XII. RELATIONSHIP TO LOCAL OBJECTIVES**

ORS 457.085 requires that the Plan conform to local objectives including the comprehensive plan and economic development plan of a locality. This section provides that analysis. Relevant local planning and development objectives are contained within the following documents:

- **Hood River Comprehensive Plan (Comprehensive Plan)**
- **Hood River Transportation System Plan**
- **Hood River Affordable Housing Strategy**
- **Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan**
- **Hood River Municipal Code**

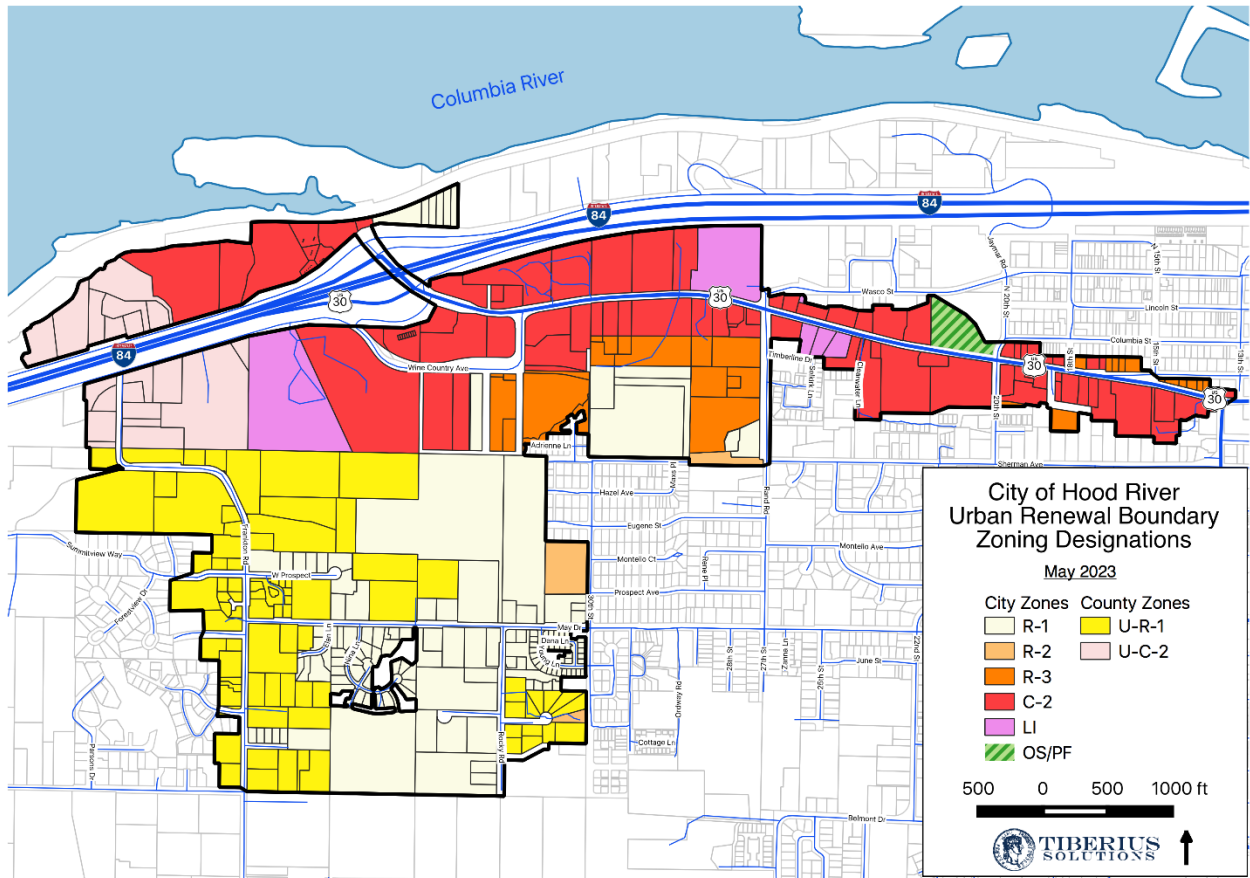
The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The analysis covers the most relevant sections of the documents but may not cover every section of the documents that relate to the Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document and therefore cannot be changed. Some verbiage may say “complies with”, which, in this document is synonymous with “conforms to” as stated in ORS 457.095.

Zoning Code designations for all land in the Area are shown in Figure 2. Hood River has a one map system, so the comprehensive plan designations and zoning designations are the same. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Hood River Municipal Code.



**Figure 6. Zoning Designations**



Source: Tiberius Solutions with Data from the City of Hood River

## **A. Hood River Comprehensive Plan**

### **Goal 1: CITIZEN INVOLVEMENT**

#### **GOAL**

*Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*

#### **A. POLICIES:**

- 1. Improve and use existing citizen participation programs to ensure ongoing citizen involvement in planning and land use regulation revisions now and after acknowledgement of the Comprehensive Plan.*
- 2. Establish, maintain, and encourage uses of an ongoing citizen involvement program for the City of Hood River.*

**FINDING:** Section I of this Plan lists the extensive citizen involvement in the documents upon which this Plan was developed and on the Plan itself. The Plan conforms with the Comprehensive Plan Goal 1 - Citizen Involvement.

### **GOAL 5 OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES**

#### **OPEN SPACES**

#### **GOALS**

*Open space and natural areas are an integral part of the City of Hood River's livability. A wide range of types and sizes of open space and natural areas within the urban area should provide; diverse plant and animal habitat, visual and special breaks from urban uses and places for recreation, facilities for community events, trails for pedestrian and bicycle transportation and sports activities. Open space and natural areas may be in the form of; parks, public school grounds, trails, natural areas and areas of special interest, river and stream corridors, open space easements and right-of-way, and lands excluded from development.*

*Maintaining open space and natural areas in an urban area is a difficult task, and one that becomes more complex during periods of rapid growth. However, providing open space in the urban area for the benefit of existing and future residents is important. The following goals are intended to enhance, create and protect the City of Hood River's open space and natural areas:*

- 1. to provide land for recreational uses such as windsurfing, kite boarding, bicycling, jogging and fishing;*
- 2. to preserve water resources, riparian, and wildlife habitats;*
- 3. to establish trails, greenways and wildlife corridors that are interconnected;*
- 4. to encourage environmental awareness so that citizens will become stewards of our natural resources;*
- 5. to soften the appearance of street corridors with planter and median strips; and*
- 6. to support coordinated efforts of public agencies, private organizations and individuals to preserve and enhance the area's natural features and open space.*

**FINDING:** The Plan provides funding for parks and trails within the Area. These include the Historic Columbia River Highway Trail, Westside Community Trail, Henderson Creek Trail, Ridgeline Trail north of Sherman Avenue and two urban neighborhoods parks in location to be determined in the future. The Plan conforms with the Comprehensive Plan Goal 5 - Open Spaces, Scenic And Historic Areas And Natural Resources.

### **GOAL 6 AIR, WATER, AND LAND RESOURCES QUALITY**

**GOAL:** *To maintain and improve the quality of the air, water, and land resources of the planning area to provide a relatively pollution—free environment.*

**FINDING:** Placement of walkways and bikeways shall be encouraged in an attempt to lessen the amount of motorized traffic which should have a positive impact on air quality.

### **GOAL 8 RECREATIONAL NEEDS**

**GOAL:** *To satisfy the recreational needs of the citizens of the community and visitors to the area.*

**POLICIES:**

- 2. When feasible, recreational opportunities and park sites will be located so as to be accessible to a maximum number of people.*
- 3. The development of parks which are accessible by means of walking or bicycling is encouraged.*
- 6. As parcels of land are annexed from the UGA into the City, some land will be designated Open Space/Public Land for the development of new parks and public facilities, including access ways, to serve the recreational needs of the community.*

**FINDING:** The Plan provides funding for parks and trails within the Area. These include the Westside Community Trail, Henderson Creek Trail, Ridgeline Trail north of Sherman Avenue and two urban neighborhoods parks in location to be determined in the future. The Plan conforms with the Comprehensive Plan Goal 8 - Recreational Needs.

### **GOAL 9 ECONOMY**

**GOAL:** *To diversify and improve the economy to the Hood River planning area while preserving and promoting the City's quality of life and small-town atmosphere.*

**POLICIES:**

- 1. Preserve and promote the city's "quality of life" including small town atmosphere, family-oriented community, good schools, open space and recreational opportunities, urban bike and walking system, beautiful natural setting and space for existing business to expand as an incentive for economic development.*
- 3. Allow for new and existing business expansion needs that support retention and growth of strategic employment clusters community which include: health care; advanced manufacturing (e.g., avionics, composite materials, electronics, etc.); athletic/outdoor gear (e.g., wind sports gear, apparel, ect.[sic]); clean-tech (e.g. utilities, wind energy research and development, ect.[sic]); food and beverage processing (e.g., fruit juice, wine, beer, organic supplements, etc.); creative services (e.g., computer software development, electronic publishing, ect.[sic]); and advanced education and create a desired balance between the quality of life of this community and economic health of the city.*

4. The majority of the targeted businesses that consider expanding/relocating to Hood River will consist of small businesses (less than 10 employees) that can locate within existing office or industrial buildings or within new office or flex/industrial buildings that are developed on vacant sites under 5 acres of size.

5. Ensure provisions of adequate public facilities in association with development to support economic development and maintain consistency between the public facilities plans and the Goal 9 goals, policies and implementation strategies.

6. The City has several commercial areas that can be set apart in the City and each have their own unique characteristics: Central Business District, The Heights Business District, the Waterfront, and West Cascade. The City will seek to distinguish these differences and propose ways to maintain these district employment districts.

9. Engender economic sustainability by supporting small businesses.

10. To continue to recognize the City's role in the Hood River planning area, county and beyond.

### **Implementation Strategies**

5b. Utilized available grants and tax increment financing to assist in the financing of the extension of public facilities to lands in areas where infrastructure is deficient and cooperate with economic development agencies in marketing and incentives directed toward the fire strategic clusters.

**FINDING:** The Plan provides funding to implement the projects identified in the **Transportation System Plan**, the **Affordable Housing Strategy** and provision of parks and trails within the Area in accordance with the **Hood River Area Multi-Jurisdictional Recreation & Open Space Plan** that will help facilitate future development of the Area and preserve and promote the city's "quality of life" including small town atmosphere, family-oriented community, good schools, open space and recreational opportunities, urban bike and walking system, beautiful natural setting and space for existing business to expand as an incentive for economic development.

The Area contains the West Cascade commercial area that will benefit from improvements to the transportation network and by increased population within the Area to support the businesses within that commercial area.

The provision of public facilities within the Area is in conformance with goal 9 to ensure provision of adequate public facilities. The Plan conforms to the Comprehensive Plan Goal 9 - Economy.

### **GOAL 10 HOUSING**

**GOAL:** To provide a variety of opportunities to meet the housing needs of the residents of Hood River at all income levels.

#### **POLICIES:**

1. The City will promote and encourage the maintenance of existing housing, the rehabilitation of older housing, and the development of a mixture of sound, adequate new housing in a variety of housing types to meet the needs of all segments of the population.

2. The City will ensure the orderly development of public utilities and services to serve buildable lands within the City and Urban Growth Boundary to meet the residential development needs of the community.

3. Development in the Urban Growth Area will occur in accordance with the land use designations established in the Plan Map and as further defined in the Urban Growth Management Agreement with Hood River County.

5. Mobile home parks will be allowed as a permitted use subject to site plan review using clear and objective criteria in the R-1, R-2, and R-3 Zones.

9. The City will encourage the provision of housing for senior, handicapped, and low income citizens at a minimum cost and will work with other organizations to achieve this goal.

11. The application of new technology, greater freedom of design, increased population densities, and economy of land use will be encouraged.

12. More efficient use of public facilities, to include existing roads, sewer and water mains will be emphasized in new development.

14. The City will annex parcels that are contiguous to city limits or separated from the City by a public right of way or body of water to provide water, wastewater or storm water service.

15. The City will encourage and support development of affordable housing, both publicly and privately financed, including the provision of government-subsidized housing, for households at or below 120% of the area median income, as defined by the U.S. Department of Housing and Urban Development (HUD).

18. Encourage the development of great neighborhoods by:

- Supporting neighborhood identity.
- Locating parks, trails, schools, daycare and churches in close proximity to residences.
- Incorporating natural features and spaces into developments.
- Connecting and orienting new neighborhoods.
- Encouraging residential development that conserves energy and water.

**FINDING:** One of three main categories of projects within the Plan is for the development of affordable housing, both rental and homeownership, in the Area. The funding will be used to supplement other funding sources to purchase land for affordable housing development for households at or below 120% of Area Median Income. The transportation network and utility infrastructure will be improved to allow for the development of housing within the Area. Funding is allocated for the provision of trails and parks within the Area to provided amenities to the housing in the Area. The Plan conforms with the Comprehensive Plan Goal 10 - Housing.

## **GOAL 11 PUBLIC FACILITIES AND SERVICES**

**GOAL** To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development in the City and Urban Growth Area.

### **1.4.1 POLICIES**

1. Provide urban services (water, sewer, storm drainage and transportation) to residential, commercial and industrial lands within the City's Urban Growth Area ("UGA").

7. Ensure that public facilities and services of adequate size are constructed to serve planned urban uses as urban growth occurs consistent with the zoning.

8. Ensure that location and extension of urban services is done in accordance with this Plan and the Public Facilities Master Plans.

9. Plan for the location of schools where there are adequate urban services planned.

13. Generally, require property owners benefiting from urban services extensions to finance urban services extensions

21. Ensure coordination between the Transportation System Plan and Public Facilities Plan, particularly with respect to recommended capital improvements.

**FINDING:**

The Plan provides for urban services to be provided to the Area and within the Urban Growth Area. These services will be in accordance with the Public Facilities Master Plans and coordinated with the **Transportation System Plan**. The Plan conforms with the Comprehensive Plan Goal 11 - Public Facilities and Services.

**GOAL 12 TRANSPORTATION**

*There are seven transportation goals with related policies organized under each goal.*

**GOAL 1:** *A balanced transportation system.*

**POLICIES:**

2. *Provide connectivity to each area of the City for convenient multi-modal access.*
3. *Develop a safe, complete, attractive and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths.*
4. *When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.*

**GOAL 2:** *Transportation facilities designed and constructed in a manner that enhances Hood River's livability.*

**POLICIES:**

1. *Maintain the livability of Hood River through proper location and design of transportation facilities.*
2. *Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.*
4. *Protect neighborhoods from excessive traffic and travel speeds while providing reasonable access to and from residential areas. Build local and neighborhood streets to minimize speeding.*

**GOAL 3:** *A safe transportation system.*

**POLICIES:**

2. *Design streets to serve the anticipated function and intended uses as determined by the comprehensive plan.*
6. *Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable pathway use.*

**GOAL 4:** *An efficient transportation system that reduces the number of trips and limits congestion.*

**POLICIES:**

3. *Require minimum LOS on transportation systems serving new developments.*

**GOAL 5:** *Transportation facilities, which are accessible to all member [sic] of the community and reduce trip length.*

**POLICIES:**

1. Construct transportation facilities to meet the requirements of the American with Disabilities Act.
2. Develop neighborhoods and local connections to provide adequate circulation in and out of the neighborhoods.

**GOAL 6:** *Transportation facilities, which provide efficient movement of goods.*

**GOAL 7:** *Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible financial system.*

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area; Hood River County, CAT, Port of Hood River and ODOT.
4. Develop and utilize the System Development Charge and Traffic Impact Fee as an element of an overall funding program to pay for adding capacity to the collector and arterial street system and make safety improvements required by increased land use development.
5. Develop a long-range financial strategy to make needed improvements in the transportation system and support operational and maintenance requirements.

**GOAL 8:** *Protect the function and operation of the interstate highway interchanges consistent with the planned land uses in the vicinity of the interchanges.*

**POLICIES:**

1. Provide for an adequate system of local roads and streets for access and circulation within the interchange areas that minimize local traffic through the interchanges and on the interchange cross roads.
2. Provide safe and efficient operations between the connecting roadways (and the local street network, if applicable) within adopted IAMP management areas in the City and the UGA.
4. Recognize the importance of the interchange function to support the City's economic development goals and plan, including providing access to family wage jobs in the downtown, at the waterfront, and in west Hood River.
7. Working in conjunction with ODOT, help ensure that the functional capacity and safety of I-84 interchanges in Hood River are preserved and that sufficient revenue is generated to finance necessary improvements.
8. Support the design of the Historic Highway in the vicinity of Exit 62 as a gateway into the City.
10. Support safe bicycle and pedestrian facilities in the vicinity of Exit 62 that provide connectivity throughout the area and to destinations along the proposed Historic Columbia River Highway State Trail and Hood River Valley.

**FINDING:** The Plan provides funding to implement the projects identified in the **Transportation System Plan** and provision of parks and trails within the Area in accordance with the **Hood River Area Multi-Jurisdictional Recreation & Open Space Plan** that will help facilitate future development of the Area. These include provision for bicycle and pedestrian needs and a transportation network that will allow for the future development of the Area. The Plan conforms with the Comprehensive Plan Goal 12 Transportation.

**GOAL 13 ENERGY CONSERVATION**

**GOAL:** *To conserve energy and encourage the use of renewable energy resources.*

**POLICIES:**

2. Higher density land use along major arterials, collectors and intersections will be encouraged.

**FINDING:** The Plan provides funding to implement projects identified in the **Transportation System Plan** along major arterials including Cascade Avenue, and at intersections such as Cascade Avenue/Mt. Adams, where mixed-use development is anticipated to help meet the City's needs for multi-family housing. These projects include upgrading sidewalks for pedestrian use and bike paths in some areas, including between residential neighborhoods and schools and commercial areas. The Plan conforms with the Comprehensive Plan Goal 13 Energy Conservation.

### **GOAL 14 URBANIZATION**

**GOAL:** *To provide for an orderly and efficient transition from rural to urban land use.*

1. *Contain urban development within areas planned for future long-range expansion where basic urban services such as sewer, water facilities, police and fire protection can be efficiently and economically provided.*

6. *Make it possible for utility extensions and transportation facilities to be designed and located so as to more closely match population growth.*

7. *Preserve and enhance the livability of the area.*

**FINDING:** The boundary of the Plan includes both properties within the city limits and unincorporated properties. The unincorporated properties are within the urban growth area. The city anticipates that these properties will provide valuable housing to help address the housing needs as identified in the **Hood River Affordable Housing Strategy**. The ability to fully develop in the Area is dependent on the projects in the Plan that provide for infrastructure improvements to the Area. The Plan has taken care to address not only the motor vehicle transportation needs but the trail and park needs for the unincorporated areas within the boundary of the Plan. These improvements will preserve and enhance the livability of the Area. The Plan conforms with the Comprehensive Plan Goal 14 - Urbanization.

## **B. Hood River Transportation System Plan**

These goals and policies are covered in the Transportation Section of the Hood River Comprehensive Plan.

## **C. Hood River Affordable Housing Strategy**

*The Hood River City Council adopted the following AHS Goals on August 9, 2021:*

- *Increase and retain housing opportunities for households with incomes up to 120% of Hood River's Median Family Income (MFI).*
- *Engage residents, employers, housing advocates, service providers, and others affected by housing costs to ensure underrepresented voices are included in project outcomes.*
- *Adopt limited and actionable number of strategies with strong likelihood to result in affordable housing development.*
- *Ensure strategies address equity.*
- *Provide clear guidance about the specific policies, tools, and actions the City will use to encourage the development of affordable housing.*

**FINDING:** One of three main categories of projects within the Plan is for the development of affordable housing, both rental and homeownership, in the Area. The funding will be used to



supplement other funding sources to purchase land for affordable housing development for households at or below 120% of Median Family Income/Area Median Income/. The Equity Framework developed for this Plan and the Equity Framework in the Affordable Housing Strategy will be used to ensure that the projects which are undertaken address equity and engage residents, employers, housing advocates, service providers, and others affected by housing costs. The Plan conforms with the **Hood River Affordable Housing Strategy**.

#### **D. Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan**

**Goal: Trails** *Hood River County's comprehensive trail system promotes active lifestyles by providing non-vehicular connections to nature, parks, schools and other community destinations, while balancing recreational needs with other community goals and being sensitive to farm and forest uses*

Urban and Regional Trails: Develop, enhance, and maintain multi-use trails that provide safe opportunities to recreate and to connect to major destinations within urban areas and throughout the greater Hood River area.

Primitive Trails: Provide a sustainable system of recreation trails to provide access to motorized and non-motorized outdoor recreation and connections to the region's public forest lands for residents and visitors to the area.

**Goal: Parks:** *Park providers in the Hood River area provide and maintain adequate parkland to provide diverse recreational experiences and meet current and future community needs*

Parkland Acquisition: Acquire additional parkland necessary to serve the Hood River area's current and future population based on adopted service levels.

Neighborhood and Community Parks: Improve park sites to provide a diverse range of active and passive recreational experiences.

Riverfront Regional Parks: Maintain and enhance riverfront parks to connect residents with the water and provide unique recreational experiences.

County Regional Parks: Provide opportunities for residents and visitors to experience – on a day or overnight basis – minimally developed parks that promote a connection to nature.

#### **Partner Agency Recommendations:**

##### ***City of Hood River***

- Coordinate with HRVPRD to acquire up to three neighborhood parks and one community park to serve the westside of Hood River
- Plan for the acquisition and development of several trail corridors, including Westside Trail, Henderson Creek Trail and Ridgeline Trail
- Upgrade and enhance park amenities, ADA accessibility, and parking at existing parks

**FINDING:** The Plan provides funding for parks and trails within the Area. These include the Westside Community Trail, Henderson Creek Trail, Ridgeline Trail north of Sherman Avenue and two urban neighborhoods parks in location to be determined in the future. The Plan conforms with the **Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan**.

### **E. Hood River Municipal Code**

The land uses in the Area will conform to the zoning designations in the Hood River Municipal Code including the maximum densities and building requirements and are incorporated by reference herein. The existing zoning is shown in Figure 6.

The development is expected to conform to the zoning requirements. As the Municipal Code is updated, this document will be automatically updated. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

The zoning categories applied to the Area at the time of adoption of the Westside Urban Renewal Area Plan follow. They are in the order that they occur in Title 17 of the Municipal Code.

#### **Title 17 Zoning**

##### **Existing City Zoning Categories and Permitted Uses**

###### ***R-1 Urban Low Density Residential***

*Permitted Uses.*

1. *Detached single family dwellings for residential use and accessory structures*
2. *Manufactured homes for residential use*
3. *Mobile home parks*
4. *Residential care facilities*
5. *Transportation facilities pursuant to 17.20.050(A)*
6. *Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review*
7. *Accessory uses permitted when accessory to residential use:*
  - a. *Accessory dwelling units subject to HRMC 17.23*
  - b. *Family day care subject to HRMC 17.04.100*
  - c. *Home Occupations subject to HRMC 17.04.100*
  - d. *Hosted homeshares and vacation home rentals subject to HRMC 17.04.115*
8. *Middle housing subject to HRMC Chapter 17.25.*

###### ***R-2 Urban Standard Density Residential***

*Permitted Uses.*

1. *Detached single-family dwellings for residential and accessory structures*
2. *Duplexes for residential use*
3. *Manufactured homes for residential use*
4. *Mobile home parks subject to 17.12*
5. *Residential care facilities*
6. *Group residential, if less than fifteen (15) persons*
7. *Transportation facilities pursuant to 17.20.050(A)*

8. *Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review*
9. *Accessory uses permitted when accessory to residential use:*
  - a. *Accessory dwelling units subject to HRMC 17.23*
  - b. *Bed and breakfast facilities subject to HRMC 17.04.110*
  - c. *Family day care subject to HRMC 17.04.100*
  - d. *Home Occupations in accordance with HRMC 17.04.100*
  - e. *Hosted Homeshares and vacation home rentals subject to HRMC 17.04.115*
10. *Townhouse projects for residential use including:*
  - a. *Two (2) townhouses subject to HRMC 17.19*
  - b. *four (4) or more townhouses subject to HRMC 17.16 and HRMC 17.19*
11. *Middle housing subject to HRMC Chapter 17.25.*

### **R-3 Urban High Density Residential**

#### *Permitted Uses.*

1. *Detached single-family dwellings for residential use and accessory structures*
2. *Duplexes and triplexes for residential use*
3. *Multi-family dwellings for residential use, subject to HRMC 17.16*
4. *Manufactured homes for residential use*
5. *Mobile home parks subject to HRMC 17.12*
6. *Residential care facilities*
7. *Group residential, if fifteen (15) or more persons, subject to site plan review*
8. *Transportation facilities subject to HRMC 17.20.050(A)*
9. *Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review*
10. *Accessory uses permitted when accessory to residential use:*
  - a. *Accessory dwelling units subject to HRMC 17.23*
  - b. *Bed and breakfast facilities subject to HRMC 17.04.110*
  - c. *Family day care subject to HRMC 17.04.100*
  - d. *Home Occupations to subject to HRMC 17.04.100*
  - e. *Hosted homeshares and vacation home rentals subject to HRMC 17.04.115*
11. *Townhouse projects for residential use including:*
  - a. *Three (3) or fewer townhouses subject to HRMC 17.19*
  - b. *Four (4) or more townhouses subject to HRMC 17.16 and HRMC 17.19.*
12. *Middle housing subject to HRMC Chapter 17.25.*

### **C-2 General Commercial**

*Permitted Uses. Except for C-2 Zoned land within the Waterfront Area, which are specifically addressed in Subsection D, the following uses are generally allowed in the C-2 Zone:*

1. *Rooming and boarding houses*
2. *Home occupations*
3. *Bed and breakfast*
4. *Family day care*
5. *Residential care facility*
6. *Group residential, if less than 15 persons*
7. *Transportation facilities pursuant to 17.20.050(A)*

8. Accessory dwelling units
9. Residential use of existing detached single-family dwellings, manufactured homes, duplexes and triplexes
10. Hosted homeshares subject to Section 17.04.115
11. Vacation home rentals subject to Section 17.04.115

### **L1 Light Industrial**

#### *Permitted Uses.*

1. Temporary uses not exceeding thirty (30) days.
2. Caretaker's residence for an on-site industrial use.
3. Transportation Facilities pursuant to 17.20.050(A).

### **OS/PF Open Space/public facility**

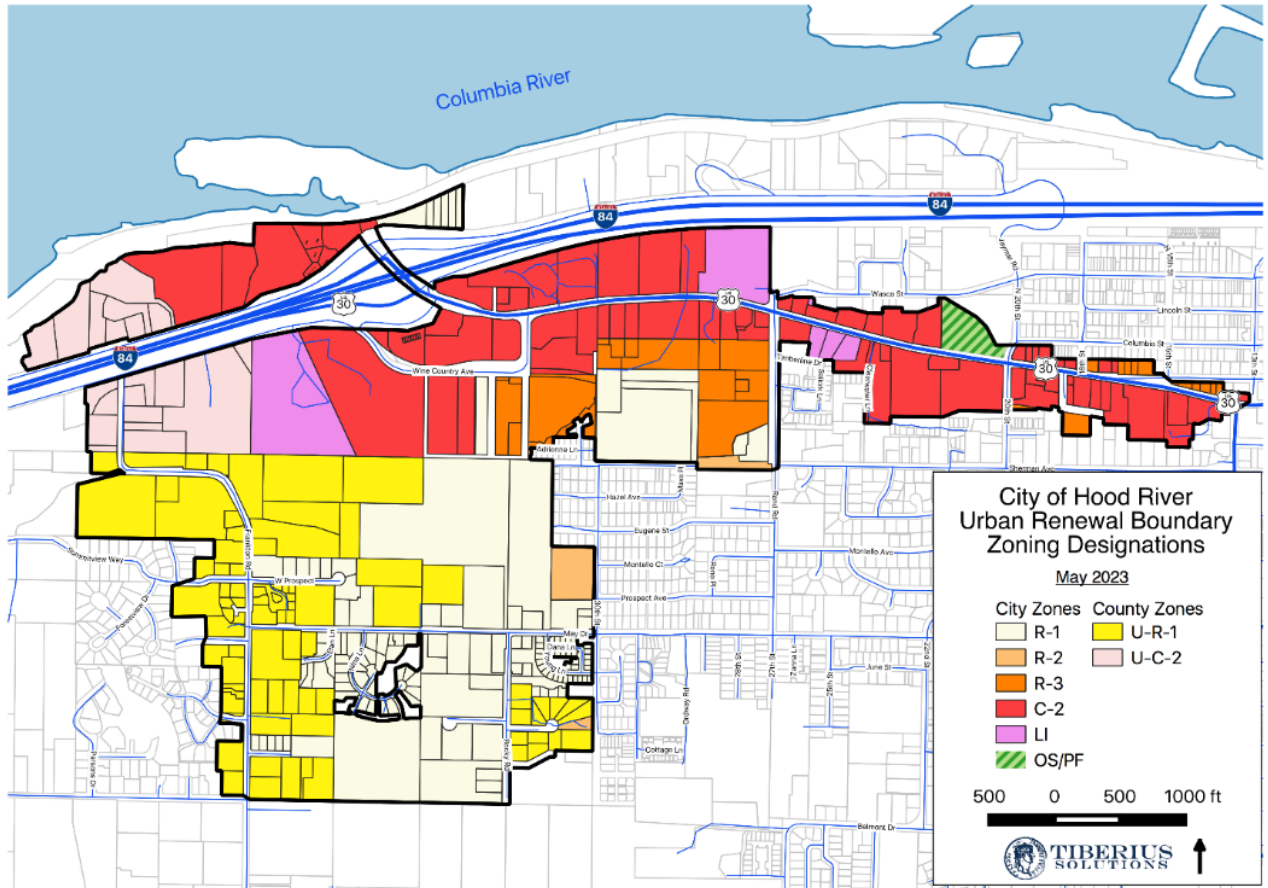
*The purpose of the Open Space/Public Facilities Zone is to provide land areas for parks and other necessary public facilities. This zone is also intended to serve as the mechanism to implement the public parks land use designation of the Comprehensive Plan. Permitted uses not subject to site plan review in this zone shall include, but are not limited to: recreational activities, non-profit community activities, and arts festivals.*

### **U-R-1 - Urban Growth Area Low Density Residential**

### **U-C-2 - Urban Growth Area General Commercial**

**FINDING:** The Plan Area contains the zoning districts identified above and is in conformance with the Community Development Code. As land in the Urban Growth Area is developed, it is anticipated it will be annexed to the city and zoning will be applied consistent with the described City zoning designations.

Figure 6 - Zoning Designations



### **XIII. LEGAL DESCRIPTION**

Westside Urban Renewal Area  
Hood River, Oregon

## **Exhibit A Public Input in Prior Planning Efforts**

### **Who was reached in previous plans advising the Westside Urban Renewal District?**

#### **Multi-Jurisdictional Parks Master Plan**

This Multi-Jurisdictional Parks, Recreation & Open Space Plan is intended to serve as the guiding recreation plan for the Hood River Valley Parks and Recreation District, the City of Hood River and Hood River County. The Port of Hood River and Hood River County School District, along with several conservation organizations, were integral partners and contributors to the plan.

*Outreach efforts located on p. 1-7 of document, summarized as follows:*

- Three Focus Groups: Wind/water/trail recreation group; sports fields and facilities group; Latino community group
- 11 stakeholder interviews: residents, NGOs, local business, rotary, community education, faith communities and activist groups.
- Community surveys: Mail & online-based community survey to gather input to help determine park, trail, open space and recreation priorities of the community. In close collaboration with Parks District staff and a Technical Advisory Committee, Conservation Technix developed the 16-question survey that was estimated to take approximately five minutes to complete. The mail survey was sent to a random sample of 2,500 households within the boundaries of the District on September 14th, and surveys were collected until October 31, 2018. Reminder postcards were mailed to the 2,500 households on October 2, 2018. An online version of the survey was posted to the District's website and made available to the general public. Information on the online survey was posted on September 19th and closed on October 22, 2018.
  - In total, 582 surveys were completed, and the two survey datasets were kept isolated to enable comparisons between the two samples. A summary of community survey results appear in Appendix B of the Master Plan.
- 1 community meeting
- 12 tabling events
- Social media content, eNewsletter, Radio Tierra advertising & emails
- Webpage for master plan process with project updates, links to the survey and additional information.
- HRVPRD partnered with The Next Door, a local nonprofit providing health and family services for the Latino community, to support outreach and recruitment of participants, in both English and Spanish. Also, staff from the Hood River Valley Park & Recreation District presented information about the plan to the Latinos In Action group to solicit feedback on the best ways to reach and get information from Latinos in Hood River.

## **Affordable Housing Strategy**

This Strategy identifies and describes actions and implementation steps to address housing affordability and encourages the development and preservation of housing units to better meet residents' affordability needs. With this Strategy, the City has identified a set of actions to support new and existing affordable development. The actions will encourage the development of more diverse housing types, grow partnerships with housing providers and agencies involved in housing issues, and reduce displacement risk for Hood River residents.

*Engagement Process located on p. 67 of document:*

- Project Task Force – The City of Hood River recruited members to a community advisory Task Force and advertised the opportunity to serve on the task force in both English and Spanish via the City's website, social media, and direct outreach. The Task Force met five times via Zoom over seven months to provide multiple rounds of feedback, advice, and input throughout the development of the AHS, providing greater understanding of unmet housing needs in Hood River, considerations about the development of housing in Hood River, and priorities for strategies. Meeting agendas and presentations are posted on the City's website.
  - Members of the twelve-person Task Force include renters, housing advocates, service providers, employers, people with lived experience in publicly subsidized housing, and other community members to ensure underrepresented voices are included in project outcomes. The Task Force included representatives from the Mid-Columbia Housing Authority, Columbia Cascade Housing Corporation, and Mid-Columbia Community Action Council.
- Stakeholder discussions
  - Service Providers: senior services, healthcare, families with young children, native communities, and farmworkers.
  - Public partners: Hood River County, HR School District, HR Parks and Rec, Port of HR, CAT Transit District, CGCC
  - Latino community (two of them), affordable housing providers, local housing developers, employers
  - Collaborative: multiple rounds of feedback, worked with the Task Force to refine strategies
- Public involvement announcements included use of:
  - Project webpage
  - Press releases
  - eNewsletter updates
  - Radio Tierra



### **Transportation System Plan:**

The 2021 TSP amendments focused on incorporating new projects developed as a part of the Westside Area Concept Plan Report dated 12/29/2017.

*TSP Outreach Report (completed after the Westside Area Concept Plan Report process):*

- Public involvement included:
  - Online open house and website to present information and receive community input, managed by DKS Associates.
  - City advertised online open house through eNewsletter via MailChimp, direct emails to Latino/Latinx community advocates, Radio Tierra (95.1FM), Facebook, and two-week print and digital advertising through Hood River News.
  - In-person open house and other meetings were not feasible due to COVID-19 pandemic.
  - PC Hearings held 3/1/21 and 3/15/21 with opportunity to present testimony.
  - CC Hearings held 4/12/21 with opportunity to present testimony and 4/26/21 for first reading of Ordinance 2062.

*Outreach Plan in TSP Appendix L p. 562-585 of TSP Appendix:*

- Outreach tools: website updates, meeting announcements,
- Locations for flyering and outreach: City Hall, Library, recreation center, senior center, La Clinica, local newspaper
- News articles
- Advisory Committees: Invited agencies and communities of interest
  - Agencies: City of HR, HR County, DLCD field rep, several ODOT reps, CAT
  - Business: DT Business Association, Growers and Shippers, major employers (hospital, school district) Port of HR, MCEDD
  - Community: HRCSD-Safe Routes to School rep; liaisons to Bike-Ped group, senior/disabled, Healthy Hood River community group, recreation advocate, other neighborhood and stakeholder groups
- Bicycle-Pedestrian Group: High School student, Hood River Valley Residents Associate, bicyclists, pedestrians, senior citizen, mobility impaired citizen, trail user/advocate, Parks and Rec, City Staff
- Additional activities/groups/events: Stakeholder interviews, Truck circulation, community workshop.
- Multiple Virtual Open Houses