**RESOLUTION NO. XXXX**

**A RESOLUTION ADOPTING TRANSPORTATION SYSTEM DEVELOPMENT CHARGES, METHODOLOGY REPORT AND PROJECT LIST AND REPEALING RESOLUTION NO. 3552**

**The City of Gresham Finds:**

A. Chapter 11, Infrastructure, of the Gresham Revised Code (GRC), provides that the Council shall establish certain fees and charges by resolution, including system development charges (SDCs).

B. A periodic review of existing SDC methodologies and project lists are needed to ensure that the changing infrastructure needs of the City are met.

C. The last Transportation SDC Methodology Report update occurred in 2017. Since 2017, minor project list updates have been adopted annually, maintaining the 2017 aggregate project costs plus an annual cost index based on the Engineering News-Record's annual 20-city average cost index for construction. The current growth-based capital improvement project list exceeds the 2017 aggregate project costs, even with annual indexing.

D. Since the Pleasant Valley and Springwater plan areas were added to Gresham's urban services area, their Transportation SDC rates and project lists have been separate from the 'existing city'. This has been problematic for implementation. Therefore, a single Transportation SDC rate for the plan areas and existing city is desired.

E. Feedback from the development community, when presented with the proposed SDC increase, included a request to phase in the rate increases.

**THE CITY OF GRESHAM RESOLVES:**

**Section 1.** The fees and charges (Rates) for Gresham Revised Code Chapter 11, Infrastructure relating to Transportation System Development Charges are established as shown in Exhibit A, attached hereto, and incorporated herein by reference. The Rates reflect a citywide SDC and the first of a phased increase of the Rates over three years. The rate is a 27.2% increase of the current Transportation SDC for 'existing city' adopted by Resolution No. 3552. The increase was applied to the trip rate and rounded up to the next whole dollar.

**Section 2.** The effective dates of the 2nd and 3rd phases of the rate increase will occur on July 1, 2025, and on July 1, 2026, respectively and shall also be 27.2%, applied to the per trip rate in effect at that time and shall be rounded up the next whole dollar.

**Section 3.** Exhibit B is titled "Transportation System Development Charges Methodology Update," dated November 22, 2023, and the methodologies, assumptions, conclusions, and findings in the report refer to the determination of the Transportation SDC. This report is hereinafter referred to as "Transportation SDC Methodology Report."

**Section 4.** Methodology

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1. The Transportation SDC rates for each land use type are provided in Exhibit A. If a development has multiple land uses (for example, "Carwash" and "Convenience Store"), the development's trip generation rate would be based on rates of the different uses proportional to their respective square footage, except as explicitly noted in the table or definitions. Accessory uses will be charged at the same rate as the primary use.

2. If a development occurs within the Civic Neighborhood Plan District, the Downtown Plan District, or the Rockwood Design District as these areas are defined in the Gresham Community Development Code, the Transportation SDC will be reduced by 25%. The reduction for these plan areas reflects pedestrian-friendly design standards which encourage denser land use so that trips are more likely to occur by modes other than driving.

3. Temporary uses will not be charged Transportation SDCs. For the purposes of Transportation SDC determination, temporary uses are those that are precluded by regulation to be in operation at the same location longer than six months. Wheeled food and beverage carts are also temporary uses for the purposes of this resolution.

4. The following definitions are used for the purpose of Transportation SDC determination:

**Adult Cabaret** - An adult cabaret is a nightclub with partially clothed or non-clothed live dancers (also known as an exotic dance club).

**Bank, with Drive-Through -** A financial institution licensed to receive monetary deposits and/or make loans where a customer's transactions can be completed without exiting their motor vehicle.

**Car Wash, Automated -** A business where the automated cleaning of a car's exterior is completed. Any covered building affiliated with the use, regardless of the number of walls, are considered buildings for the purpose of transportation SDC calculations.

**Care Facility** - Facilities providing housing with care services, including elderly housing, assisted living housing, congregate housing, continuing care retirement communities, immediate care facilities, retirement housing, and skilled nursing facilities as defined in GCDC 3.0100. Does not include similar care facilities located in a residential home as defined in GCDC 3.0218.

**Convenience Store -** A market that primarily sells convenience products such as candy, soda, and chips. Generally, it also sells alcoholic beverages and cigarettes. If the convenience store includes gas pumps, the use is categorized based on which use, convenience store or fueling station, will result in the higher transportation SDC but will not be charged for both uses. This use does not include Truck Stops.

**Dwelling Unit -** One or more rooms in a building, or portion thereof, designed for or that provides living facilities for cohabitating individuals and includes permanent provisions for sleeping and sanitation.

**Food or Beverage Establishment with Drive Through** – A food or beverage selling establishment where a customer may purchase and receive food without exiting their motor vehicle. Facilities usually associated with a drive through use vehicular queuing lanes and service windows.

**Fueling Station** - A business that provides gasoline or diesel for sale to customers. If a use with fueling bays also includes a convenience store, the primary use is categorized based on which use will result in the higher transportation SDC but will not be charged for both uses. This use does not include Truck Stops.

**Gross Floor Area (GFA) -** The sum, in square feet, of the area of each floor level of a building, including but not limited to cellars, basements, mezzanines, penthouses, corridors, lobbies, and storage areas. Gross Floor Area does not include parking garages and is measured from the outer wall of the building.

**Hotel/Motel -** Places of lodging that provide sleeping accommodations on a nightly or weekly basis, including bed and breakfast inns. Accessory uses include restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and retail and service shops.

**Housing, Attached** - Attached dwellings. Includes, but is not limited to, apartments, condominiums, townhomes, duplexes, and triplexes. Each dwelling unit is charged separately. Accessory uses include farms and City-approved home occupations, including day cares.

**Housing, Detached** - Includes all detached homes. Each unit is charged separately. Includes detached accessory dwelling units. Accessory uses include farms and City-approved home occupations, including day cares.

**Industrial -** Permitted uses in an industrial zone per the Permitted Use tables in Section 4 of the Gresham Community Development Code (GCDC). Does not include uses that are subject to limitations or a special use review per the Permitted Use tables in GCDC Section 4. Accessory uses include offices.

**Marijuana Retailer, Recreational -** A retail commercial business that sells recreational products which include marijuana as an ingredient. This category does not include facilities which only grow marijuana or only provide medical marijuana products.

**Office** - Used for conducting affairs of a business or profession, including insurance companies, professional services, investment brokers, call centers, and corporate headquarters. Office uses are differentiated from Retail and Services uses by the nature of the business. Offices frequently have primary trip generation by employees and not by customers. Accessory uses may include break rooms, locker rooms, and meeting rooms. This category does not include hospitals, medical office uses, banks, and uses which are Industrial, as defined above. If a business includes both office and another land use description, the use is categorized by the higher rate unless the uses are divided by floors, then the uses will be looked at separately.

**Park/Open Space -** Uses of public or private land focusing on large natural areas consisting mostly of vegetative landscaping, outdoor recreation, ball fields, play structures, and plazas. Examples of buildings at a park include restrooms, club houses, concessions, information kiosks, storage and maintenance facilities.

**Place of Worship** - Facilities where worship services are held. Accessory uses include meeting rooms and office space as well as a daycare or school that is provided during church services only.

**Retail and Services** - This category includes, but is not limited to, banks without drive-throughs, hospitals, medical offices and clinics, mini-storage facilities, commercial schools, movie theatres, grocery stores, event centers, auto parts and sales, the non-residential portion of live-work units, daycare facilities as defined in GCDC 3.0235, manual car wash facilities, pre-schools, and restaurants and coffee shops that do not include drive-throughs. Accessory uses include offices. This category does not include banks with drive-throughs, recreational marijuana retailers, adult cabarets, drive through food and coffee establishments, convenience stores, fueling stations, car washes, farm structures, and uses which are

Industrial, as defined above. This category includes all other uses that are not otherwise defined in this Resolution.

**School, K - 12** - A public or private educational facility serving children between kindergarten and high school grades. Accessory uses include daycare or preschool facilities.

**School, Post-Secondary -** An educational facility, primarily for adults, including community colleges, university or technical colleges that provide degree programs and are certified by the State Board of Higher Education or by a recognized accrediting agency. Accessory uses include daycare or preschool facilities.

**Truck Stop -** Truck stops are facilities located on or near major roadways and provide refueling, food and other services to motorists and truck drivers. Accessory uses may include a convenience store, car wash, showers, restaurants, and on-site truck parking spaces.

**Vehicle Fueling Position** – Any independent fueling position. For example, if a service station has one fuel dispensing pump with three hoses and grades of gasoline on each side, where only one vehicle can be fueled at a time on each side of the pump, the number of fueling positions would be two.

**Video Lottery Establishment** – A business that provides electronic or manually-controlled slot machines. These facilities exist for the primary purpose of deriving revenue from gaming operations.

**Section 5.** Resolution Number 3552 is hereby repealed.

**Section 6.** This resolution shall be effective on July 1, 2024.

Yes: _____

No: _____

Absent: _____

Abstain: _____

Passed by the Gresham City Council on February 20, 2024.

_____ _____

Nina Vetter
City Manager

Travis Stovall
Mayor

Approved as to Form:

_____

Helen Toloza
Interim City Attorney

# Exhibit A

## Transportation SDC Rate Table

*Gresham Revised Code (GRC) sections are for reference and are subject to change.*

Establishing Resolution No. XXXX was passed on XXXX and effective July 1, 2024.

*The following are fees in place from July 1, 2024-June 30, 2025. Fees to index on July 1, 2025 and July 1, 2026.*

| Land Use Description | Improvement SDC Rate | Reimbursement SDC Rate | Transportation SDC Rate | Variable |
|---|---|---|---|---|
| Adult Cabaret | $ 217,533.00 | $ 22,941.00 | $ 240,474.00 | per 1,000 sq ft GFA |
| Bank, with drive-through | $ 47,411.00 | $ 5,000.00 | $ 52,411.00 | per 1,000 sq ft GFA |
| Car Wash, Automated | $ 31,236.00 | $ 3,294.00 | $ 34,530.00 | per 1,000 sq ft GFA |
| Care Facility | $ 2,232.00 | $ 235.00 | $ 2,467.00 | per Dwelling Unit |
| Convenience Store | $ 128,289.00 | $ 13,529.00 | $ 141,818.00 | per 1,000 sq ft GFA |
| Food or Beverage Establishment with Drive-through | $ 75,300.00 | $ 7,941.00 | $ 83,241.00 | per 1,000 sq ft GFA |
| Fueling Station | $ 11,156.00 | $ 1,176.00 | $ 12,332.00 | per Vehicle Fueling Position |
| Hotel / Motel | $ 3,347.00 | $ 353.00 | $ 3,700.00 | per Room |
| Housing, Attached | $ 3,347.00 | $ 353.00 | $ 3,700.00 | per Dwelling Unit |
| Housing, Detached | $ 5,578.00 | $ 588.00 | $ 6,166.00 | per Detached Home |
| Industrial | $ 2,789.00 | $ 294.00 | $ 3,083.00 | per 1,000 sq ft GFA |
| Marijuana Retailer, Recreational | $ 89,244.00 | $ 9,412.00 | $ 98,656.00 | per 1,000 sq ft GFA |
| Office | $ 8,367.00 | $ 882.00 | $ 9,249.00 | per 1,000 sq ft GFA |
| Park / Open Space | $ 13,944.00 | $ 1,471.00 | $ 15,415.00 | per 1,000 sq ft GFA |
| Place of Worship | $ 3,347.00 | $ 353.00 | $ 3,700.00 | per 1,000 sq ft GFA |
| Retail and Services | $ 13,944.00 | $ 1,471.00 | $ 15,415.00 | per 1,000 sq ft GFA |
| School, K-12 | $ 6,694.00 | $ 706.00 | $ 7,400.00 | per 1,000 sq ft GFA |
| School, Post-Secondary | $ 13,944.00 | $ 1,471.00 | $ 15,415.00 | per 1,000 sq ft GFA |
| Truck Stop | $ 30,120.00 | $ 3,177.00 | $ 33,297.00 | per 1,000 sq ft GFA |
| Video Lottery Establishment | $ 74,743.00 | $ 7,882.00 | $ 82,625.00 | per 1,000 sq ft GFA |

Exhibit B

# Transportation System Development Charges Methodology Update

## I. BACKGROUND

System Development Charges (SDCs) are one-time fees on new development, which are paid at the time of development. SDCs are intended to recover a fair share of the cost of existing unused capacity and planned facilities that will provide capacity to serve future growth. Oregon Revised Statutes (ORS) 223.297 to 223.314 set statutory guidelines for creation and administration of SDCs in Oregon. SDCs can only be established by local ordinance or resolution which includes a methodology for determining the fees, and a list of capital improvement projects toward which the fees can be applied.

The City of Gresham has established five SDCs, including a Transportation SDC. The administration of the city's SDC program is covered in Article 11.05 of the Gresham Revised Code. This document updates the methodology for the transportation SDC, replacing the methodology report which was last updated in 2017.

## II. BASIC CONCEPTS

System development charges are based on the concepts of infrastructure capacity and usage. New development typically results in increased usage of public infrastructure. This increased usage will use up some of the capacity currently available in the infrastructure and/or require the capacity to be increased. SDCs provide an equitable and objective way for new development to pay for its impact on the public infrastructure.

The Transportation SDC is based on the system capacity and usage available during the PM peak period (weekdays from 4-6 PM), which is the time of day when demand on the transportation system is at its highest. The use of the PM peak period is critical from a transportation perspective, as this is the level of demand around which facilities are designed, and where capacity is most highly utilized.

At its discretion, a jurisdiction can establish different areas within its boundaries for which different SDCs apply. The City of Gresham has decided to have a unified Transportation SDC across the City, which is a change from the 2017 methodology.

ORS 223.299 allows an SDC to have both improvement and reimbursement components. The improvement component of the transportation SDC reflects that development may occur where there is currently inadequate transportation infrastructure to accommodate growth. In these cases, infrastructure must be added or expanded to avoid an unacceptable level of congestion. The reimbursement component of the transportation SDC reflects that many transportation capital projects will initially result in excess capacity. This occurs because capacity is usually based on travel lanes, which are added in whole numbers based on projected growth. These capital projects may be constructed in advance of development, so a reimbursement component is a way for growth to repay the City for projects built in anticipation of that growth.

Development is projected to add demand to the system in proportion to the size of development, based on the type of land use. The methodology will present improvement and reimbursement components of the SDC expressed as a rate. The resolution adopting this updated SDC methodology will include a table of SDC rates for particular land uses.

The following sections will develop each of these elements in more detail. Section III will discuss how the growth in demand is calculated. Sections IV and V will describe how the cost bases were developed for the improvement and reimbursement fees, respectively. Section VI will discuss how the SDC is developed for a particular development.

## III. GROWTH IN DEMAND

The growth in transportation system demand which is projected to occur over time is determined by comparing travel demand in a base year with that in a future year. The future year serves as the reference point from which the project list, described in the following section, is derived. Appendix A, “Growth in Trip Ends”, shows the number of trips during the two-hour PM peak period during the base year and the future year.

## IV. ELIGIBLE COST OF PLANNED CAPACITY IMPROVEMENTS (IMPROVEMENT FEE COST BASIS)

The improvement fee portion of the SDC is based on a specific list of planned capacity-increasing capital improvement projects. While capital projects can be used to address both existing and future deficiencies, improvement SDCs can only pay to remedy the cost of future deficiencies. If there is an existing deficiency, improvement SDCs can only pay for the portion of the project that corresponds to growth.

The capital project list for calculation of the improvement SDC was developed from five primary sources: intersection deficiencies, grant-funded corridor projects, growth area planning (Pleasant Valley and Springwater), on street paths, and traffic signal operations projects.

## A. Intersection Deficiencies

The City evaluated existing and future intersection traffic operation with traffic volume information and forecasts provided by Metro. Each intersection's traffic operations performance is represented as a volume to capacity (V/C) ratio, which measures the amount of traffic at a given intersection in the PM peak hour relative to the amount of traffic the intersection was designed to handle.

The Gresham Community Development Code states that intersections should operate at a V/C ratio of no greater than 0.99 in Metro-designated Regional and Town Centers and a V/C ratio of no greater than 0.90 outside of Centers. An intersection that exceeds its respective V/C threshold has a capacity deficiency.

Base year intersection V/C levels were analyzed to identify existing deficiencies. Where existing deficiencies were identified, staff calculated the cost of the minimal improvements that would be required to bring them to current, non-deficient standards. Future intersection V/C levels were calculated using future year traffic volumes without any capacity improvements to the intersection. For intersections that had capacity deficiencies under future year volumes, staff determined the improvements that would be necessary to bring them to standard. The scope of the necessary improvements was fine-tuned through simulations using traffic simulation software to ensure acceptable operation. Once the scope of each improvement was finalized by this modeling process, a cost estimate for the improvement was established.

Intersection improvement projects are eligible for SDC funding only to the extent that the projects will benefit future users rather than cure an existing deficiency. For intersections with existing deficiencies, the cost of the existing deficiency must be subtracted from the improvement cost to determine the SDC-eligible cost as reflected in Appendix B, "Improvement SDC Project List".

## B. Grant-Funded Corridor Projects

The City has secured, or seeks to secure, grants that expand the capacity of the transportation system for some streets which are not projected to exceed intersection V/C standards at the buildout year. The local match portion of these grant-funded projects is also reflected in Appendix B, "Improvement SDC Project List".

## C. Growth Area Planning

Several new or expanded arterials and collectors are necessary to accommodate growth in the Pleasant Valley and Springwater plan areas. For forecasting purposes, the location and classification of roadways were identified from the 2013 Transportation System Plan and the master plans for the respective plan areas.

## D. On Street Paths

Paths for non-motorized travelers add capacity to the transportation system, although that capacity is not measured within current regional travel models. Developers may be required to build paths to comply with the City's Trails and Paths Master Plan. Inclusion

of a line item in the project list for on street multi-use paths allows these projects to be eligible for SDC credits.

### E. Signal Operations Projects

Cost-effective capacity improvements can also be made through the use of technology at existing traffic signals. Improving the operation of these signals can help disperse traffic throughout the network to better utilize existing capacity. The project list includes a line item for these types of capacity-enhancing projects.

### F. Pedestrian, Bicycle, and Transit Network Enhancement Projects

Enhancements to the pedestrian and bicycle networks provide safer and more direct active transportation connections. Enhancement to transit facilities makes taking transit more attractive. Trips made using these alternative modes would tend to reduce or postpone the need for other vehicle capacity improvements on the project list. The project list includes line items for these types of capacity-enhancing projects.

### G. Summary

The project lists for improvement SDCs, along with SDC-eligible improvement costs by project, are included as Appendix B, “Improvement SDC Project List.” The ratio of the SDC eligible costs to the estimated growth in trips is used to determine the relative cost of providing new capacity for trips that occur on the network.

## V. ELIGIBLE COST OF UNUSED CAPACITY (REIMBURSEMENT FEE COST BASIS)

A reimbursement fee is designed to recover the costs, paid by current users, associated with capital improvements under construction or already constructed that will be used by future users. It is based on the value of unused capacity of facilities available to future system users; in other words, it is the capacity of facilities that current users of the system built but are not using.

State statutes allow the establishment of reimbursement SDCs to recover the cost of infrastructure investments made by existing users in anticipation of future users. To calculate a reimbursement SDC certain determinations must be made:

- What unused capacity exists
- What investment went into making that capacity available
- What growth/demand will that capacity serve

Therefore, the reimbursement fee portion of the SDC is based on the dollar cost of unused, available system capacity divided by the capacity it will serve.

To calculate the value of Gresham's excess transportation system capacity, the following steps were taken:

- Identify capacity increasing construction projects which are funded by existing users, including those funded by debt that will be repaid using future Transportation SDC revenues.
- Add up this spending across all transportation projects in the fiscal year in which the project's construction expenses were incurred. Add the debt interest expense paid in the fiscal year.
- Convert these annual spending amounts to current dollars using the Engineering News Record 20-city index.
- Depreciate the unused capacity of these improvements over a 20-year period by assuming that the capacity value of a project is progressively used up over that time.
- Divide the cost evenly over the number of new trips expected over the next 20 years.

The calculation for the eligible reimbursement cost basis is summarized in Appendix C, "Reimbursement Fee Cost Basis". The ratio of the eligible reimbursement cost to the estimated growth in trips is used to determine the relative value of excess capacity that is used by new demands on the transportation network.

## VI. SDC RATE CALCULATION

The improvement and reimbursement fees are calculated on a per-trip basis and are added together to determine the total transportation SDC per trip. These values are shown in Appendix D, "Transportation SDC Rates." Trips are then allocated to sizes of development from particular land use categories. Development types are lumped into more simplified general categories for implementation based on trip generation ranges supported by data included in the ITE Trip Generation Manual and other trip generation studies. Common development types, such as detached housing, or outlying development types that are shown to generate more or less trips than a general category are placed into categories of their own.

While ORS 223.307(5) authorizes the expenditure of SDCs on "the costs of complying with the provisions of ORS 223.297 to 223.314, including the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures," the SDC rate does not include these compliance costs.

# APPENDIX A: GROWTH IN TRIP ENDS

The growth in transportation system demand which is projected to occur over time is determined by comparing travel demand in the PM peak hour in a base year with that in a future year.

For the base year, the City used Metro's 2015 base Regional Transportation Plan (RTP) model as an estimate for year 2024 traffic volumes. For the future year (2044), the growth in demand was estimated by using Metro's 2040 model. The number of trips can be compared between the base and future year models to estimate the growth in transportation demand during the PM peak period.

| | Base Year (2015) | Future Year (2040) | Growth in Trip-Ends | Buildout Trip-Ends | 20-Year Portion of Buildout |
|---|---|---|---|---|---|
| Existing City | 33,205 | 40,792 | 7,587 | N/A | N/A |
| Pleasant Valley | 131 | 1,398 | 1,267 | 11,662 | 10.9% |
| Springwater | 150 | 1,108 | 958 | 15,898 | 6.0% |
| **Total** | **33,486** | **43,298** | **9,812** | **N/A** | **N/A** |

For the Pleasant Valley and Springwater plan areas, the City used a different approach to determine the scope of future improvement required within the 20-year SDC planning window. The original SDC plans for these plan areas, developed roughly 15 years ago, use a "buildout" year, when these areas are expected to have developed fully, according to their respective master plans, and a list of SDC projects to be completed by that "buildout" year under the master plan. This buildout year is expected to occur after 2040, and therefore results in a higher growth in demand than is shown by Metro's models.

To make the scope of the project list within the plan areas consistent with the 20-year city-wide trip growth predicted by Metro's model, the "Portion of Buildout" percentage was calculated for each plan area by comparing the 20-year growth in trip ends predicted by Metro's models to the "buildout" trip ends calculated in the plan areas' original master plans. These percentages are then applied to each plan area's project list cost total to determine the portion of the full buildout project list that is expected to be constructed within the 20-year SDC planning window in that plan area.

# APPENDIX B: IMPROVEMENT SDC PROJECT LIST

***Existing City and Citywide Projects***

| SDC Project No. | Intersection / Segment | Project Description | Total Project Cost | Cost to Correct Existing Deficiency | Assumed Grant Funding | SDC-Eligible Project Cost |
|---|---|---|---|---|---|---|
| EC01 | NE Glisan St. & NE 202nd Ave. | Widen 202nd to add SB right-turn pocket and to extend NB left-turn pocket. Partial signal replacement. | $ 790,000.00 | $ - | $ - | $ 790,000.00 |
| EC02 | E Burnside St. & SE 202nd Ave. | Add protected-permitted left turns all approaches. Restripe to extend SB left-turn lane. | $ 92,000.00 | $ - | $ - | $ 92,000.00 |
| EC03 | NE Burnside Rd. & NE Hogan Dr. | Widen Burnside to extend EB right turn pocket and to separate WB right turn pocket from bike lane. Partial signal replacement. | $ 2,349,000.00 | $ - | $ - | $ 2,349,000.00 |
| EC04 | SE Stark St. & SE 202nd Ave. | Widen 202nd to extend SB left-turn pocket and add SB right-turn pocket. Partial signal replacement. | $ 1,366,000.00 | $ - | $ - | $ 1,366,000.00 |
| EC05 | SE Stark St. & SE 223rd Ave. | Widen to add dual left turns on all approaches and to add EB right-turn pocket and to extend SB right-turn pocket. | $ 4,713,000.00 | $ - | $ - | $ 4,713,000.00 |
| EC06 | SE Stark St. & NE Hogan Dr. | Widen Hogan to add NB and SB dual left turns and EB, WB, and SB right turn lanes. Replace signal and implement adaptive signal timing. | $ 6,912,000.00 | $ - | $ - | $ 6,912,000.00 |
| EC07 | SE Stark St. & NE Kane Dr. | Widen Kane to add dual NB left-turn pockets. Widen Stark to add EB right-turn pocket. Replace signal. | $ 3,117,000.00 | $ - | $ - | $ 3,117,000.00 |
| EC08 | SE 182nd Ave. & SE Main St. | Relocate RRFB crosswalk 100' north of current location. Remove median at intersection to allow for two-stage left turns from Main. | $ 340,000.00 | $ - | $ - | $ 340,000.00 |
| EC09 | SE Division St. & SE 182nd Ave. | Widen 182nd to add dual NB and SB left-turn pockets. Widen all approaches to separate right-turn pockets from bike lanes. Replace signal. | $ 3,730,000.00 | $ - | $ - | $ 3,730,000.00 |
| EC10 | NW Division St. & NW Birdsdale Ave. | Widen Birdsdale to add SB right-turn pocket. Partial signal replacement. | $ 603,000.00 | $ - | $ - | $ 603,000.00 |
| EC11 | NE Division St. & NE Kane Dr. | Widen Division to add dual EB left-turn pockets. Replace signal. | $ 1,224,000.00 | $ - | $ - | $ 1,224,000.00 |
| EC12 | E Powell Blvd. & Hogan Dr. | Widen Hogan to add second NB through lane between Powell & Burnside. Partial signal replacement. | $ 7,529,000.00 | $ - | $ - | $ 7,529,000.00 |

| | ***Existing City and Citywide (Continued)*** | | | | | |
|---|---|---|---|---|---|---|
| SDC Project No. | Intersection / Segment | Project Description | Total Project Cost | Cost to Correct Existing Deficiency | Assumed Grant Funding | SDC-Eligible Project Cost |
| EC13 | SE Powell Valley Rd. & SE Barnes Rd. | Widen Powell Valley to add two-way left-turn lane for dual-stage left turns from Barnes. | $ 642,000.00 | $ - | $ - | $ 642,000.00 |
| EC14 | SE Powell Valley Rd. & SE 282nd Ave. | Widen 282nd to create continuous Minor Arterial cross section between Powell Valley and Lusted. New signal at Powell Valley intersection. | $ 2,381,000.00 | $ - | $ - | $ 2,381,000.00 |
| EC15 | SE 282nd Ave. & SE Chase Rd. | Widen Chase to add EB left-turn lane. | $ 142,000.00 | $ - | $ - | $ 142,000.00 |
| EC16 | SE Orient Dr. & SE Welch Rd. | Widen Orient to add center two-way left-turn lane for dual-stage left turns from Welch. | $ 351,000.00 | $ - | $ - | $ 351,000.00 |
| EC17 | SW Towle Rd. & SW Willow Pkwy. | Widen Towle to add center two-way left-turn lane for dual-stage left turns from Willow. | $ 252,000.00 | $ - | $ - | $ 252,000.00 |
| EC18 | SE Hogan Rd. & SE Butler Rd. | Widen Hogan to add center two-way left-turn lane for dual-stage left turns from Butler. | $ 113,000.00 | $ - | $ - | $ 113,000.00 |
| EC19 | Highland/Pleasant View/190th Corridor | Widen Highland/Pleasant View corridor to Standard Arterial cross section between Johnson Creek and SW 30th St. Partial replacement of Highland & Pleasant View traffic signal. (Assumes 50% of project will be funded by grants; 90% of local match funding provided by Pleasant Valley Offsite SDC Project No. P3.) | $ 12,605,000.00 | $ - | $ 6,303,000.00 | $ 631,000.00 |
| EC20 | SE Hogan Rd. Corridor | Widen to Major Arterial cross section between Powell and Palmquist. (Assumes 50% of project will be funded by grants; 90% of local match funding provided by Springwater Offsite SDC Project No. S1.) | $ 37,245,000.00 | $ - | $ 18,623,000.00 | $ 1,862,000.00 |
| EC21 | SE Palmquist Rd. Corridor | Widen to Minor Arterial cross section between Hogan and US-26. Add NB right-turn lane at Palmblad. (Assumes 60% grant funding.) | $ 6,173,000.00 | $ - | $ 3,704,000.00 | $ 2,648,000.00 |
| EC22 | SW Butler Rd. Corridor | Realign Butler Rd. between Binford and Rodlun. Widen to Towle, incl. Butler Ck. culvert. (Assumes 60% grant funding.) | $ 12,659,000.00 | $ - | $ 7,595,000.00 | $ 5,064,000.00 |
| EC23 | SE Regner Rd. Corridor | Widen to Minor Arterial Cross section between Roberts and Butler. (Assumes 60% grant funding.) | $ 25,454,000.00 | $ - | $ 15,272,000.00 | $ 10,181,000.00 |
| | ***Existing City and Citywide (Continued)*** | | | | | |

| SDC Project No. | Intersection / Segment | Project Description | Total Project Cost | Cost to Correct Existing Deficiency | Assumed Grant Funding | SDC-Eligible Project Cost |
|---|---|---|---|---|---|---|
| EC24 | NW Division St. Corridor Complete Street | Local portion for project to complete cross section to Standard Arterial standards between Gresham-Fairview Trail and Wallula. | $ 2,648,000.00 | $ - | $ - | $ 2,648,000.00 |
| EC25 | NE Cleveland Ave. Phase 2 | Local portion for project to complete cross section to Minor Arterial standards from Stark to Powell. Add southbound right turn lane at Burnside with partial signal reconstruction. | $ 2,672,000.00 | $ - | $ - | $ 2,672,000.00 |
| EC26 | Civic Neighborhood T.O.D. | Supports street infrastructure improvements for Civic Neighborhood Plan. | $ 213,000.00 | $ - | $ - | $ 213,000.00 |
| EC-PATH WAYS | On-Street Paths within Existing City (Along segments of Hogan Rd., Sandy Blvd., 282nd Ave., Rodlun Rd., Butler Rd., 201st Ave., 185th Ave., Powell Loop, SW 14th St., and Pleasant View Dr.) | Add on-street paths along designated collectors and arterials. | $ 7,212,000.00 | $ - | $ - | $ 7,212,000.00 |
| EC-SIGNALS | Citywide | Supports improvements to City's Traffic Signal and Transportation Systems Management and Operations systems to increase road and transit capacity. | $ 508,000.00 | $ - | $ - | $ 508,000.00 |
| | ***Existing City and Citywide Total*** | | | | | ***$ 70,106,000.00*** |

| | ***Pleasant Valley*** | | | | | |
|---|---|---|---|---|---|---|
| SDC Project No. | Intersection / Segment | Project Description | Total Project Cost | Cost to Correct Existing Deficiency | Assumed Grant Funding | SDC-Eligible Project Cost |
| PV01 | SE 190th Ave. (from 30th St. to Cheldelin Rd.) | Construct core roadway, natural resource overlay and publicly-owned frontages, and stream crossing to Standard Arterial cross section. | $ 13,644,000.00 | $ - | $ - | $ 13,644,000.00 |
| PV02 | SE 182nd Ave. (from Giese Rd. to 2013 city limits) | Construct core roadway to Major Collector cross section between Giese Rd and Knapp Rd and construct natural resource overlay frontage and stream crossing to Standard Collector cross section between SW Knapp Rd and SE Richey Rd. | $ 2,953,000.00 | $ - | $ - | $ 2,953,000.00 |
| PV03 | SE 182nd Ave. (from 2013 city limits to Cheldelin Rd.) | Construct natural resource overlay frontage and stream crossings to Standard Collector cross section except where adjacent to schools, then construct core roadway to Major Collector cross section. | $ 6,178,000.00 | $ - | $ - | $ 6,178,000.00 |
| PV04 | SE 172nd Ave. (from McKinley Rd. to Cheldelin Rd.) | Construct segments north and south of SE Foster Rd to Standard Arterial standard. | $ 5,891,000.00 | $ - | $ - | $ 5,891,000.00 |
| PV05 | SE Giese Rd. (new road, from Pleasant Valley boundary to 2013 city limits) | Construct natural resources and park frontage to Minor Arterial cross section. | $ 4,107,000.00 | $ - | $ - | $ 4,107,000.00 |
| PV06 | SE Giese Rd. (from 2013 city limits to 190th Ave.) | Construct to Minor Arterial cross section and boulevard design where adjacent to town center. | $ 792,000.00 | $ - | $ - | $ 792,000.00 |
| PV07 | SW Knapp St. (new, from 182nd Ave. to 190th Ave.) | Construct to Standard or Major Collector cross section per functional classification map. | $ 1,849,000.00 | $ - | $ - | $ 1,849,000.00 |
| PV08 | SW Knapp St. (new, from 172nd Ave. to 182nd Ave.) | Construct to Major Collector cross section with boulevard design where applicable. | $ 3,867,000.00 | $ - | $ - | $ 3,867,000.00 |
| PV09 | SE Cheldelin Rd. (from Pleasant Valley boundary to 2013 city limits) | Construct to Minor Arterial cross section. | $ 4,543,000.00 | $ - | $ - | $ 4,543,000.00 |
| PV10 | SE Cheldelin Rd. (from 2013 city limits to 190th Ave.) | Construct core roadway to Minor Arterial cross section. | $ 890,000.00 | $ - | $ - | $ 890,000.00 |
| PV12 | New Road around park (from 31st St. to Giese Rd.) | Construct park frontage to Major Collector cross section. | $ 611,000.00 | $ - | $ - | $ 611,000.00 |
| PV13 | SW 31st St. (new, from Giese Rd. to 190th Ave.) | Construct park frontage to Major Collector cross section. | $ 1,331,000.00 | $ - | $ - | $ 1,331,000.00 |

| | ***Pleasant Valley (continued)*** | | | | | |
|---|---|---|---|---|---|---|
| SDC Project No. | Intersection / Segment | Project Description | Total Project Cost | Cost to Correct Existing Deficiency | Assumed Grant Funding | SDC-Eligible Project Cost |
| PV15 | New N/S Road west of 190th Ave. and PV14 (from PV14 to Cheldelin Rd.) | Construct stream crossing and natural resource overlay frontage to Major and Standard Collector cross section. | $ 5,536,000.00 | $ - | $ - | $ 5,536,000.00 |
| PV16 | New E/W Road north of Cheldelin Rd. (from 172nd Ave. to 190th Ave.) | Construct stream crossing and park frontage to Major and Standard Collector cross section. | $ 4,217,000.00 | $ - | $ - | $ 4,217,000.00 |
| PV17 | SW Knapp St. (extension, from 172nd Ave. to Giese Rd.) | Construct park frontage to Major Collector cross section. | $ 906,000.00 | $ - | $ - | $ 906,000.00 |
| PV18 | New NE/SW Road east of Jenne Rd. (from PV17 over Foster Rd. into Portland) | Construct stream crossing and natural resources frontage to Standard Collector cross section. | $ 136,000.00 | $ - | $ - | $ 136,000.00 |
| PV19 | New N/S Road east of 172nd Ave. (from 172nd Ave. to Cheldelin Rd.) | Construct park frontage to Major Collector cross section. | $ 1,103,000.00 | $ - | $ - | $ 1,103,000.00 |
| PV20 | SE 170th Ave. realignment (from Baxter Rd. to Pleasant Valley boundary) | Construct town center frontage to Major Collector Boulevard cross section. | $ 82,000.00 | $ - | $ - | $ 82,000.00 |
| PV22 | SE Foster Rd. | Construct town center frontage to Major Collector Boulevard cross section. | $ 290,000.00 | $ - | $ - | $ 290,000.00 |
| PV23 | SE 170th Ave. realignment (from Baxter Rd. to Pleasant Valley boundary) | Construct town center frontage to Major Collector Boulevard cross section. | $ 102,000.00 | $ - | $ - | $ 102,000.00 |
| PV-REGRADE | PV-wide | Fund to be used to regrade existing frontages to bring them to AASHTO standard | $ 3,000,000.00 | $ - | $ - | $ 3,000,000.00 |
| PV-TRAFFIC | Traffic Signals in Pleasant Valley | Construct 10 traffic signals at intersections throughout the Pleasant Valley Plan Area. | $ 3,783,000.00 | $ 150,000 | $ - | $ 3,633,000.00 |
| | *Pleasant Valley Subtotal* | | | | | ***$ 65,661,000.00*** |

| | | | | | | |
|---|---|---|---|---|---|---|
| | ***Pleasant Valley (continued)*** | | | | | |
| | ***Pleasant Valley Offsite*** | | | | | |
| SDC Project No. | Intersection / Segment | Project Description | Total Project Cost | Cost to Correct Existing Deficiency | Assumed Grant Funding | SDC-Eligible Project Cost |
| P3 | SW Highland Dr./SW Pleasant View Dr./SE 190th Ave. (from Johnson Ck. to 30th St.) | Widen Highland/Pleasant View corridor to Standard Arterial cross section between Johnson Creek and SW 30th St. Partial replacement of Highland & Pleasant View traffic signal. (Assumes 50% of project will be funded by grants; 10% of funding provided by Existing City SDC Project No. EC-19.) | $ 12,605,000.00 | $ - | $ 6,302,000.00 | $ 5,672,000.00 |
| | *Pleasant Valley Offsite Subtotal* | | | | | *$ 5,672,000.00* |
| | ***Pleasant Valley Total (Plan Area and Offsite)*** | | | | | ***$ 71,483,000.00*** |
| | ***PLEASANT VALLEY 20-YEAR PROJECT TOTAL*** | ***10.9% of Pleasant Valley Total*** | | | | ***$ 7,766,000.00*** |

| | ***Springwater*** | | | | | |
|---|---|---|---|---|---|---|
| SDC Project No. | Intersection / Segment | Project Description | Total Project Cost | Cost to Correct Existing Deficiency | Assumed Grant Funding | SDC-Eligible Project Cost |
| SW1 | SE Rugg Rd./New Road S1 (from Hogan Rd. to Orient Dr.) | Widen to Major Arterial cross section and extend road alignment per the Springwater Interchange Area Master Plan (SW IAMP). | $ 44,791,000.00 | $ - | $ - | $ 44,791,000.00 |
| SW4 | SE 19th St. (from Hogan Rd. to 100 feet west of Palmblad Rd.) | Construct new road to Minor Arterial cross section. | $ 621,000.00 | $ - | $ - | $ 621,000.00 |
| SW5 | SE Palmblad Rd. (from Hillyard Rd. to Rugg Rd.) | Widen to Minor Arterial cross section. SDCs to be collected on west half of street only, from SE Hillyard Rd. to 200 feet north of SE Telford Rd. | $ 14,082,000.00 | $ - | $ - | $ 14,082,000.00 |
| SW7 | SE Butler Road extension (from Hogan Rd. to McNutt Rd.) | Construct new road and stream crossing to Minor Arterial cross section. | $ 3,681,000.00 | $ - | $ - | $ 3,681,000.00 |
| SW8 | New N/S Road S8 (from Hogan Rd. to McNutt Rd.) | Construct to Minor Arterial cross section with boulevard design. | $ 895,000.00 | $ - | $ - | $ 895,000.00 |
| SW9 | McNutt Rd./New Road S9 (from S8 to S1) | Widen and extend to Minor Arterial cross section per SW IAMP alignment and to boulevard design where designated. | $ 12,741,000.00 | $ - | $ - | $ 12,741,000.00 |
| SW14 | New N/S Road S14 (byway road on east side of Hogan Rd., from approx. 5,200 feet north of Rugg Rd. to approx. 2,300 feet north of Rugg Rd.) | Construct new road and stream crossing to Standard Collector cross section. | $ 6,042,000.00 | $ - | $ - | $ 6,042,000.00 |
| SW15 | SE 267th Ave. (Springwater boundary to S1) | Construct natural resources overlay frontages, park frontage, and stream crossing to Standard Collector cross section. | $ 2,298,000.00 | $ - | $ - | $ 2,298,000.00 |
| SW18 | New N/S Road S18 (from Orient Dr. to Stone Rd.) | Construct natural resources overlay frontage and stream crossings to Standard Collector cross section. | $ 3,548,000.00 | $ - | $ - | $ 3,548,000.00 |
| SW21 | New E/W Road S21 (from S8 to Kane Rd.) | Construct natural resources overlay frontage and stream crossings to Standard Collector cross section. | $ 2,264,000.00 | $ - | $ - | $ 2,264,000.00 |
| SW23 | SE Kane Rd. (from S21 to Rugg Rd.) | Construct natural resources overlay frontage and stream crossings to Standard Collector cross section. | $ 2,503,000.00 | $ - | $ - | $ 2,503,000.00 |
| SW25 | New E/W Road S25 (from Hogan Rd. to Kane Rd.) | Construct to Standard Collector cross section. | $ 1,224,000.00 | $ - | $ - | $ 1,224,000.00 |

| | ***Springwater (Continued)*** | | | | | |
|---|---|---|---|---|---|---|
| SDC Project No. | Intersection / Segment | Project Description | Total Project Cost | Cost to Correct Existing Deficiency | Assumed Grant Funding | SDC-Eligible Project Cost |
| SW27 | SE Hogan Rd. (from Palmquist Rd. to Rugg Rd.) | Construct frontages and stream crossings to Major Arterial cross section. | $ 24,718,000.00 | $ - | $ - | $ 24,718,000.00 |
| SW28 | SE Telford Rd. (from Palmblad Rd. to Stone Rd.) | Construct natural resources overlay frontage and stream crossings to Minor Arterial cross section. | $ 18,916,000.00 | $ - | $ - | $ 18,916,000.00 |
| SW30 | SE 282nd Ave. (from approx. 550 feet north of Orient Dr. to approx. 1,700 feet south of Orient Dr.) | Construct west side of road and construct stream crossings to Minor Arterial cross section. | $ 1,974,000.00 | $ - | $ - | $ 1,974,000.00 |
| SW32 | Springwater Interchange (SE Rugg Rd./S1 at US-26) | Construct grade separated interchange. (Assumes 75% of project will be funded by grants.) | $ 28,252,000.00 | $ - | $ 21,189,000.00 | $ 7,063,000.00 |
| SW33 | SE 16th St. (from Hogan to Fleming) | Construct to Standard Collector standard | $ 1,068,000.00 | $ - | $ - | $ 1,068,000.00 |
| SW34 | Proposed Collector (262nd) | Construct to Standard Collector standard | $ 1,904,000.00 | $ - | $ - | $ 1,904,000.00 |
| SW35 | SE Carl St. | Construct to Standard Collector standard | $ 500,000.00 | $ - | $ - | $ 500,000.00 |
| SW36 | New | Construct to Standard Collector standard | $ 2,031,000.00 | $ - | $ - | $ 2,031,000.00 |
| SW-TRAFFIC | Traffic Signals and Roundabouts in Springwater | Build 8 traffic signals and 2 roundabouts in the Springwater plan area. | $ 3,673,000.00 | $ - | $ - | $ 3,673,000.00 |
| SW-PATH WAYS | On-Street Paths within Springwater (Along SE Hogan Rd., SE Rugg Rd./S1, and SE 282nd Ave.) | To fund the construction of roadside multiuse paths in Springwater plan area. | $ 4,101,000.00 | $ - | $ - | $ 4,101,000.00 |
| | *Springwater Subtotal* | | | | | *$ 160,638,000.00* |

| | ***Springwater Offsite*** | | | | | |
|---|---|---|---|---|---|---|
| SDC Project No. | Intersection / Segment | Project Description | Total Project Cost | Cost to Correct Existing Deficiency | Assumed Grant Funding | SDC-Eligible Project Cost |
| S1 | SE Hogan Rd. (from Powell Blvd. to Palmquist Rd.) | Widen to Major Arterial cross section between Powell and Palmquist. (Assumes 50% of project will be funded by grants; 10% of funding provided by Existing City SDC Project No. EC20.) | $ 32,960,553.70 | $ - | $ 18,623,000.00 | $ 16,760,000.00 |
| | *Springwater Offsite Subtotal* | | | | | *$ 16,760,000.00* |
| | ***Springwater Total (Plan Area and Offsite)*** | | | | | ***$ 177,398,000.00*** |
| | ***SPRINGWATER 20-YEAR PROJECT TOTAL*** | ***6.0% of Springwater Total*** | | | | ***$ 10,690,000.00*** |

# APPENDIX C: REIMBURSEMENT FEE COST BASIS

Projects that are included in the Reimbursement Fee calculation:

| Year of Construction | Project Name | Portion of Project Paid Using Transportation SDC Revenue or SDC Debt* |
|---|---|---|
| 2015 | 190th/Pleasant View, Highland to Willow | $ 538,000 |
| 2015 | Wy'East Way (MAX Path) | $ 306,000 |
| 2017 | Cleveland Ave. Corridor, Phase 1 | $ 281,000 |
| 2017 | On-Street Paths Program | $ 203,026 |
| 2018 | SE 19th St. Improvements (SW) | $ 112,370 |
| 2018 | Palmquist Rd. Improvements (SW) | $ 428,394 |
| 2019 | Palmquist Rd. Improvements | $ 80,642 |
| 2019 | 282nd & Lusted Intersection | $ 504,571 |
| 2020 | Powell & Highland Intersection | $ 17,808 |
| 2020 | On-Street Paths Program | $ 42,664 |
| 2020 | Signal Operations Improvements (Citywide) | $ 637,661 |
| 2020 | SE 190th Dr. (PV) | $ 122,696 |
| 2020 | 174th Corridor Planning (PV) | $ 12,593 |
| 2020 | SE 19th St. Improvements (SW) | $ 80,642 |
| 2020 | Signal Operations Improvements (Citywide) | $ 655,000 |
| 2021 | Palmquist Rd. Improvements | $ 520,691 |
| 2021 | Glisan & 202nd Intersection | $ 140,106 |
| 2021 | Highland Dr. Corridor | $ 49,855 |
| 2021 | On-Street Paths Program | $ 33,322 |
| 2021 | 190th Ave. Improvements (PV) | $ 53,553 |
| 2022 | Burnside & Hogan Intersection | $ 872,942 |
| 2022 | Palmquist Rd. Improvements | $ 48,739 |
| 2022 | Glisan & 181st Intersection | $ 848,721 |
| 2022 | Stark Corridor (223rd, Hogan Intersections) | $ 466,165 |
| 2022 | Sandy & 185th Intersection (Sandy Corridor) | $ 837,033 |
| 2022 | Cleveland Ave. Corridor, Phase 2 | $ 25,211 |
| 2022 | Division St. Corridor | $ 59,115 |
| 2022 | TIF Update | $ 55,175 |
| 2022 | On-Street Paths Program | $ 47,407 |
| 2022 | 190th Ave. Improvements (PV) | $ 733,251 |

Projects that are included in the Reimbursement Fee calculation (Continued):

| Year of Construction | Project Name | Portion of Project Paid Using Transportation SDC Revenue or SDC Debt* |
|---|---|---|
| 2023 | Powell & Hogan Intersection | $ 234,192 |
| 2023 | Sandy & 185th Intersection (Sandy Corridor) | $ 208,386 |
| 2023 | Sandy & 181st Intersection (Sandy Corridor) | $ 208,386 |
| 2023 | Cleveland Ave. Corridor, Phase 2 | $ 255,304 |
| 2023 | Division St. Corridor | $ 101,692 |
| 2023 | Knapp St. Improvements (PV) | $ 403,563 |

* - SDC debt refers to borrowed money that will be repaid using future Transportation SDC revenues.

Reimbursement Fee calculation:

| Year | Years into the past | Historic SDC Project Resources | ENR Index Adjustment | Resources at 2023 Value | Depreciation Percentage | Depreciated 2023 Value |
|---|---|---|---|---|---|---|
| 2015 | 9 | $ 844,000 | 132.60% | $ 1,119,144 | 45% | $ 615,529 |
| 2016 | 8 | $ 0 | 129.02% | $ 0 | 40% | $ 0 |
| 2017 | 7 | $ 484,026 | 125.27% | $ 606,339 | 35% | $ 394,121 |
| 2018 | 6 | $ 540,764 | 121.26% | $ 655,730 | 30% | $ 459,011 |
| 2019 | 5 | $ 585,213 | 117.88% | $ 689,849 | 25% | $ 517,387 |
| 2020 | 4 | $ 1,569,064 | 115.80% | $ 1,816,976 | 20% | $ 1,453,581 |
| 2021 | 3 | $ 797,527 | 113.41% | $ 904,475 | 15% | $ 768,804 |
| 2022 | 2 | $ 3,993,759 | 105.60% | $ 4,217,410 | 10% | $ 3,795,669 |
| 2023 | 1 | $ 1,411,523 | 100.00% | $ 1,411,523 | 5% | $ 1,340,947 |
| **Total** | | | | | | **$ 9,345,048** |

| | |
|---|---|
| Peak Hour Trips over 20 Years | 9,812 |
| **Per Trip Reimbursement SDC** | **$ 952** |

# APPENDIX D: TRANSPORTATION SDC RATES

| | |
|---|---|
| 20-Year SDC Projects: Existing City Total | $ 70,106,000 |
| 20-Year SDC Projects: Pleasant Valley Total | $ 7,766,000 |
| 20-Year SDC Projects: Springwater Total | $ 10,690,000 |
| **20-Year SDC Projects: All Areas** | **$ 88,562,000** |
| | |
| 20-Year Trip Growth: | 9,812 |
| | |
| **SDC Rate (New Capacity):** | **$ 9,026** |
| **SDC Rate (Reimbursement):** | **$ 952** |
| **Proposed New Transportation SDC Rate:** | **$ 9,978** |