PUBLIC WORKS DEPARTMENT
Engineering Division -CITY OF WOODBURN
190 Garfield Street
Woodburn, OR 97071
FAX: 503.982.5242

ADDENDUM

Addendum No.:	1
Project Name:	Transportation SDC Methodology Update
Project No.	2020-10-28
Date:	July 10, 2020
To:	All Proposers

NOTE: This Addendum forms part of the Contract Documents and modifies the Request for Proposals as noted below. Proposers submitting an offer must sign this form, acknowledging receipt of addendum, and supply it with their proposal. Failure to do so may subject the Proposer to disqualification.

REVISIONS TO THE REQUEST FOR PROPOSALS DOCUMENT AND WEB POSTING:

1. All references regarding to the submission of sealed proposals shall include the option to send proposals via email in PDF format to eric.liljequist@ci.woodburn.or.us as an acceptable submission alternative due to the ongoing pandemic event.

REVISIONS TO THE REQUEST FOR PROPOSALS DOCUMENT:

2. Under Task **B** – Transportation SDC Development, section No. 2, add the following subsection d.:

   d. The City has an ***Interchange Development Charge*** (IDC) as a separate SDC fee designed to recover the cost of the growth-related portion of the City's share of the recently constructed I-5 Interchange Project. It is structured similarly to the Transportation SDC and **will need to be incorporated into the methodology update by the Consultant**. A copy of the 2008 Transportation System Development Charge Study is attached to this addendum.

3. Under Task **B** – Transportation SDC Development, add the following section No. 5:

   5. The Consultant shall create and provide a detailed, industry standard ***Transportation SDC Methodology Report*** encompassing all statutory and federal, state and local regulatory requirements, including in the report all pertinent data and information derived from this SDC methodology update study/project.

I have received, read and incorporated changes, per this addendum, in my proposed bid:

_____

Signature *Date*

COUNCIL BILL NO. 2716

ORDINANCE NO. 2438

AN ORDINANCE IMPOSING TRANSPORTATION SYSTEM DEVELOPMENT CHARGES BASED UPON AN ESTABLISHED METHODOLOGY; PROVIDING PROCESSES FOR ALTERNATIVE CALCULATIONS; AND REQUIRING THAT FUNDS BE ACCOUNTED FOR AND USED PURSUANT TO STATE LAW; AND REPEALING ORDINANCE 2248

WHEREAS, the City authorized the preparation of the City of Woodburn Transportation System Development Charge Study dated March 2008 ("the Methodology"), which is attached to this Ordinance and incorporated as Exhibit "A"; and

WHEREAS, in compliance with ORS 223.297-223.314, the City provided notice and an opportunity to be heard to all persons who requested written notice; and

WHEREAS, the City provided copies of the Methodology to all persons requesting one; and

WHEREAS, the City Council held a public hearing on February 11, 2008 to receive input on the Methodology; and

WHEREAS, in order to receive additional input, the February 11, 2008 public hearing was continued until March 10, 2008 and notice of the hearing was mailed to all property owners within the Interchange Development Charge boundary; and

WHEREAS, the City intends to use Transportation System Development Charges ("Transportation SDCs") as a way to balance the capital funding needed for improved transportation facilities between existing residents and future residents of Woodburn; and

WHEREAS, the City intends to impose the Interchange Development Charge ("the IDC") to equitably fund the improvement of the Woodburn Interchange; and

WHEREAS, in adopting Transportation SDCs and the IDC, the City intends to comply with state law and include in this Ordinance all mandatory provisions required by ORS 223.297- 223.314, **NOW, THEREFORE,**

THE CITY OF WOODBURN ORDAINS AS FOLLOWS:

Section 1. General Findings. The City Council makes the following General Findings regarding Transportation SDCs.

A. Development within the City contributes to the need for capacity increases for roads, multi-modal transportation and related transportation improvements.

B. Development should pay its fair share for the cost of these improvements and additions to transportation facilities necessary to accommodate the capacity needs created by growth.

C. ORS 223.297 *et. seq.* grants to the City the authority to impose Transportation SDCs to equitably spread the costs of essential capacity increasing Capital Improvements.

D. Transportation SDCs are incurred upon application to develop property for a specific use or at a specific density and are collected by the City when a building permit is issued. The decision regarding uses, densities, and/or intensities causes direct and proportional changes in the amount of the incurred charge.

E. Transportation SDCs are separate from other fees provided by law or imposed as a condition of development.

F. Transportation SDCs are fees for service because they contemplate a development's receipt of transportation services based upon the nature of that development.

G. Transportation SDCs are imposed by this Ordinance not as a tax on property or on a property owner as a direct consequence of ownership of property within the meaning of Article XI, Section 11b of the Oregon Constitution or legislation implementing that section.

Section 2. Findings for Interchange Development Charge. The City Council makes the following Findings regarding the IDC:

A. In 2005, the cost of the needed improvements to the Woodburn Interchange was estimated to be $50 million.

B. Pursuant to Intergovernmental Agreement No. 23,240, which serves as a funding plan for completion of the Woodburn Interchange modernization, the City must provide a total of $8 million towards completion of this project.

C. The IDC is established under this Ordinance under the authority of ORS 223.297-223.314.

D. The City Council finds that developing properties within the IDC boundary will create a greater impact on the Woodburn Interchange than similarly zoned developing properties located in the City but outside of the IDC boundary.

E. The City Council finds that developing properties within the IDC boundary will receive greater benefit by an improved Woodburn Interchange than similarly zoned developing properties located in the City but outside of the IDC boundary.

F. Based upon their greater developmental impact on the Woodburn Interchange and the greater benefit that they will receive when the Woodburn Interchange is improved, the City Council, consistent with ORS 223.297-223.314, makes the determination that it is fair and equitable to impose the IDC.

G. The IDC is an "improvement fee" as defined in ORS 223.299 since the charge to the developer is for costs associated with Capital Improvements yet to be constructed.

H. An argument was raised before the City Council that the IDC is unlawful because it "represents the effective establishment of a transportation special district without undergoing the adoption methods required by ORS Chapter 267.510 *et seq*." The City Council finds that this argument is not well founded in law because the City is asserting no jurisdictional authority outside of its corporate boundary.

I. Pursuant to ORS Chapter 267.510 *et seq* , a transportation district , like other special districts, exercises jurisdictional authority within the area of its boundary. By establishing the IDC boundary, the City Council, consistent with ORS 223.297-223.314, is merely establishing a charge that is collectible within the City. A Transportation SDC must be paid only: (1) if the involved property is annexed to the City, and (2) if the involved property develops. This is legal and within the City's jurisdiction.

J. Another argument was raised before the City Council that the IDC charge is inequitable. As stated above, the City Council finds that this is not the case because developing properties within the IDC boundary will create a greater developmental impact and also will receive a greater benefit by an improved Woodburn Interchange.

K. Finally, an argument was raised before the City Council that the IDC charge violates constitutional principles. The City Council finds that this argument is also not well founded in law. In *Roger's Machinery v. Washington County*, 181 Or.App 369, 45 P.3d 966 (2002), the Court addressed the argument that traffic impact fees imposed under ORS 223.297-223.314 constituted an unconstitutional taking in violation of the Fifth Amendment. The Court ruled that the traffic impact fees were not physical exactions and were not subject to *Dolan's* heightened scrutiny test, which is used to determine whether a property development condition constitutes an improper taking under the Fifth Amendment. The Court stated that no individualized determination was required before assessing the fee against a particular property in compliance with the Oregon SDC statutes.

Section 3 Definitions. The following definitions apply:

A. APPLICANT. A person seeking to obtain a Building Permit or to develop property within the City.

B. BUILDING. Any structure, either temporary or permanent, built for the support, shelter or enclosure of persons, chattels or property of any kind. This term shall include tents, trailers, mobile homes or any vehicles serving in any way the function of a building. This term shall not include temporary construction sheds or trailers erected to assist in construction and maintained during the term of a Building Permit.

C. BUILDING PERMIT. A permit issued by the Building Department for the construction, alteration, repair or placement of any Building under the state building code.

D. CAPITAL IMPROVEMENT PLAN. A plan prepared by the City pursuant to ORS 223.309.

E. CAPITAL IMPROVEMENTS. Public facilities or assets used for transportation.

F. CITY. The City of Woodburn, Oregon.

G. CREDIT. The amount of money by which the charge for a specific development may be reduced because of construction of eligible capital facilities as outlined in this Ordinance.

H. DEVELOPMENT. Any man-made change to improved or unimproved real estate which has the effect of generating additional weekday or weekend trips.

I. DIRECTOR. The Woodburn Public Works Director or designee.

J. DWELLING UNIT. A Building or a portion of a Building designed for residential occupancy, consisting of one or more rooms which are arranged, designed or used as living quarters for one family only.

K. IMPROVEMENT FEE. A fee for costs associated with Capital Improvements to be constructed after the date the fee is adopted pursuant to this Ordinance.

L. INTERESTED PERSON. Any person who is a legal resident of the City of Woodburn as evidenced by registration as a voter in the City, or by other proof of residency; or a person who owns, occupies, or otherwise has an interest in real property which is located within the city limits or is otherwise subject to the imposition of charges under this Ordinance.

M. OWNER. The owner or owners of record title or the purchaser or purchasers under a recorded land sale agreement.

N. PERSON. Any natural person, firm, partnership, association or corporation.

O. QUALIFIED PUBLIC IMPROVEMENT. A Capital Improvement that is:

1. Required as a condition of development approval;

2. Identified in the Capital Improvement Plan and is either:

a. Not located on or contiguous to property that is the subject of development approval; or

b. Located in whole or in part on or contiguous to property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.

P. REIMBURSEMENT FEE. A fee for costs associated with Capital Improvements already constructed or under construction when the fee is adopted pursuant to this Ordinance for which the City determines that capacity exists.

Q. TRANSPORTATION SYSTEM DEVELOPMENT CHARGE ("Transportation SDC") or SYSTEM DEVELOPMENT CHARGE ("SDC"). An improvement fee and/or

a reimbursement fee and/or the IDC assessed or collected at the time of increased usage of a Capital Improvement or issuance of a Building Permit. System Development Charges are separate from and in addition to any applicable tax, assessment, fee in lieu of assessment, or other fee or charge provided by law or imposed as a condition of development.

Section 4. Imposition of Transportation System Development Charges.

A. Unless otherwise exempted by this Ordinance or state law, a Transportation SDC is hereby imposed on all Development within the City.

B. Unless otherwise exempted by this Ordinance or state law, an Interchange Development Charge is hereby imposed on all Development within the City and located within the Interchange Development Charge boundary. The Interchange Development Charge boundary is depicted on Exhibit B, which is attached to this Ordinance and incorporated.

Section 5. Methodology.

A. The methodology used to calculate Transportation System Development Charges and the Interchange Development Charge is set forth in the "Transportation System Development Charge Study" ("the Methodology") dated March 2008, which is attached as Exhibit "A" to this Ordinance and incorporated.

Section 6. System Development Charge Rate Schedule.

A. A Rate Schedule for Transportation System Development Charges and the Interchange Development Charge shall be adopted by resolution based on the Methodology attached as Exhibit "A" and incorporated into this Ordinance.

B. The Rate Schedule may on January 1st of each year, after the first year that the resolution adopting it is effective, be adjusted by the Director to account for changes in the costs of acquiring and constructing facilities. The adjustment factor shall be based on the change in construction costs according to the Engineering News Record (ENR) Northwest (Seattle, Washington) Construction Cost Index.

Section 7. Collection.

A. System Development Charges are due and payable at the time that the City issues the Building Permit. No Building Permit shall be issued for Development subject to this charge unless the System Development Charge is

first paid in full. The Applicant may request that payment be made pursuant to ORS 223.205-223.785, the Bancroft Bonding Act.

Section 8. Exemptions.

A. The following development is exempt from System Development Charges:

1. Remodeling or replacement of any single family structure, including mobile homes.

2. Multifamily structure remodeling or replacement if no additional Dwelling Units are added.

3. Remodeling or replacement of office, business and commercial, industrial or institutional structures if such remodeling or replacement does not result in additional peak hour trips.

Section 9. Credits for Qualified Public Improvements.

A. The City shall grant a credit, not to exceed 100% of the applicable System Development Charges for the construction of any Qualified Public Improvements.

B. Prior to issuance of a Building Permit, the Applicant shall submit to the Director a proposed plan and estimate of cost for contributions of Qualified Public Improvements. The proposed plan and estimate shall include:

1. A designation of the Development for which the proposed plan is being submitted.

2. A list of the contemplated Capital Improvements contained within the plan;

3. An estimate of proposed construction costs certified by a professional architect or engineer; and

4. A proposed time schedule for completion of the proposed plan.

C. The Director shall determine if the proposed Qualified Public Improvement is:

1. Required as a condition of development approval;

2. Identified in the Capital Improvement Plan and is either:

a. Not located on or contiguous to property that is the subject of development approval; or

b. Located in whole or in part on or contiguous to property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related

D. The decision of the Director as to whether to accept the proposed plan of contribution and the value of such contribution shall be in writing and issued by the Director within 30 days after the Applicant submits the proposed plan.

E. Any Applicant who submits a proposed plan pursuant to this Section and desires the immediate issuance of a Building Permit, shall pay the applicable System Development Charges. Said payment shall be deemed paid under "protest" and shall not be construed as a waiver of any review rights. Any difference between the amount paid and the amount due, as determined by the Director, shall be refunded to the Applicant. In no event shall a refund by City under this subsection exceed the amount originally paid by the Applicant.

Section 10. Alternative Calculation for SDC Rate, Credit or Exemption.

A. Pursuant to this Ordinance, an Applicant may request an alternative SDC calculation, alternative SDC credit determination or alternative SDC exemption, but only under the following circumstances:

1. The Applicant believes the number of vehicle trips resulting from the development is, or will be, less than the number of trips established in the Methodology, and for that reason the Applicant's SDC should be lower than that calculated by the City.

2. The Applicant believes the City improperly excluded from consideration a Qualified Public Improvement that would qualify for credit, or the City accepted for credit a Qualified Public Improvement, but undervalued that improvement and therefore undervalued the credit.

3. The Applicant believes the City improperly rejected a request for an exemption for which the Applicant believes it is eligible.

B. Alternative SDC Rate Request:

1. If an Applicant believes the number of trips resulting from the Development is less than the number of trips established in the Methodology, the Applicant must request an alternative SDC rate calculation, under this Section, within 90 days after Building Permit issuance for the Development. The City shall not consider such a request filed after 90 days after Building Permit issuance for the Development. Upon the timely request for an alternative SDC rate calculation, the Director shall review the Applicant's calculations and supporting evidence and make a determination within 30 days of submittal as to whether the Applicant's request satisfies the requirements of this Section.

2. In support of the Alternative SDC rate request, the Applicant must provide complete and detailed documentation, including verifiable trip generation data, analyzed and certified to by a Professional Traffic Engineer. The Applicant's supporting documentation must rely upon generally accepted sampling methods, sources of information, cost analysis, traffic and growth projections and techniques of analysis as a means of supporting the proposed alternative SDC rate. The proposed Alternative SDC Rate calculation shall include an explanation by a registered engineer explaining with particularity why the rate established in the City methodology does not accurately reflect the Development's impact on the City's Capital Improvements

3. The Director shall apply the Alternative SDC Rate if, in the Director's opinion, the following are found:

a. The evidence and assumptions underlying the Alternative SDC Rate are reasonable, correct and credible and were gathered and analyzed by a suitable, competent professional in compliance with generally accepted engineering principles and methodologies and consistent with this Section, and

b. The calculation of the proposed Alternative SDC rate was by a generally accepted methodology, and

c. The proposed alternative SDC rate better or more realistically reflects the actual traffic impact of the Development than the rate set forth in the Methodology.

4. If, in the Director's opinion, all of the above criteria are not met, the Director shall provide to the Applicant by certified mail, return receipt requested, a written decision explaining the basis for rejecting the proposed alternative SDC rate.

C. Alternative SDC Credit Request:

1. If an Applicant has requested an SDC Credit and that request has either been denied by the City or approved but at a lower value than desired, the Applicant may request an Alternative SDC Credit calculation, under this Section. Any request for an Alternative SDC Credit calculation must be filed with the Director in writing within 10 calendar days of the written decision on the initial credit request. The City shall not consider such a request filed after 10 calendar days of the written decision on the initial credit request. Upon the timely request for an Alternative SDC Credit calculation, the Director shall review the Applicant's calculations and supporting evidence and make a determination within 30 days of submittal as to whether the Applicant's request satisfies the requirements of this Section.

2. In support of the Alternative SDC credit request, the Applicant must provide complete and detailed documentation, including appraisals, cost analysis or other estimates of value, analyzed and certified to by an appropriate professional, for the improvements for which the Applicant is seeking credit. The Applicant's supporting documentation must rely upon generally accepted sources of information, cost analysis and techniques of analysis as a means of supporting the proposed Alternative SDC credit.

3. The Director shall grant the Alternative SDC Credit if, in the Director's opinion, the following are found:

a. The improvement(s) for which the SDC Credit is sought are Qualified Public Improvement(s), and

b. The evidence and assumptions underlying the Applicant's Alternative SDC Credit request are reasonable, correct and credible and were gathered and analyzed by an appropriate, competent professional in compliance with generally accepted principles and methodologies, and

c. The proposed alternative SDC Credit is based on realistic, credible valuation or benefit analysis.

4. If, in the Director's opinion, any one or more of the above criteria is not met, the Director shall deny the request and provide to the Applicant by certified mail, return receipt requested, a written decision explaining the basis for rejecting the Alternative SDC Credit proposal.

D. Alternative SDC Exemption Request:

1. If an Applicant has requested a full or partial exemption under this Ordinance, and that request has been denied, the Applicant may

request an Alternative SDC Exemption under this Section. Any request for an Alternative SDC Exemption calculation must be filed with the Director in writing within 10 calendar days of the written decision on the initial credit request. The City shall not consider such a request filed after 10 calendar days of the written decision on the initial credit request. Upon the timely request for an Alternative SDC Exemption, the Director shall review the Applicant's request and supporting evidence and make a determination within 30 days of submittal as to whether the Applicant's request satisfies the requirements under this Ordinance for exemptions.

2. In support of the Alternative SDC Exemption request, the Applicant must provide complete and detailed documentation demonstrating that the Applicant is entitled to one of the exemptions described in this Ordinance.

3. The Director shall grant the exemption if, in the Director's opinion, the Applicant has demonstrated with credible, relevant evidence that it meets the pertinent criteria.

4. If, in the Director's opinion, any one or more of the above criteria is not met, the Director shall deny the request and provide to the Applicant by certified mail, return receipt requested, a written decision explaining the basis for rejecting the Alternative SDC Exemption proposal.

Section 11. Review of Methodology and Rates.

A. This Ordinance and the Methodology shall be reviewed at least once every five (5) years. The purpose of this review is to evaluate and revise, if necessary, the rates of the System Development Charges to assure that they do not exceed the reasonably anticipated costs of the City's Capital Improvements.

Section 12. Authorized Expenditure of System Development Charges.

A. Reimbursement fees may be spent only on capital improvements associated with the systems for which the fees are assessed including expenditures relating to repayment of indebtedness.

B. Improvement fees may be spent only on capacity increasing capital improvements, including expenditures relating to repayment of debt for such improvements. An increase in system capacity may be established if a capital improvement increases the level of performance or service provided by existing facilities or provides new facilities. The portion of the improvements funded by improvement fees must be related to the need for increased

capacity to provide service for future users.

C. System development charges may not be expended for costs associated with the construction of administrative office facilities that are more than an incidental part of other capital improvements or for the expenses of the operation or maintenance of the facilities constructed with system development charge revenues.

D. Any capital improvement being funded wholly or in part with system development charge revenues must be included in the Capital Improvement Plan.

E. System Development Charge revenues may be expended on the costs of complying with the provisions of ORS 223.297-223.314, including the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures.

Section 13. Deposit of System Development Charge Revenues; Annual Accounting.

A. System development charge revenues must be deposited in accounts designated for such moneys. The City shall provide an annual accounting, to be completed by January 1 of each year, for system development charges showing the total amount of system development charge revenues collected for each system and the projects that were funded in the previous fiscal year.

B. The annual accounting shall include:

1. A list of the amount spent on each project funded, in whole or in part, with system development charge revenues; and

2. The amount of revenue collected by the local government from system development charges and attributed to the costs of complying with the provisions of ORS 223.297-223.314, as described in ORS 223.307.

Section 14. Challenge of Expenditures. In accordance with ORS 223.302, any interested person may challenge an expenditure of SDC revenues.

A. Such challenge shall be submitted, in writing, to the Director for review within two years following the subject expenditure, and shall include the following information:

1. The name and address of the interested person challenging the expenditure;

2. The amount of the expenditure, the project, payee or purpose, and the approximate date on which it was made; and

3. The reason why the expenditure is being challenged.

B. If the Director determines that the expenditure was not made in accordance with the provisions of this Ordinance and other relevant laws, a reimbursement of System Development Charges trust account revenues from other revenue sources shall be made within one year following the determination that the expenditures were not appropriate.

C. The Director shall make written notification of the results of the expenditure review to the interested person who requested the review with ten (10) days of completion of the review.

Section 15. Institution of Legal Proceedings. The City Attorney, acting in the name of the City, may maintain an action or proceeding in a court of competent jurisdiction to compel compliance with or restrain by injunction the violation of any provision of this Ordinance as an additional remedy.

Section 16. Exclusive Review in Marion County Circuit Court. All determinations made under this Ordinance shall be final and subject only to Writ of Review in the Marion County Circuit Court pursuant to ORS Chapter 34.

Section 17. Effect on Monies Previously Collected. The provisions of this Ordinance do not apply to System Development Charges collected prior to its effective date. SDCs previously collected shall be governed by the law in effect at the time of collection.

Section 18. Severability. If any clause, section, or provision of this Ordinance shall be declared unconstitutional or invalid for any reason or cause, the remaining portion shall be in full force and effect and be valid as if such invalid portion thereof had not been incorporate herein.

Section 19. Repeal. Ordinance 2248 is hereby repealed.

Approved as to form: _____ City Attorney

4/28/2008 Date

Approved: _____
Kathryn Figley, Mayor

Passed by the Council April 28, 2008

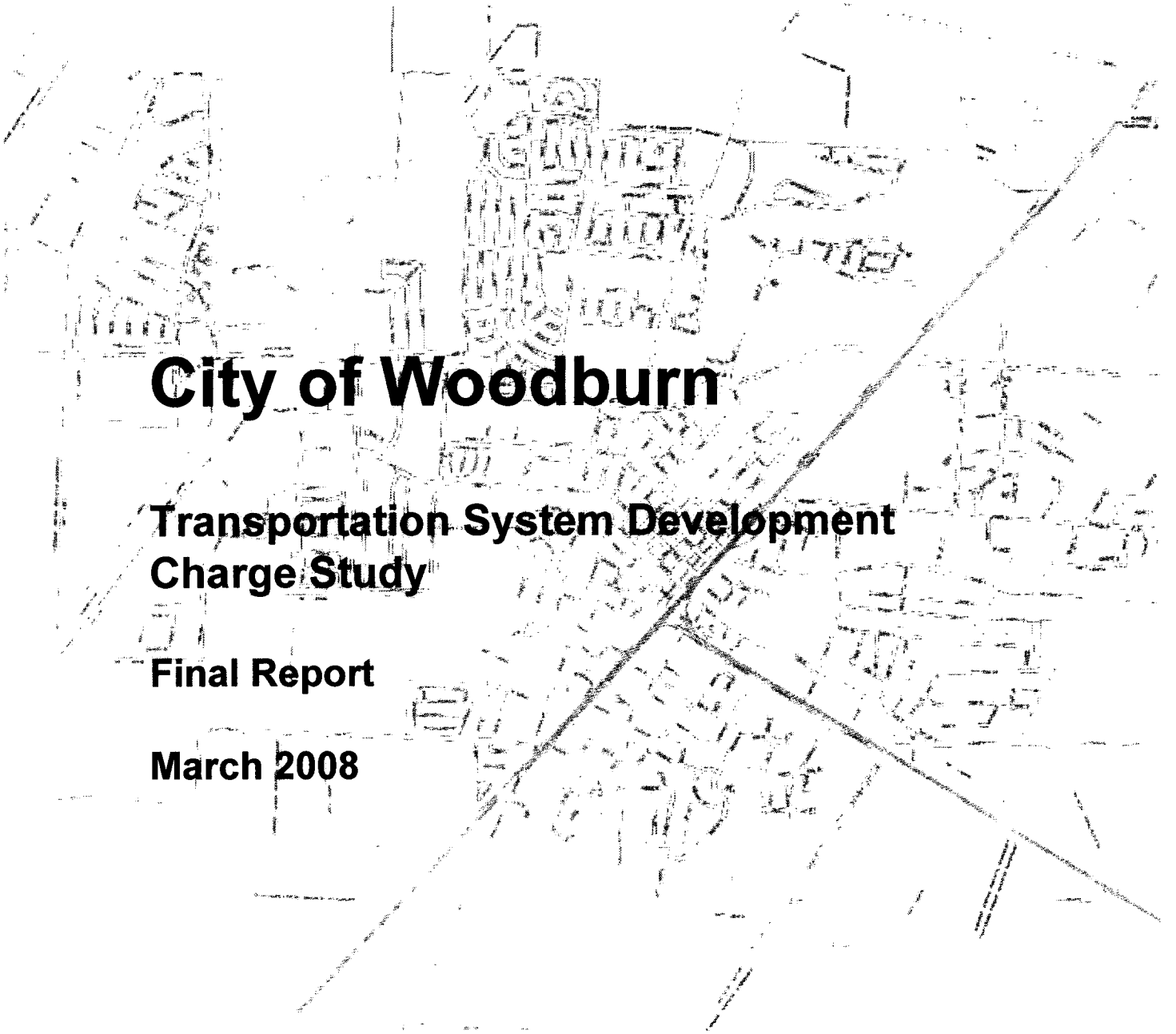
Submitted to the Mayor April 30, 2008

Approved by the Mayor April 30, 2008

Filed in the Office of the Recorder April 30, 2008

ATTEST: _____
Mary Tennant City Recorder
City of Woodburn, Oregon

Exhibit A



City of Woodburn

Transportation System Development Charge Study

Final Report

March 2008

FCS GROUP

City of Woodburn

Transportation System Development Charge Study

Table of Contents

I. Introduction / Background

In January 2007, the City of Woodburn contracted with Financial Consulting Solutions Group, Inc. (FCS GROUP) to update its transportation system development charge (SDC) and develop a separate interchange development charge (IDC). The City of Woodburn is a growing city with a population nearing 23,000. Its objectives for this study were as follows: first, incorporate the improvements identified in its latest Transportation System Plan into its SDC, and second, separately recover an appropriate share of the planned new interchange at Interstate 5 in an IDC. For the City, these charges – determined in a defensible manner – will serve to accommodate the demands of growth and urbanizing areas without unduly burdening current residents and business owners in the community.

We approached the project in three major steps:

- **Review Current SDC Methodology.** In this step, we reviewed the current methodology for the City's SDC and worked with City staff to identify, analyze, and agree on key policy issues for the proposed SDC and IDC.
- **Conduct Technical Analysis.** In this step, we worked with City staff to isolate the recoverable portion of existing and planned facility costs and calculate proposed charges. The technical analysis is included as Appendix A.
- **Documentation and Presentation.** In this step, we wrote the report describing the recommended policies and resulting charges, and participated in Council workshop.

II. System Development Charge Methodology

A system development charge is a one-time fee imposed on new development or some types of re-development at the time of development. The fee is intended to recover a fair share of the costs of existing and planned facilities that provide capacity to serve growth.

Oregon Revised Statute (ORS) 223.297 - 223.314 defines SDCs and specifies how they shall be calculated, applied, and accounted for. By statute, a SDC is the sum of two components:

- a **reimbursement fee**, designed to recover costs associated with capital improvements *already constructed or under construction*, and
- an **improvement fee**, designed to recover costs associated with capital improvements *to be constructed in the future*.

The reimbursement fee methodology must be based on "the value of unused capacity available to future system users or the cost of the existing facilities", and must further consider prior contributions by existing users and gifted and grant-funded facilities. The calculation must also "promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities." Reimbursement fee proceeds may be spent on any capital improvements related to the systems for which the SDC applied – e.g., transportation SDCs must be spent on transportation improvements.

The improvement fee methodology must include only the cost of projected capital improvements needed to increase system capacity for future users. In other words, the costs of planned projects that correct existing deficiencies, or do not otherwise increase capacity for future users, may not be included in the improvement fee calculation. Improvement fee proceeds may be spent only on capital improvements, or portions thereof, which increase the capacity of the systems for which they were applied.

A. Reimbursement Fee Methodology

The calculation of the reimbursement fee, described in detail in Section III, is fairly straightforward under the approach taken. In short, it is the dollar cost of unused, available, system capacity divided by the capacity it will serve. The unit of capacity used becomes the basis of the fee. In addition to the cost or value of the system, Oregon law (ORS 223.304) requires that the reimbursement fee methodology also incorporate the following:

- "Ratemaking principles employed to finance publicly owned capital improvements", taken to mean that the fees must be calculated to equitably recover appropriate costs;
- "Prior contributions by existing users", taken to mean that the cost of contributed assets should not be included in the reimbursement fee basis;
- "Gifts or grants from federal or state government or private persons", taken to mean that gifted or grant-funded assets should not be included in the reimbursement fee basis; and
- "Other relevant factors identified by the local government imposing the fee".

Finally, the methodology must promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities.

Construction of the City's existing transportation system has been funded largely from contributions, general tax sources such as property taxes and state gas taxes, and previously paid SDCs. Contributed assets clearly may not be included in the fee basis. Regarding general tax sources, the owner of a developing property can effectively argue that they have already paid for a share of the existing system through the taxes they have paid over time.

Conversely, a strong argument can be made that the cost of assets funded by previously paid SDC improvement fees provides a valid reimbursement fee cost basis. If the previously paid charges have funded facilities that still have unused capacity available for growth, then the cost of that capacity may be included in the cost basis for new customers to pay for a full share of the capacity that will serve them. We recommend that the City include in the fee basis the cost of unused capacity in facilities funded by previously paid improvement fees.

B. Improvement Fee Methodology

The improvement fee calculation, like that of the reimbursement fee, is straightforward. In short, it is the eligible dollar cost of capacity-increasing capital projects divided by the capacity they will serve. Again, the unit of capacity used becomes the basis of the fee. The overriding issue to consider in the improvement fee calculation is the identification and separation of capacity-increasing capital costs.

We recommend that the City utilize the "capacity" method to allocate costs to the improvement fee basis. Under the capacity approach, the cost of a given project is allocated to growth proportionately by the capacity made available for growth. As an example, assume we are allocating the $1 million cost of adding a lane to an existing road to meet existing demand as well as the needs of growth. If the new lane provides capacity for 500 trips and 200 meet an existing deficiency and 300 are for growth, then the allocation to the improvement fee basis would be 300 / 500 = 60% of $1 million, or $600,000.

C. Calculation Summary

In general, a SDC is calculated by adding the applicable reimbursement fee component to the applicable improvement fee component. Each separate component is calculated by dividing the eligible cost by the appropriate measure of growth in capacity. The unit of capacity used becomes the basis of the charge. A sample calculation is shown below.

Reimbursement Fee		Improvement Fee		SDC
Eligible cost of capacity in existing facilities / Growth in system capacity demand	+	Eligible cost of planned capacity-increasing capital improvements / Growth in system capacity demand	=	SDC ($ / unit)

D. SDC (Improvement Fee) Credits

The law requires that credits be provided against the improvement fee, for the construction of qualified public improvements. Oregon Revised Statute 223.304 states that, at a minimum, credits be provided against the improvement fee for

> "the construction of a qualified public improvement. A 'qualified public improvement' means a capital improvement that is required as a condition of development approval, identified in the plan and list adopted pursuant to ORS 223.309 and either:
>
> (a) Not located on or contiguous to property that is the subject of development approval; or
>
> (b) Located in whole or in part on or contiguous to property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related."

The law further states that credits

> "may be granted only for the cost of that portion of such improvement that exceeds the local government's minimum standard facility size or capacity needed to serve the particular development project or property."

The City's current SDC credit policy exceeds statutory requirements in two ways. First, the City's stated policy is to limit credits for qualified public improvements to the amount of a development's SDC, rather than the amount of its "improvement fee." Since the City does not currently have a reimbursement fee, the City's credit policy is functionally equivalent to statutory requirements. However, given the proposed SDC, which does have a reimbursement fee component, the City's credit policy will exceed requirements unless it is modified.

Second, the City's current policy allows for credits to be granted even in those cases where a developer constructs an improvement that does not meet statutory qualifications for credit. In such instances, the policy limits credits to 50% of the SDC.

We recommend that the City revise its credit policy to continue to meet minimum legal requirements. We believe that it is important for the City to retain as much control as possible over the prioritization and implementation of its transportation capital plans by retaining SDC revenues. These plans are created to address total system needs – not just the needs of growth. Without control over how and when those needs are addressed, the re-prioritization of projects over time can leave important City needs unmet. To avoid this outcome, credits should:

- be for the portion of the actual, estimated, or agreed-upon cost of capacity in excess of that needed to serve the particular development, up to the amount of the improvement fee;
- provide cash reimbursement of credits only when funded by SDCs paid by subsequent development on the site;
- be for planned projects only; and
- be provided only upon completion of a "qualified public improvement".

E. Indexing

Oregon law (ORS 223.304) allows for the periodic indexing of system development charges for inflation, as long as the index used is

> "(A) A relevant measurement of the average change in prices or costs over an identified time period for materials, labor, real property or a combination of the three;

> (B) Published by a recognized organization or agency that produces the index or data source for reasons that are independent of the system development charge methodology; and
>
> (C) Incorporated as part of the established methodology or identified and adopted in a separate ordinance, resolution or order."

We propose that the City of Woodburn index its charges to the Engineering News Record (ENR) Construction Cost Index (CCI) for the City of Seattle, and adjust the charges annually as per that index. There is no comparable index for the Portland area.

III. SDC Calculation

The City's existing transportation SDC is based on projected trip generation by land use. Specifically, new development is charged by added average daily trips (ADTs).

Existing Transportation SDC

SDC Component	Charge	Basis
Reimbursement Fee	$ 0	N/A
Improvement Fee	$ 343.32	Per Average Daily Trip

Based on the above transportation SDC schedule, a single-family residential home would be charged a SDC of $3,286 – corresponding to 9.57 average daily trips. Commercial charges vary by specific land use type.

Both the existing and the proposed charges are based on trip generation statistics provided in the Institute of Transportation Engineers (ITE) Trip Generation manual for each land use type and development size. However, the proposed charges are based on peak-hour trips (P-HTs), instead of average daily trips. Peak-hour trips are defined as the average trip rate for the peak hour of adjacent street traffic, usually during the traditional commuting peak periods of 7 am to 9 am and/or 4 pm to 6 pm. Transportation engineers commonly use peak-hour trip estimates to assess transportation performance and determine system needs. Average daily trips, as measures of total traffic volume, are not generally used to size a system. We recommend that the City move to a peak-hour basis for its transportation SDC (and proposed new IDC).

Finally, there is documentation presented in the ITE Trip Generation manual that a significant percentage of trip ends associated with specific land uses are a result of linked, or pass-by, trips. Accordingly, the proposed charges are adjusted for linked, or pass-by, trips – as shown at the end of this section.

The calculation of the proposed transportation SDC is summarized below and provided in detail in Appendix A.

A. Capacity Basis

In order to estimate the number of peak-hour trips to be generated by growth over the planning period (ending in 2020) – the denominator in both the reimbursement and improvement fee calculations – the following approach was taken:

- Previous study had found that the City's development generated 71,228 average daily trips in 1999. At the same time, it was forecasted that future development would generate 104,060 average daily trips in 2020. This forecast represented average trip growth of 1.82% per year.
- Current trip levels were estimated by applying the average annual growth rate of 1.82% to the 1999 trip total. This resulted in an estimate of 82,294 average daily trips in 2007.
- Accordingly, Citywide trip growth during the study period was estimated to be 21,766 average daily trips, based on growth from 82,294 in 2007 to 104,060 in 2020.

- The forecast of 2,177 new peak-hour trips within the existing City limits during the study period was derived from the standard assumption of a 1:10 ratio between peak-hour trips and average daily trips.
- Additionally, during the study period, a portion of the urban growth area called the Interchange Management Area (IMA) is expected to be annexed into the City. This area is expected to generate, and development will be limited to, 2,500 new peak-hour trips.
- Therefore, in total, new development was expected to generate 4,677 peak-hour trips.

B. Reimbursement Fee Cost Basis

In order to estimate the cost of unused capacity in the existing transportation system – the numerator in the reimbursement fee calculation – it is important to recall that the transportation infrastructure has been funded largely by general tax sources, leaving unused capacity in SDC-funded infrastructure eligible for inclusion in the reimbursement fee. The City reported $2,937,550 of historical transportation SDC (improvement fee only) expenditures from FY 2004 through FY 2006. Current unused capacity was estimated by reducing the SDC expenditure total for each year proportionally by the population growth that had occurred since that year. The resulting total of unused capacity in the existing system was $2,459,662.

The City did not have any related grant contributions or outstanding debt principal that would reduce the existing unused capacity cost eligible for SDC recovery.

C. Reimbursement Fee Calculation

The reimbursement fee was then calculated as the reimbursement fee cost basis, $2,459,662, divided by forecasted growth in peak-hour trips, 4,677. The result of this calculation was a base reimbursement fee of $525.95 per peak-hour trip.

D. Improvement Fee Cost Basis

The following approach was taken to determine the cost of capacity-increasing capital improvements for inclusion in the improvement fee cost basis.

- The City's 2005 Woodburn Transportation System Plan and 2007 Transportation Impact Fee Project List provided a list of needed capital projects. The sum of this list of project costs in current dollars was $123,066,269, of which $48,180,311 was identified as the City's cost share after accounting for participation from the Oregon Department of Transportation (ODOT) and other outside sources. Other outside sources included primarily anticipated developer responsibilities as portions of each project.
- To allocate the project costs to growth, City staff provided either existing and future peak-hour trip volumes and/or current and future peak-hour roadway capacities for each project. The capacity-increasing allocation for projects that improved roadway capacity beyond 2020 needs were reduced to account for only the demands of growth to the end of the study period.
- Additionally, previous study had found that 49% of City trip volumes were due to pass-through trips that neither originate nor end within City limits. Despite the fact that these trips utilize increased roadway capacity, they are not generated by development within the City. Accordingly, SDC eligible cost allocations for nearly all projects were reduced by 49% to

account for pass-through trips – with the exceptions being improvements that would not provide capacity for pass-through trips (i.e., pedestrian/bicycle facilities and park and ride improvements).

- Therefore, after accounting for the City's share of improvement costs, each project's capacity-increasing percentage, and pass-through trips, an initial total of eligible costs for the improvement fee was $17,557,672.
- Next, in order to account for the use of the increased capacity of the new I-5 interchange by Citywide development, 50% of the City's cost share for the interchange was added to the improvement fee. This amounted to $2,750,000 and increased the unadjusted improvement fee cost total to $20,307,672.
- Finally, the ending FY 2007 improvement fee fund balance, $6,535,765, was deducted to (1) recognize that the fund balance is available for spending on the project list and (2) prevent new users from paying for those project costs twice. The resulting net total of $13,771,907 was the improvement fee cost basis.

E. Improvement Fee Calculation

The improvement fee was then calculated as follows. The improvement fee cost basis of $13,771,907 was divided by total forecasted growth in peak-hour trips, 4,677, to establish the base improvement fee of $2,944.85 per peak-hour trip.

F. Recommended System Development Charge

The recommended transportation SDC of $3,497 per peak-hour trip is the sum of the reimbursement fee and the improvement fee, adjusted by an administrative cost recovery factor of 0.75%. The administrative cost recovery factor was derived by dividing projected annual SDC and IDC accounting and administrative costs, including the amortized cost of this study, by forecasted annual SDC and IDC revenues. The resulting recommended SDCs for a comprehensive list of land uses are provided below.

TIF / SDC $ 3,497 per P-HT

ITE Code	Customer Type	Land Use Description	Peak-Hour Trips	Pass-By Trip Factor	Adjusted P-H Ts	TIF / SDC	Units
110	General Light Industrial	Typically less than 500 employees, free standing and single use. Examples: Printing plants, material testing laboratories, data processing equipment assembly, power stations.	0.98	1	0.98	$ 3,427	KSF
130	Industrial Park	Industrial Park areas that contain a number of industrial and/or related facilities (mix of manufacturing, service, and warehouse).	0.86	1	0.86	$ 3,007	KSF
140	Manufacturing	Facilities that convert raw materials into finished products. Typically have related office, warehouse, research, and associated functions.	0.74	1	0.74	$ 2,588	KSF
151	Mini-Warehouse	Storage Units or Vaults rented for storage of goods. Units are physically separate and access through an overhead door or other common access point. Example: U-Store-It.	0.26	1	0.26	$ 909	KSF
210	SF Detached	Single family detached housing.	1.01	1	1.01	$ 3,532	DU
220	Apartment	Rental Dwelling Units within the same building. At least 4 units in the same building. Examples: Quadplexes and all types of apartment buildings.	0.62	1	0.62	$ 2,168	DU
230	Condo/Townhouse	Residential Condominium/Townhouses under single-family ownership. Minimum of two single family units in the same building structure.	0.52	1	0.52	$ 1,818	DU
240	Mobile Home	Trailers or Manufactured homes that are sited on permanent foundations. Typically the parks have community facilities (laundry, recreation rooms, pools).	0.59	1	0.59	$ 2,063	DU
253	Elderly Housing	Restricted to senior citizens. Contains residential units similar to apartments or condos. Sometimes in self-contained villages. May also contain medical facilities, dining, and some limited, supporting retail.	0.17	1	0.17	$ 594	DU
310	Hotel	Lodging facility that may include restaurants, lounges, meeting rooms, and/or convention facilities. Can include a large motel with these facilities.	0.59	1	0.59	$ 2,063	Room
320	Motel	Sleeping accommodations and often a restaurant. Free on-site parking and little or no meeting space.	0.47	1	0.47	$ 1,644	Room
411 *	Local Park	City-owned parks, varying widely as to location, type, and number of facilities, including boating / swimming facilities, ball fields, and picnic facilities.	0.09	1	0.09	$ 315	Acre
430	Golf Course	Includes 9, 18, 27, and 36 hole municipal and private country clubs. Some have driving ranges and clubhouses with pro shops, restaurants, lounges. Many of the muni courses do not include such facilities.	2.74	1	2.74	$ 9,582	Hole
435	Multipurpose Recreation Facility	Multi-purpose recreational facilities contain two or more of the following land uses at one site: mini-golf, batting cages, video arcade, bumper boats, go-carts, and driving ranges.	5.77	1	5.77	$ 20,178	Acre
437	Bowling Alley	Recreational facilities with bowling lanes which may include a small lounge, restaurant or snack bar.	3.54	1	3.54	$ 12,379	Lane
493	Athletic Club	Privately owned with weightlifting and other facilities often including swimming pools, hot tubs, saunas, racquet ball, squash, and handball courts.	5.76	1	5.76	$ 20,143	KSF
495	Recreational Community Center	Recreational community centers are facilities similar to and including YMCAs, often including classes, day care, meeting rooms, swimming pools, tennis racquetball, handball, weightlifting equipment, locker rooms, & food service.	1.64	1	1.64	$ 5,735	KSF
520 *	Elementary School	Public. Typically serves K-6 grades.	0.28	1	0.28	$ 979	Student
522	Middle School	Public. Serves students that completed elementary and have not yet entered high school.	0.15	1	0.15	$ 525	Student
530	High School	Public. Serves students that completed middle or junior high school.	0.14	1	0.14	$ 490	Student
540	Junior/Community College	Two-year junior colleges or community colleges.	0.12	1	0.12	$ 420	Student
560	Church	Contains worship area and may include meeting rooms, classrooms, dining area and facilities.	0.66	1	0.66	$ 2,308	KSF
565 *	Day Care	Facility for pre-school children care primarily during daytime hours. May include classrooms, offices, eating areas, and playgrounds.	13.18 0.82	0.33 0.33	4.35 0.27	$ 15,212 $ 944	KSF Student
590	Library	Public or Private. Contains shelved books, reading rooms or areas, sometimes meeting rooms.	7.09	1	7.09	$ 24,794	KSF
591	Lodge/Fraternal Organization	Includes a club house with dining and drinking facilities, recreational and entertainment areas, and meeting rooms.	0.03	1	0.03	$ 105	Member
710	General Office	Office building with multiple tenants. Mixture of tenants can include professional services, bank and Loan institutions, restaurants, snack bars, and service retail facilities.	1 49	1	1.49	$ 5,211	KSF
715	Single Tenant Office Building	Single tenant office building. Usually contains offices, meeting rooms, file storage areas, data processing, restaurant or cafeteria, and other service functions.	1.73	1	1 73	$ 6,050	KSF
720	Medical-Dental Office	Provides diagnosis and outpatient care on a routine basis. Typically operated by one or more private physicians or dentists.	3.72	1	3.72	$ 13,009	KSF
750	Office Park	Park or campus-like planned unit development that contains office buildings and support services such as banks & loan institutions, restaurants, service stations.	1.5	1	1.5	$ 5,246	KSF
760	Research & Development Center	Single building or complex of buildings devoted to research & development. May contain offices and light fabrication facilities.	1.08	1	1.08	$ 3,777	KSF
770	Business Park	Group of flex-type or incubator 1 - 2 story buildings served by a common roadway system. Tenant space is flexible to accommodate a variety of uses. Rear of building usually served by a garage door. Typically includes a mix of offices, retail & wholesale.	1.29	1	1.29	$ 4,511	KSF

ITE Code	Customer Type	Land Use Description	Peak-Hour Trips	Pass-By Trip Factor	Adjusted P-H Ts	TIF / SDC	Units
812	Building Materials & Lumber	Small, free standing building that sells hardware, building materials, and lumber. May include yard storage and shed storage areas. The storage areas are not included in the GLA needed for trip generation estimates.	4.49	1	4.49	$ 15,702	KSF
813	Discount Super Store	A free-standing discount store that also contains a full service grocery dept. under one roof.	3.87	0.718	2.78	$ 9,722	KSF
814	Specialty Retail	Small strip shopping centers containing a variety of retail shops that typically specialize in apparel, hard goods, serves such as real estate, investment, dance studios, florists, and small restaurants.	2.71	1	2.71	$ 9,477	KSF
815	Discount Store	A free-standing discount store that offers a variety of customer services, centralized cashiering, and a wide range of products under one roof. Does not include a full service grocery dept. like Land Use 813, Free-standing Discount Superstore.	5.06	0.475	2.4	$ 8,393	KSF
816	Hardware/Paint Store	Typically free-standing buildings with off-street parking that sell paints and hardware.	4.84	0.450	2.18	$ 7,623	KSF
817	Nursery/Garden Center	Free-standing building with yard containing planting or landscape stock. May have large green houses and offer landscape services. Typically have office, storage, and shipping facilities. GLA is Building GLA, not yard and storage GLA.	3.8	1	3.8	$ 13,289	KSF
820	Shopping Center	Integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Provides enough on-site parking to serve its own parking demand. May include non-merchandising facilities such as office buildings, movie theatres, restaurants, post offices, health clubs, and recreation like skating rinks and amusements.	3.75	0.393	1.47	$ 5,141	KSF Leasable
841	New Car Sales	New Car dealership with sales, service, parts, and used vehicles	2.64	1	2.64	$ 9,232	KSF
848	Tire Store	Primary business is tire sales and repair. Generally does not have a large storage or warehouse area.	4.15	1	4.15	$ 14,513	KSF
850	Supermarket	Free-standing grocery store. May also contain ATMs, photo centers, pharmacies, video rental areas.	10.45	0.265	2.76	$ 9,652	KSF
851	Convenience Market	Sells convenience foods, newspapers, magazines, and often Beer & Wine. Does not have gas pumps.	52.41	0.282	14.8	$ 51,756	KSF
880	Pharmacy w/o drive through	Facilities that fulfill medical Prescriptions	8.42	0.327	2.75	$ 9,617	KSF
881	Pharmacy w/ drive through	Facilities that fulfill medical Prescriptions	8.62	0.383	3.3	$ 11,540	KSF
890	Furniture Store	Sells furniture, accessories, and often carpet/floor coverings.	0.46	0.157	0.07	$ 245	KSF
911 *	Walk-In Bank	Usually a Free-standing building with a parking lot. Does not have drive-up windows. May have ATMs.	33.15	0.270	8.95	$ 31,298	KSF
912	Drive-In Bank	Provides Drive-up and walk-in bank services. May have ATMs.	45.74	0.270	12.35	$ 43,188	KSF
931	Quality Restaurant	High quality eating establishment with slower turnover rates (more than one hour).	7.49	0.288	2.15	$ 7,519	KSF
932	High Turnover Sit-Down Rest.	Sit-Down eating establishment with turnover rates of less than one hour.	10.92	0.315	3.44	$ 12,030	KSF
933 *	Fast Food w/o Drive-Thru	Fast Food but no drive-through window	26.15	0.265	6.94	$ 24,269	KSF
934	Fast Food With Drive-Thru	Fast Food with drive-through window	34.64	0.265	9.2	$ 32,172	KSF
936 *	Drinking Place	Contains a bar where alcoholic beverages and snacks are serviced and possibly some type of entertainment such as music, games, or pool tables	11.34	0.315	3.58	$ 12,519	KSF
944	Gas Station	Sell gasoline and may also provide vehicle service and repair. Does not have Convenience Market and/or Car Wash.	13.86	0.235	3.26	$ 11,400	Fueling Position
945	Gas/Service Station with Convenience Market	Selling gas and Convenience Market are the primary business. May also contain facilities for service and repair. Does not include Car Wash.	13.38	0.123	1.65	$ 5,770	Fueling Position
946 *	Gas/Service Station with Convenience Market, Car Wash	Selling gas, Convenience Market, and Car Wash are the primary business. May also contain facilities for service and repair.	13.33	0.382	5.09	$ 17,800	Fueling Position
947	Self-Service Car Wash	Allows manual cleaning of vehicles by providing stalls for the driver to park and wash.	5.54	1	5.54	$ 19,373	Wash Stall

NOTES:

Source: Institute of Transportation Engineers, Trip Generation, Seventh Edition.
Peak-Hour Trips: Weekday, peak-hour of adjacent street traffic. Most often, one hour between 4 and 6 p.m.
Pass-By Trip Factor reflects diverted linked trips in addition to pass-by trips.
ITE codes identified with asterisks (*) include information derived from the ITE manual (e.g., the pass-by factor is derived from pass-by counts for a similar land use or are as estimated by traffic engineers).

Land Use Units:
- KSF = 1,000 gross square feet building area
- DU = dwelling unit
- Room = number of rooms for rent
- Fueling Positions = maximum number of vehicles that can be served simultaneously
- Student = number of full-time equivalent students enrolled
- Hole = number of individual putting holes that are paired with driving tees
- Acre = 43,560 square feet of park space
- Lane = number of bowling lanes

IV. IDC Calculation

An interchange development charge (IDC) is simply a separate SDC designated to recover the cost of the growth-related portion of the City's share of an interchange project. Since the interchange is a planned, future project, the IDC is made up entirely by an improvement fee. It was structured similarly to the proposed SDC – applied on a basis of peak-hour trips.

The calculation of the proposed transportation IDC is summarized below and provided in detail in Appendix A.

A. Capacity Basis

As noted previously, during the study period, the Interchange Management Area (IMA) is expected to be annexed into the City. By agreement with the State, development in this area will be limited to the generation of 2,500 new peak-hour trips.

B. IDC Cost Basis

The following approach was taken to determine the cost of capacity-increasing capital improvements for inclusion in the IDC cost basis.

- The total cost of the interchange project was estimated to be $50,000,000 in 2005. Of that, the remaining City share of the project cost is $5,500,000.
- As a pro-rata share of the interchange project cost based on trip growth would result in an IDC cost basis that would be greater than the City's funding responsibility, 100% of the City's share of the project cost was instead allocated to growth. Accordingly, the initial IDC cost basis was $5,500,000.
- Since the City will recover half of this cost through its Citywide SDC, the IDC cost basis became $2,750,000.

C. IDC Calculation

The IDC was then calculated as follows. The IDC cost basis of $2,750,000 was divided by the total growth in peak-hour trips in the IMA, 2,500, to establish the base IDC of $1,100.00 per peak-hour trip.

D. Recommended Interchange Development Charge

The recommended IDC of $1,108 per peak-hour trip is the base IDC adjusted by an administrative cost recovery factor of 0.75%. The administrative cost recovery factor was derived by dividing projected annual SDC and IDC accounting and administrative costs, including the amortized cost of this study, by forecasted annual SDC and IDC revenues. The resulting recommended IDCs for a comprehensive list of land uses are provided below.

IDC $ 1,108 per P-HT

ITE Code	Customer Type	Land Use Description	Peak-Hour Trips	Pass-By Trip Factor	Adjusted P-H Ts	TIF / SDC	Units
110	General Light Industrial	Typically less than 500 employees, free standing and single use. Examples: Printing plants, material testing laboratories, data processing equipment assembly, power stations.	0.98	1	0.98	$ 1,086	KSF
130	Industrial Park	Industrial Park areas that contain a number of industrial and/or related facilities (mix of manufacturing, service, and warehouse).	0.86	1	0.86	$ 953	KSF
140	Manufacturing	Facilities that convert raw materials into finished products. Typically have related office, warehouse, research, and associated functions.	0.74	1	0.74	$ 820	KSF
151	Mini-Warehouse	Storage Units or Vaults rented for storage of goods. Units are physically separate and access through an overhead door or other common access point. Example: U-Store-It.	0.26	1	0.26	$ 288	KSF
210	SF Detached	Single family detached housing.	1.01	1	1.01	$ 1,119	DU
220	Apartment	Rental Dwelling Units within the same building. At least 4 units in the same building. Examples: Quadplexes and all types of apartment buildings.	0.62	1	0.62	$ 687	DU
230	Condo/Townhouse	Residential Condominium/Townhouses under single-family ownership. Minimum of two single family units in the same building structure.	0.52	1	0.52	$ 576	DU
240	Mobile Home	Trailers or Manufactured homes that are sited on permanent foundations. Typically the parks have community facilities (laundry, recreation rooms, pools).	0.59	1	0.59	$ 654	DU
253	Elderly Housing	Restricted to senior citizens. Contains residential units similar to apartments or condos. Sometimes in self-contained villages. May also contain medical facilities, dining, and some limited, supporting retail.	0.17	1	0.17	$ 188	DU
310	Hotel	Lodging facility that may include restaurants, lounges, meeting rooms, and/or convention facilities. Can include a large motel with these facilities.	0.59	1	0.59	$ 654	Room
320	Motel	Sleeping accommodations and often a restaurant. Free on-site parking and little or no meeting space.	0.47	1	0.47	$ 521	Room
411 *	Local Park	City-owned parks, varying widely as to location, type, and number of facilities, including boating / swimming facilities, ball fields, and picnic facilities.	0.09	1	0.09	$ 100	Acre
430	Golf Course	Includes 9, 18, 27, and 36 hole municipal and private country clubs. Some have driving ranges and clubhouses with pro shops, restaurants, lounges. Many of the muni courses do not include such facilities.	2.74	1	2.74	$ 3,036	Hole
435	Multipurpose Recreation Facility	Multi-purpose recreational facilities contain two or more of the following land uses at one site: mini-golf, batting cages, video arcade, bumper boats, go-carts, and driving ranges.	5.77	1	5.77	$ 6,393	Acre
437	Bowling Alley	Recreational facilities with bowling lanes which may include a small lounge, restaurant or snack bar.	3.54	1	3.54	$ 3,922	Lane
493	Athletic Club	Privately owned with weightlifting and other facilities often including swimming pools, hot tubs, saunas, racquet ball, squash, and handball courts.	5.76	1	5.76	$ 6,382	KSF
495	Recreational Community Center	Recreational community centers are facilities similar to and including YMCAs, often including classes, day care, meeting rooms, swimming pools, tennis racquetball, handball, weightlifting equipment, locker rooms, & food service.	1.64	1	1.64	$ 1,817	KSF
520 *	Elementary School	Public. Typically serves K-6 grades.	0.28	1	0.28	$ 310	Student
522	Middle School	Public. Serves students that completed elementary and have not yet entered high school.	0.15	1	0.15	$ 166	Student
530	High School	Public. Serves students that completed middle or junior high school.	0.14	1	0.14	$ 155	Student
540	Junior/Community College	Two-year junior colleges or community colleges.	0.12	1	0.12	$ 133	Student
560	Church	Contains worship area and may include meeting rooms, classrooms, dining area and facilities.	0.66	1	0.66	$ 731	KSF
565 *	Day Care	Facility for pre-school children care primarily during daytime hours. May include classrooms, offices, eating areas, and playgrounds.	13.18 0.82	0.33 0.33	4.35 0.27	$ 4,820 $ 299	KSF Student
590	Library	Public or Private. Contains shelved books, reading rooms or areas, sometimes meeting rooms.	7.09	1	7.09	$ 7,856	KSF
591	Lodge/Fraternal Organization	Includes a club house with dining and drinking facilities, recreational and entertainment areas, and meeting rooms.	0.03	1	0.03	$ 33	Member
710	General Office	Office building with multiple tenants. Mixture of tenants can include professional services, bank and Loan institutions, restaurants, snack bars, and service retail facilities.	1.49	1	1.49	$ 1,651	KSF
715	Single Tenant Office Building	Single tenant office building. Usually contains offices, meeting rooms, file storage areas, data processing, restaurant or cafeteria, and other service functions.	1.73	1	1.73	$ 1,917	KSF
720	Medical-Dental Office	Provides diagnosis and outpatient care on a routine basis. Typically operated by one or more private physicians or dentists.	3.72	1	3.72	$ 4,122	KSF
750	Office Park	Park or campus-like planned unit development that contains office buildings and support services such as banks & loan institutions, restaurants, service stations.	1.5	1	1.5	$ 1,662	KSF
760	Research & Development Center	Single building or complex of buildings devoted to research & development. May contain offices and light fabrication facilities.	1 08	1	1.08	$ 1,197	KSF
770	Business Park	Group of flex-type or incubator 1 - 2 story buildings served by a common roadway system. Tenant space is flexible to accommodate a variety of uses. Rear of building usually served by a garage door Typically includes a mix of offices, retail & wholesale.	1.29	1	1.29	$ 1,429	KSF

ITE Code	Customer Type	Land Use Description	Peak-Hour Trips	Pass-By Trip Factor	Adjusted P-H Ts	TIF / SDC	Units
812	Building Materials & Lumber	Small, free standing building that sells hardware, building materials, and lumber. May include yard storage and shed storage areas. The storage areas are not included in the GLA needed for trip generation estimates.	4.49	1	4.49	$ 4,975	KSF
813	Discount Super Store	A free-standing discount store that also contains a full service grocery dept. under one roof.	3.87	0.718	2.78	$ 3,080	KSF
814	Specialty Retail	Small strip shopping centers containing a variety of retail shops that typically specialize in apparel, hard goods, serves such as real estate, investment, dance studios, florists, and small restaurants.	2.71	1	2.71	$ 3,003	KSF
815	Discount Store	A free-standing discount store that offers a variety of customer services, centralized cashiering, and a wide range of products under one roof. Does not include a full service grocery dept. like Land Use 813, Free-standing Discount Superstore.	5.06	0.475	2.4	$ 2,659	KSF
816	Hardware/Paint Store	Typically free-standing buildings with off-street parking that sell paints and hardware.	4.84	0.450	2.18	$ 2,415	KSF
817	Nursery/Garden Center	Free-standing building with yard containing planting or landscape stock. May have large green houses and offer landscape services. Typically have office, storage, and shipping facilities. GLA is Building GLA, not yard and storage GLA.	3.8	1	3.8	$ 4,210	KSF
820	Shopping Center	Integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Provides enough on-site parking to serve its own parking demand. May include non-merchandising facilities such as office buildings, movie theatres, restaurants, post offices, health clubs, and recreation like skating rinks and amusements.	3.75	0.393	1.47	$ 1,629	KSF Leasable
841	New Car Sales	New Car dealership with sales, service, parts, and used vehicles	2.64	1	2.64	$ 2,925	KSF
848	Tire Store	Primary business is tire sales and repair. Generally does not have a large storage or warehouse area.	4.15	1	4.15	$ 4,598	KSF
850	Supermarket	Free-standing grocery store. May also contain ATMs, photo centers, pharmacies, video rental areas.	10.45	0.265	2.76	$ 3,058	KSF
851	Convenience Market	Sells convenience foods, newspapers, magazines, and often Beer & Wine. Does not have gas pumps.	52.41	0.282	14.8	$ 16,398	KSF
880	Pharmacy w/o drive through	Facilities that fulfill medical Prescriptions	8.42	0.327	2.75	$ 3,047	KSF
881	Pharmacy w/ drive through	Facilities that fulfill medical Prescriptions	8.62	0.383	3.3	$ 3,656	KSF
890	Furniture Store	Sells furniture, accessories, and often carpet/floor coverings.	0.46	0.157	0.07	$ 78	KSF
911 *	Walk-In Bank	Usually a Free-standing building with a parking lot. Does not have drive-up windows. May have ATMs.	33.15	0.270	8.95	$ 9,917	KSF
912	Drive-In Bank	Provides Drive-up and walk-in bank services. May have ATMs.	45.74	0.270	12.35	$ 13,684	KSF
931	Quality Restaurant	High quality eating establishment with slower turnover rates (more than one hour).	7.49	0.288	2.15	$ 2,382	KSF
932	High Turnover Sit-Down Rest.	Sit-Down eating establishment with turnover rates of less than one hour.	10.92	0.315	3.44	$ 3,812	KSF
933 *	Fast Food w/o Drive-Thru	Fast Food but no drive-through window	26.15	0.265	6.94	$ 7,690	KSF
934	Fast Food With Drive-Thru	Fast Food with drive-through window	34.64	0.265	9.2	$ 10,194	KSF
936 *	Drinking Place	Contains a bar where alcoholic beverages and snacks are serviced and possibly some type of entertainment such as music, games, or pool tables	11.34	0.315	3.58	$ 3,967	KSF
944	Gas Station	Sell gasoline and may also provide vehicle service and repair. Does not have Convenience Market and/or Car Wash.	13.86	0.235	3.26	$ 3,612	Fueling Position
945	Gas/Service Station with Convenience Market	Selling gas and Convenience Market are the primary business. May also contain facilities for service and repair. Does not include Car Wash.	13.38	0.123	1.65	$ 1,828	Fueling Position
946 *	Gas/Service Station with Convenience Market, Car Wash	Selling gas, Convenience Market, and Car Wash are the primary business. May also contain facilities for service and repair	13.33	0.382	5.09	$ 5,640	Fueling Position
947	Self-Service Car Wash	Allows manual cleaning of vehicles by providing stalls for the driver to park and wash.	5.54	1	5.54	$ 6,138	Wash Stall

NOTES:

Source: Institute of Transportation Engineers, *Trip Generation*, Seventh Edition.
Peak-Hour Trips: Weekday, peak-hour of adjacent street traffic. Most often, one hour between 4 and 6 p.m.
Pass-By Trip Factor reflects diverted linked trips in addition to pass-by trips.
ITE codes identified with asterisks (*) include information derived from the ITE manual (e.g., the pass-by factor is derived from pass-by counts for a similar land use or are as estimated by traffic engineers).

Land Use Units:
- KSF = 1,000 gross square feet building area
- DU = dwelling unit
- Room = number of rooms for rent
- Fueling Positions = maximum number of vehicles that can be served simultaneously
- Student = number of full-time equivalent students enrolled
- Hole = number of individual putting holes that are paired with driving tees
- Acre = 43,560 square feet of park space
- Lane = number of bowling lanes

Appendix A

Technical Analysis

City of Woodburn
Transportation Impact Fee SDC Study
Alternative Fee Calculation: 50.0% of Interchange Cost in SDC

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Table 1: Citywide SDC

Reimbursement Fee		Peak-Hour Trips	Average Daily Trips		Full-Cost SDC -- Grants First Apply to Existing Needs: Peak-Hour Trips	Full-Cost SDC -- Grants First Apply to Existing Needs: Average Daily Trips
Cost of Net Unused Capacity		$ 2,459,662	$ 2,459,662		$ 2,459,662	$ 2,459,662
Citywide Growth to End of Planning Period		4,677 Peak-Hour Trips	46,766 Average Daily Trips		4,677 Peak-Hour Trips	46,766 Average Daily Trips
Reimbursement Fee		$ 525.95 per P-HT	$ 52.60 per ADT		$ 525.95 per P-HT	$ 52.60 per ADT
Improvement Fee						
Capacity Expanding CIP		$ 13,771,907	$ 13,771,907		$ 30,300,364	$ 30,300,364
Citywide Growth to End of Planning Period		4,677 Peak-Hour Trips	46,766 Average Daily Trips		4,677 Peak-Hour Trips	46,766 Average Daily Trips
Improvement Fee		$ 2,944.85 per P-HT	$ 294.49 per ADT		$ 6,479.14 per P-HT	$ 647.91 per ADT
Total System Development Charge						
Reimbursement Fee		$ 525.95 per P-HT	$ 52.60 per ADT		$ 525.95 per P-HT	$ 52.60 per ADT
Improvement Fee		$ 2,944.85 per P-HT	$ 294.49 per ADT		$ 6,479.14 per P-HT	$ 647.91 per ADT
TIF / SDC Subtotal		$ 3,470.81 per P-HT	$ 347.08 per ADT		$ 7,005.09 per P-HT	$ 700.51 per ADT
plus: Administrative Cost Recovery	0.75%	$ 26.06 per P-HT	$ 2.61 per ADT	0.40%	$ 28.12 per P-HT	$ 2.81 per ADT
Total TIF / SDC		**$ 3,497** per P-HT	**$ 350** per ADT		**$ 7,033** per P-HT	**$ 703** per ADT

Table 1: Interchange Development Charge

Improvement Fee		Peak-Hour Trips	Average Daily Trips		Peak-Hour Trips	Average Daily Trips
Capacity Expanding CIP		$ 2,750,000	$ 2,750,000		$ 2,750,000	$ 2,750,000
IMA Growth to End of Planning Period		2,500 Peak-Hour Trips	25,000 Average Daily Trips		2,500 Peak-Hour Trips	25,000 Average Daily Trips
Interchange Development Charge Subtotal		$ 1,100.00 per P-HT	$ 110.00 per ADT		$ 1,100.00 per P-HT	$ 110.00 per ADT
plus: Administrative Cost Recovery	0.75%	$ 8.26 per P-HT	$ 0.83 per ADT	0.40%	$ 4.41 per P-HT	$ 0.44 per ADT
Total Interchange Development Charge		**$ 1,108** per P-HT	**$ 111** per ADT		**$ 1,104** per P-HT	**$ 110** per ADT
Total Charge for UGA Development		**$ 4,605** per P-HT	**$ 461** per ADT		**$ 8,137** per P-HT	**$ 813** per ADT

City of Woodburn
Transportation Impact Fee SDC Study
Customer Data: Trip Growth

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Table 2

Trip Data

Within City Limits	#	Year	Note
Initial Average Daily Trips	71,228	1999	(1)
Future Average Daily Trips	104,060	2020	(1)
Average Annual Daily Trip Growth	1.82%		(2)
Current Average Daily Trips	**82,294**	2007	(3)
Future Average Daily Trips at End of Period	**104,060**	2020	(3) and (4)
ADT Growth During Study Period	**21,766**		
Peak-Hour Trip Growth During Study Period	**2,177**		(5)
Within Interchange Management Area (IMA)			
P-HT Growth Within (IMA)	**2,500**		(6)
Trip Growth Summary	P-HTs	ADTs	
Citywide Trip Growth, 2007 - 2020	**4,677**	**46,766**	(7)
IMA Trip Growth, 2007 - 2020	**2,500**	**25,000**	(8)

NOTES

(1) Source: Traffic modeling performed by Kittleson and Associates. 1999 TIF Update. Pass-through trips which neither begin nor end within the City are excluded.
(2) Annual compounded rate of growth from 1999-2020.
(3) Based on projected average daily trip growth from 1999-2020.
(4) The 2005 Transportation System Plan establishes "transportation facilities and services adequate to meet the City's transportation needs to the planning horizon year of 2020" (page 1-2).
(5) Peak-hour trips are estimated based on the assumption of a 1:10 ratio with average daily trips.
(6) Limited to 2,500 P-HTs per ODOT agreement. Resulting Citywide ADT growth equals 46,766 ADTs.
(7) Citywide trip growth consists of the existing ADT growth forecast plus the IMA peak-hour trip growth quota, assuming a 1:10 ratio with average daily trips.
(8) Average daily trips are estimated based on the assumption of a 10:1 ratio with peak-hour trips.

City of Woodburn
Transportation Impact Fee SDC Study
Existing Infrastructure Costs for TIF / SDC

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Table 3

Description	Capacity Related	Unused Capacity	Used Capacity
Historical TIF / SDC Expenditures (1)	$ 2,937,550	**$ 2,459,662**	$ 477,888
less: Net Debt Principal Outstanding		$ -	$ -
less: Grant Contributions		$ -	$ -
Allocable Plant-in-Service	$ 2,937,550	**$ 2,459,662**	$ 477,888

NOTES

(1) Unused Capacity of Assets Funded by TIF / SDC Expenditures. To date, the charge has not had a reimbursement fee component (source: 1999 TIF

Unused Capacity of Assets Funded by TIF / SDC Expenditures

Construction Year	FY 2004	FY 2005	FY 2006
Improvement Fee Expenditures [Note A]	$ 2,786,050	$ 96,500	$ 55,000
Percentage For Capacity Increasing Projects	100%	100%	100%
Applicable TIF / SDC Expenditures	$ 2,786,050	$ 96,500	$ 55,000
Beginning Trip Total [Note B]	7,796	7,938	8,082
Current Trip Total (FY 2007) [Note B]	8,229	8,229	8,229
Ending Trip Total for Study Period (FY 2020) [Note B	10,406	10,406	10,406
% of Capacity Used by Growth to FY 2007	**16.6%**	**11.8%**	**6.3%**
Cost of Unused Capacity	**$ 2,323,054**	**$ 85,092**	**$ 51,516**

Note [A]. Source: FY2004 - FY2006 Street SDC report of resources and expenditures (Fund 376).
Note [B]. Source: Peak-hour trips derived from 1999-2020 ADT trip forecast.

City of Woodburn
Transportation Impact Fee SDC Study
TIF / SDC Project List: Citywide SDC

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Table 4

#	Project Source (1)	Yr of Cost Estimate	Project Title	Peak-Hour Volumes (2) 2002 Trips	2007 Trips	2020 w/ Project	Capacity (3) Current Trips	Future Trips	Eligible Capacity Increasing %	(3) Serving Existing Deficiency	(3) Project Serves Growth To	% Local Trips (4)	% City Funding (5)	Initial Project Cost (1)	2007 Project Cost (6)	Minimal SDC Eligible Cost	Full SDC Eligible Cost
	2005 TSP		**Proposed Transportation Improvements**														
1	2005 TSP	2005	OR 214 widening from west of Broughton Way to Park Avenue	1,425	1,535	3,000			48.8%	0.0%	2020	51.0%	40.0%	11,400,000	$ 11,758,912	$ 1,171,319	$ 2,928,298
2	2005 TSP	2005	Park-and-ride near OR 214/I-5 interchange				0	650	100.0%	0.0%	2020	75.0%	15.0%	1,750,000	1,805,096	203,073	270,764
3	2005 TSP	2005	Upgrade of Parr Road to service collector standards				200	500	60.0%	0.0%	2020	51.0%	30.0%	7,500,000	7,736,126	710,176	2,320,838
4	2005 TSP	2005	Upgrade Butteville Road south of Highway 219 to minor arterial standards	275	296	1,500			80.2%	0.0%	2020	51.0%	30.0%	7,500,000	7,736,126	949,858	2,320,838
5	2005 TSP	2005	Ext. Evergreen Road to Parr Road				700	1,600	56.3%	0.0%	2020	51.0%	25.0%	3,080,000	3,176,969	227,848	794,242
6	2005 TSP	2005	Ext Stubb to Evergreen				5	200	97.5%	0.0%	2020	51.0%	40.0%	3,900,000	4,022,786	800,132	1,609,114
7	2005 TSP	2005	Ext Ben Brown to Evergreen Extension				0	300	100.0%	0.0%	2020	51.0%	25.0%	4,700,000	4,847,972	618,116	1,211,993
8	2005 TSP	2005	Service class facility between Evergreen Road and Stacy Allison Drive extensions				0	250	100.0%	0.0%	2020	51.0%	25.0%	2,260,000	2,331,153	297,222	582,788
9	2005 TSP	2005	Ext. Stacey Allison Drive to Parr Road				0	300	100.0%	0.0%	2020	51.0%	25.0%	3,950,000	4,074,360	519,481	1,018,590
11	2005 TSP	2005	Upgrade of Crosby Road to service collector standards				200	500	60.0%	0.0%	2020	51.0%	30.0%	3,300,000	3,403,895	312,478	1,021,169
12	2005 TSP	2005	Upgrade Butteville Road north of Highway 219 to minor arterial standards			1,125			100.0%	0.0%	2020	51.0%	30.0%	4,900,000	5,054,269	773,303	1,516,281
13	2005 TSP	2005	OR 99E widening between Lincoln Street and south city limits	1,275	1,373	1,800			23.7%	0.0%	2020	51.0%	15.0%	5,750,000	5,931,030	107,633	717,556
14	2005 TSP	2005	5th Street upgrade to access street standards				60	350	82.9%	0.0%	2020	51.0%	70.0%	1,400,000	1,444,077	427,158	610,226
15	2005 TSP	2005	Add northbound right, southbound left, eastbound right turn lanes and eastbound through-lane to Boones Ferry/OR 214	2,275	2,451	4,750			48.4%	0.0%	2020	51.0%	60.0%	900,000	928,335	137,501	229,168
16	2005 TSP	2005	Signalize Meridian Drive/5th Street/OR214	1,425	1,535	3,000			48.8%	0.0%	2020	51.0%	40.0%	500,000	515,742	51,374	128,434
17	2005 TSP	2005	Signalize Park Avenue/OR 214	1,475	1,589	2,625			39.5%	0.0%	2020	51.0%	40.0%	500,000	515,742	41,524	103,809
18	2005 TSP	2005	Add eastbound right-turn lane to Parr Road/Settlemier Road				125	250	50.0%	0.0%	2020	51.0%	100.0%	380,000	391,964	99,951	99,951
19	2005 TSP	2005	Signalize Front/OR 214 ramps	1,450	1,562	2,950			47.0%	0.0%	2020	51.0%	40.0%	600,000	618,890	59,401	148,502
20	2005 TSP	2005	increase service frequency on transit routes				110	150	26.7%	0.0%	2020	100.0%	100.0%	180,000	185,667	49,511	49,511
22	2005 TSP	2005	Upgrade Front Street between Hazelnut and Harrison to minor arterial standards				200	500	60.0%	0.0%	2020	51.0%	70.0%	4,150,000	4,280,656	916,917	1,309,881
23	2005 TSP	2005	Upgrade Boones Ferry and Front to provide continuous sidewalks and bicycle lanes				50	200	2.1%	0.0%	2020	100.0%	70.0%	975,000	1,005,696	14,725	21,036
24	2005 TSP	2005	Add loop ramp in southwest quadrant of OR 214/Front Street intersection	1,825	1,966	3,250			39.5%	0.0%	2020	51.0%	40.0%	1,800,000	1,856,670	149,635	374,086
25	2005 TSP	2005	Add southbound right-turn and westbound left-turn lane to OR 99E/OR 214	1,725	1,858	2,275			18.3%	0.0%	2020	51.0%	15.0%	580,000	598,260	8,383	55,884
26	2005 TSP	2005	Convert transit route to two-way operations				110	200	45.0%	0.0%	2020	100.0%	100.0%	180,000	185,667	83,550	83,550
27	2005 TSP	2005	Off-street pathway along Mill and Goose Creek Corridors				0	200	50.0%	0.0%	2020	100.0%	100.0%	750,000	773,613	386,806	386,806
28	2005 TSP	2005	OR 99E widening between south city limits and south UGB				1,400	2,500	44.0%	0.0%	2020	51.0%	15.0%	2,900,000	2,991,302	100,687	448,695
29	2005 TSP	2005	Signalize southern Butteville Road/OR 214 intersection and add northbound right-turn lane	600	646	1,927			66.5%	0.0%	2020	51.0%	15.0%	650,000	670,464	34,085	100,570
30	2005 TSP	2005	Signalize northern Butteville Road/OR 214 intersection and add southbound right-turn lane			1,400			100.0%	0.0%	2020	51.0%	15.0%	750,000	773,613	59,181	116,042
31	2005 TSP	2005	Signalize Cleveland Street/OR 214				2,000	2,500	20.0%	0.0%	2020	51.0%	15.0%	500,000	515,742	7,891	52,606
32	2005 TSP	2005	South Arterial between Parr (or Butteville) Road and OR 99E				0	2,000	100.0%	0.0%	2020	51.0%	70.0%	11,780,000	12,150,875	4,337,862	6,196,946
33	2005 TSP	2005	Ext./Upgrade of Brown to South Arterial				5	300	98.3%	0.0%	2020	51.0%	30.0%	1,780,000	1,836,041	276,232	550,812
35	2005 TSP	2005	Sidewalks on existing service collectors, access and local streets				0	100	2.1%	0.0%	2020	100.0%	70.0%	540,000	557,001	8,155	11,651
36	2005 TSP	2005	Bicycle lanes on Garfield, Hardcastle, Young				30	100	70.0%	0.0%	2020	100.0%	70.0%	700,000	722,038	353,799	505,427
38	2005 TSP		**Proposed Transit Improvements**							0.0%	2020	51.0%			-	-	-
41	2005 TSP	2005	Two Routes with One-Way Operations (alternative 3)				110	400	72.5%	0.0%	2020	100.0%	100.0%	360,000	371,334	269,217	269,217
42	2005 TSP	2005	OR 219 widening from Woodland Avenue to west city limits	500	539	1,725			68.8%	0.0%	2020	51.0%	15.0%	9,850,000	10,160,112	534,548	1,524,017
										0.0%	2020	51.0%		-	-	-

#	Project Source (1)	Yr of Cost Estimate	Project Title	Peak-Hour Volumes (2) 2002 Trips	2007 Trips	2020 w/ Project	Capacity (3) Current Trips	Future Trips	Eligible Capacity Increasing %	(3) Serving Existing Deficiency	(3) Project Serves Growth To	% Local Trips (4)	% City Funding (5)	Initial Project Cost (1)	2007 Project Cost (6)	Minimal SDC Eligible Cost	Full SDC Eligible Cost
44	2007 TIF List		**2007 TIF Project List**							0.0%	2020	51.0%			-	-	-
47	2007 TIF List	2005	Upgrade Harrison Street between Front and Settlemier				210	350	40.0%	0.0%	2020	51.0%	70.0%	900,000	928,335	132,566	189,380
48	2007 TIF List	2005	Upgrade Hwy 211 from Hwy 99E to east City Limits	1,375	1,481	2,200			32.7%	0.0%	2020	51.0%	15.0%	2,400,000	2,475,560	61,870	371,334
49	2007 TIF List	2005	Upgrade Front Street from Hazelnut to the north City Limits				200	500	60.0%	0.0%	2020	51.0%	40.0%	1,900,000	1,959,819	239,882	599,704
51	2007 TIF List	2005	Upgrade Hayes Street from Settlemier to Evergreen Road				300	500	40.0%	0.0%	2020	51.0%	80.0%	1,200,000	1,237,780	202,006	252,507
52	2007 TIF List	2005	Upgrade Front Street between Cleveland and Harrison				250	500	50.0%	0.0%	2020	51.0%	80.0%	1,200,000	1,237,780	252,507	315,634
53	2007 TIF List	2005	Add left turn lanes on Settlemier at Cleveland, Garfield and Harrison				300	600	50.0%	0.0%	2020	51.0%	100.0%	700,000	722,038	184,120	184,120
54	2007 TIF List	2005	Highway 214 Environmental Assessment	1,425	1,535	3,000	0	0	48.8%	0.0%	2020	51.0%	20.0%	850,000	876,761	43,668	175,352
										0.0%	2020	51.0%			-	-	-
55	2007 TIF List	2006	Upgrade of Boones Ferry from Hazelnut to Crosby				150	450	66.7%	0.0%	2020	51.0%	40.0%	2,100,000	2,100,000	285,600	714,000
56	2007 TIF List	2006	Upgrade of Young Street to minor arterial standards				300	600	50.0%	0.0%	2020	51.0%	100.0%	1,100,000	1,100,000	280,500	280,500
57	2007 TIF List	2006	Upgrade of Boones Ferry from Dahlia to south City Limits				200	500	60.0%	0.0%	2020	51.0%	40.0%	1,300,000	1,300,000	159,120	397,800
58	2007 TIF List	2006	Extend Woodland to Butteville Road				0	350	100.0%	0.0%	2020	51.0%	30.0%	1,100,000	1,100,000	168,300	330,000
59	2007 TIF List	2006	Upgrade Cooley road to collector standards				150	300	50.0%	0.0%	2020	51.0%	60.0%	900,000	900,000	137,700	229,500
60	2007 TIF List	2006	Upgrade of Country Club Court to collector standards				50	300	83.3%	0.0%	2020	51.0%	100.0%	300,000	300,000	127,500	127,500
61	2007 TIF List	2006	Upgrade of Cleveland from Front to Settlemier to collector standards				250	500	50.0%	0.0%	2020	51.0%	80.0%	900,000	900,000	183,600	229,500
62										0.0%	2020	51.0%			-	-	-
63										0.0%	2020	51.0%			-	-	-
Total									**68.9%**	**0.0%**	**2020 Avg**	**52.9%**	**$ 48,180,311**	**$ 119,545,000**	**$ 123,066,269**	**$ 17,557,672**	**$ 34,086,129**
less: Ending FY2007 TIF / SDC Fund Balance (7)																$ 6,535,765	$ 6,535,765
Total Future Capital Projects for TIF / SDC Calculation																$ 11,021,907	$ 27,550,364

NOTES

(1) 2005 TSP = Woodburn Transportation System Plan. Proposed Transportation and Transit Improvements. In 2005 dollars.
2007 TIF List = TIF Project List provided by the City in February 2007. Capacity-increasing percentages identified for all projects.
TSP states "With these improvements, all intersections are projected to operate acceptably during the weekday p.m. peak hour." Accordingly, future deficiencies from the no-build scenario form the basis of our capacity-increasing calculation.

(2) The majority of projects were allocated based on growth's share of total future peak-hour trips at each project location, as provided in figures (3-7 and 5-5) and tables (5-1 – alternative 2 volumes) in the 2005 TSP. Current trips were estimated based on 1.5% annual growth.
Remaining projects were allocated based on growth's share of the increased capacity provided by each project.
All allocations to growth were reduced to the extent that any project corrected an existing deficiency or served development beyond 2020.
10% of sidewalk project costs were assumed to increase capacity. Project costs with both bicycle and sidewalk components were evenly split between the two, to which the corresponding growth allocations were applied.

(3) Current and post-improvement capacities, and existing deficiencies and years of capacity, as estimated by City staff. Reported roadway capacities were converted from average daily to peak-hour trips by applying the standard 10:1 ratio.

(4) The share of costs corresponding to pass-through trip capacity (49%) is removed from the improvement fee cost basis due to the fact that pass-through trips have been removed from the average daily trip forecast.

(5) Non-City funding (i.e., State, County, and grant funding) is identified in the 2005 TSP. Note: City staff reported a City share of 40% for the "OR 214 widening from west of Broughton Way to Park Avenue" project.
The 2007 TIF Project List identified the City's cost share for certain projects (including projects on the 2005 TSP).

(6) Based on 20-city average construction cost index (CCI). Source: Engineering News Review, December 16, 2006 issue.

Dec. of Year	20-City CCI
1999	6,126.79
2000	6,282.76
2001	6,390.21
2002	6,562.73
2003	6,781.66
2004	7,308.30
2005	7,646.87
2006	7,887.62

(7) Source: City staff.

City of Woodburn
Transportation Impact Fee SDC Study
TIF / SDC Project List: Interchange Management Area

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Table 5

#	Project Source (1)	Project Time Frame	Yr of Cost Estimate	Project Title	% Capacity Increasing (2)	Local Trips % (3)	% City Funding (4)	Initial Project Cost (1)	2007 Project Cost (5)	Minimal IDC Eligible Cost	Full IDC Eligible Cost
	2005 TSP			**Proposed Transportation Improvements**							
1	2005 TSP	2005-2010	2005	Reconstruct I-5 interchange and Improve OR 214 between Woodland Avenue and Oregon Way	100.0%	100.0%	10.7%	$ 50,000,000	$ 51,574,173	$ 5,500,000	$ 5,500,000
2					20.9%	51.0%			-	-	-
Total					**100.0%**	**100.0%**	**$ 5,500,000**	**$ 50,000,000**	**$ 51,574,173**	**$ 5,500,000**	**$ 5,500,000**
Total Future Capital Projects for Interchange Development Charge (IDC) Calculation										$ 5,500,000	$ 5,500,000

NOTES

(1) 2005 TSP = Woodburn Transportation System Plan. Proposed Transportation and Transit Improvements. In 2005 dollars. List defines time frames as follows: Near Term = 0-5 years, Mid-Term = 5-10 years, Long-Term = 10-20 years.

(2) The 2007 TIF Project List identified the capacity-increasing portion of this project.

(3) As the I-5 interchange improvements are designed to serve development within the Interchange Management Area specifically, pass-through trips do not apply.

(4) The 2007 TIF Project List identified the City funding total for this project. City staff reported that $2.5 million of the City's $8 million project share had already been completed.

(5) Based on 20-city average construction cost index (CCI). Source: Engineering News Review, December 16, 2006 issue.

Dec. of Year	20-City CCI
1999	6,126.79
2000	6,282.76
2001	6,390.21
2002	6,562.73
2003	6,781.66
2004	7,308.30
2005	7,646.87
2006	7,887.62

City of Woodburn
Transportation Impact Fee SDC Study
Administrative Cost Recovery Calculation

FINAL

Table 6

Net Annual Administrative Cost related to Transportation SDC (1)	$	5,000
Amortization of SDC Study Cost over 5 years (2):	$	5,963
Net Annual Transportation SDC Administrative Cost:	**$**	**10,963**
Estimated Annual Proposed SDC Revenues before Admin. Cost:		
Citywide TIF / SDC	$	1,248,582
Interchange Development Charge (IDC)		211,538
Estimated Annual Revenue (Minimal SDC)	**$**	**1,460,121**
Estimated Annual Revenue (Full-Cost SDC)	**$**	**2,731,540**

Admin. Cost / Total Annual Transportation SDC Revenues (Min.):	**0.75%**	on all TIFs / SDCs
Admin. Cost / Total Annual Transportation SDC Revenues (Full):	**0.40%**	on all TIFs / SDCs

NOTES

(1) Source: City staff.

(2)

Cost of:	**$ 27,310**
at:	**3.0%**
over:	**5** years

City of Woodburn
Transportation Impact Fee SDC Study
Comparison of Charge Bases

FINAL

Table 7

Comparison of Charge Bases: Peak-Hour vs. Average Daily Trips

	Citywide	*Within IMA*
Peak-Hour Trip (P-HT) Fee	**$ 3,497**	*$ 4,605*
Average Daily Trip (ADT) Fee	**$ 350**	*$ 461*

Land Use	Single-Family Home	Apartment (104 units)	Office Building (67,500 s.f.)	Specialty Retail (8,000 s.f.)	Fast Food Restaurant (3,000 s.f.)	Supermarket (47,400 s.f.)
Pass-By Trip Factor for P-HTs (1)	100%	100%	100%	100%	50%	64%
Generated Peak-Hour Trips per Unit (1)	1.01	0.62	1.49	2.71	34.64	10.45
Fee based on Peak-Hour Trips	$ 3,532	$ 225,487	$ 351,711	$ 49,280	$ 181,704	$ 70,164
Generated Average Daily Trips per Unit (2)	9.57	6.63	11.01	51.67	496.12	111.51
Fee based on ADTs without trip length factor	$ 3,350	$ 241,332	$ 260,111	$ 94,039	$ 260,463	$ 74,935
Percent of Fee Based on Peak-Hour Trips	*94.8%*	*107.0%*	*74.0%*	*190.8%*	*143.3%*	*106.8%*
Trip Length Factor (2)	1.00	1.00	1.06	0.84	0.50	0.84
Fee based on ADTs with trip length factor	$ 3,350	$ 241,332	$ 275,718	$ 78,993	$ 130,232	$ 62,945
Percent of Fee Based on Peak-Hour Trips	*94.8%*	*107.0%*	*78.4%*	*160.3%*	*71.7%*	*89.7%*

NOTES

(1) Source: Institute of Transportation Engineers, Trip Generation, Seventh Edition.

(2) Source: 1999 TIF Study.

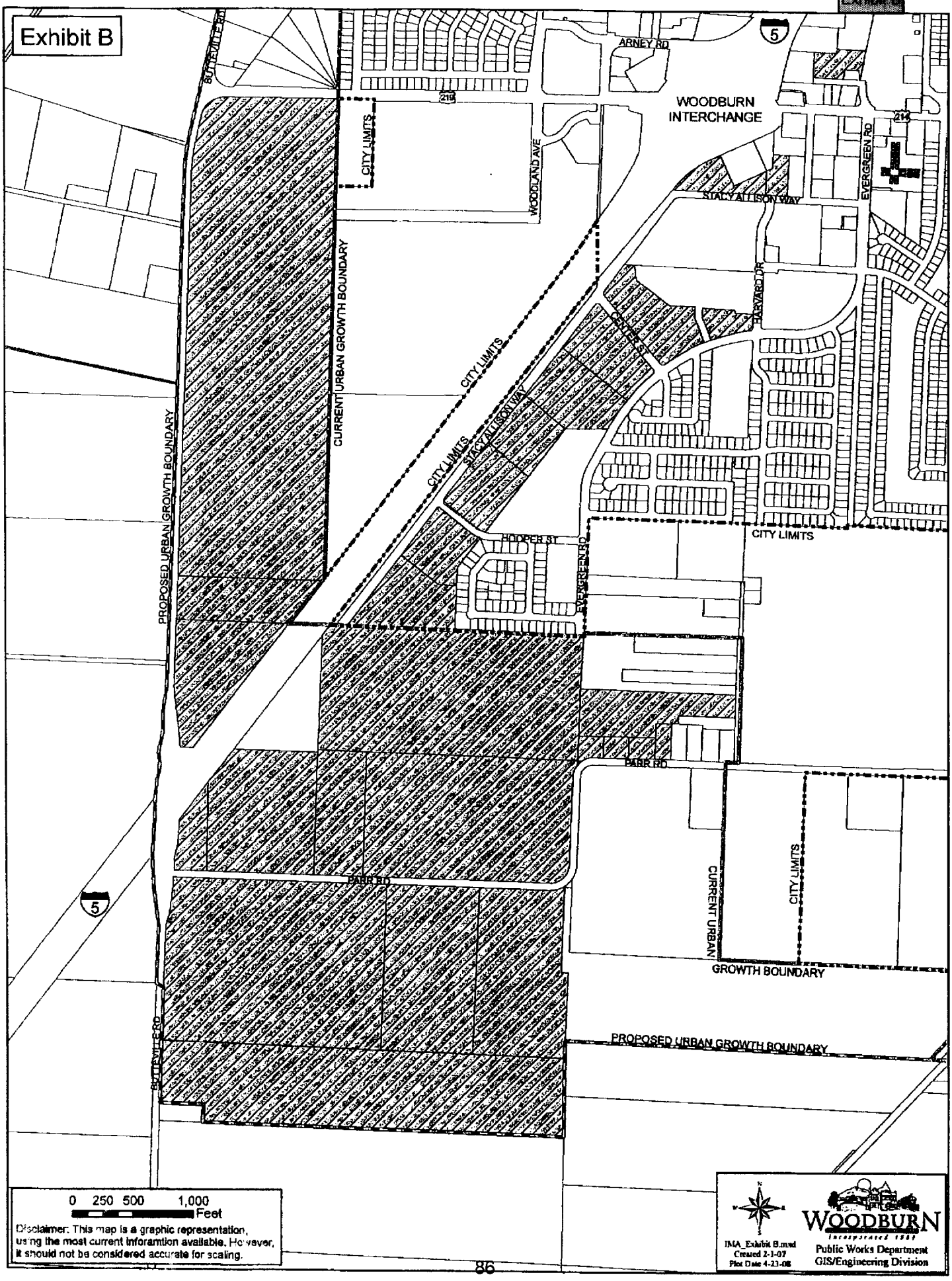
Exhibit B
ARNEY RD
WOODBURN INTERCHANGE
WOODLAND AVE
EVERGREEN RD
STACY ALLISON WAY
HARVARD DR
CITY LIMITS
CURRENT URBAN GROWTH BOUNDARY
PROPOSED URBAN GROWTH BOUNDARY
HOPPER ST
PARR RD
BOONES FERRY RD
CURRENT URBAN GROWTH BOUNDARY
PROPOSED URBAN GROWTH BOUNDARY
0 250 500 1,000
Feet
Disclaimer: This map is a graphic representation, using the most current inforamtion available. However, it should not be considered accurate for scaling.
IMA_Exhibit B.mxd
Created 2-1-07
Plot Date 4-23-08
WOODBURN
Incorporated 1889
Public Works Department
GIS/Engineering Division