City of Woodburn, Oregon

Transportation System Development Charge Study

Draft Methodology Report
February, 2022

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Section I. BACKGROUND

This section describes the policy context and project scope upon which the body of this report is based.

I.A. POLICY

Oregon Revised Statutes (ORS) 223.297 to 223.314 authorize local governments to establish system development charges (SDCs). These are one-time fees on new development paid at the time of development. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future growth.

ORS 223.299 defines two components of an SDC:

- A reimbursement fee that is designed to recover "costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists"
- An improvement fee that is designed to recover "costs associated with capital improvements to be constructed"

ORS 223.304(1) states, in part, that a reimbursement fee must be based on "the value of unused capacity available to future system users or the cost of existing facilities" and must account for prior contributions by existing users and any gifted or grant-funded facilities. The calculation must "promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities." A reimbursement fee may be spent on any capital improvement related to the system for which it is being charged (whether cash-financed or debt-financed) and on the costs of compliance with Oregon's SDC law.

ORS 223.304(2) states, in part, that an improvement fee must be calculated to include only the cost of projected capital improvements needed to increase system capacity for future users. In other words, the cost 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. An improvement fee may be spent only on capital improvements (or portions thereof) that increase the capacity of the system for which it is being charged (whether cash-financed or debt-financed) and on the costs of compliance with Oregon's SDC law.

I.B. PROJECT

The City last revised its transportation SDC methodology in March, 2008. In 2020, the City engaged FCS GROUP to update its transportation SDCs.

We approached this project in three steps:

- **Policy Review**. In this step, we worked with City staff to identify and agree on the approach to be used and the components to be included in the analysis. The City's primary interests were to update the area-specific Interchange Management Area supplemental SDC, revisit the trip types used to calculate the SDC, and evaluate the credit policies observed.
- **Technical Analysis**. In this step, we worked with City staff to isolate the recoverable portion of existing facilities costs as well as planned capacity increasing facilities costs to calculate draft SDC rates.
- **Draft Methodology Report Preparation**. In this step, we documented the calculation of the proposed SDCs included in this report.

Section II. SDC CALCULATION

This section provides a description of the transportation SDC calculation. The following tasks were performed:

- We estimated demand growth in PM peak hour person trip-ends.
- With staff input, we identified the eligible reimbursement fee and improvement fee cost bases.
- We calculated each SDC component per trip-end and unit of development.

II.A. GROWTH

Woodburn's prior transportation SDC utilized a PM peak hour vehicle trip-ends basis. This update to Woodburn's transportation SDC uses PM peak hour *person* trip ends instead. PM peak hour person trips include non-motor vehicle trips that utilize bicycle, pedestrian, and transit facilities. This approach will result in a stronger nexus between the SDC and the multi-modal facilities it funds.

To determine the forecasted increase in PM peak hour person trips in Woodburn, we used growth estimates provided by Kittelson & Associates, the authors of the City's 2019 transportation system plan (TSP) update. Using the figures provided by Kittelson, we projected an increase of 6,441 PM peak hour person trips as shown in **Exhibit 1**. The increase in trips equates to approximately 37% over the analysis timeframe.

Exhibit 1: Projected Growth in Average Daily Person Trip Ends 2020-2040

Land Use	2020	2040	Change	Percent Change
Total	17,264	23,750	6,441	37.3%
New person trips as a % of future person trips			27.2%	

Source: Kittelson Email 2/19/2021

This increase of 6,441 PM peak hour person trips will serve as the denominator in the improvement fee calculations. This is the total number of PM peak hour person trips attributed to growth between 2020 and 2040, which is the period of growth that the projects in the TSP are intended to serve.

II.B. CITYWIDE SDC

The citywide transportation SDC that we have calculated consists of an improvement fee only. The improvement fee portion of the SDC is based on a specific list of planned capacity-increasing capital improvements. The portion of each project that is attributable to growth is determined and the improvement fee is calculated by dividing the total cost of growth-related projects, and portions thereof, by the projected increase in PM peak hour person trips.

II.B.1. Eligible Improvement Costs

In this update of Woodburn's SDC methodology, the project list is based on the 2019 Woodburn TSP, which provides a list of capital projects needed to meet 2040 transportation conditions.

The TSP project list was adjusted to remove projects that do not increase capacity. The projects listed in the transportation capital improvement plan are eligible for SDC funding only to the extent that the projects will benefit future users rather than cure an existing deficiency. The capacity-increasing percentage of each project was identified through discussions with City staff, Kittelson, and the growth calculation in Section A.1.

Among projects listed in the TSP, facility improvements total $117,765,000, with SDC-eligible costs of $30,722,411. See **Exhibit 2** for summary costs and Appendix A for a detailed project list.

Exhibit 2: Improvement Fee Cost Basis Summary by Mode

	Total Project Costs	Overall Improvement Fee Eligibility	Eligible Costs
Roadway	$74,020,000	27.91%	$20,656,175
Safety	$5,560,000	15.30%	$850,778
Transit	$115,000	13.00%	$14,945
Pedestrian	$17,360,000	21.61%	$3,751,125
Bicycle	$20,510,000	26.57%	$5,449,388
Transportation Demand Management	$0	0.00%	$0
Land Use	$50,000	0.00%	$0
Asset Management	$125,000	0.00%	$0
Rail	$25,000	0.00%	$0
Total	$117,765,000	26.09%	$30,722,411

Source: 2019 Woodburn Transportation System Plan, city staff

II.B.2. Administrative Fee Cost Fee Basis

ORS 223.307(5) authorizes the expenditure of SDCs on "the costs of complying with the provisions of ORS 223.297 to 223.314, including the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures." As seen in **Exhibit 3**, City staff estimate that $5,000 of staff time is dedicated to the administration of SDCs annually. Additionally, the annual cost of a transportation SDC study, $45,000 every five years, is $9,000. Over the 20-year study timeframe, $280,000 of eligible administrative expenses are incurred by Woodburn. Dividing that figure by the increase in PM peak hour person trips during the planning period results in an administrative fee of $43.47 per PM peak hour person trip.

Exhibit 3: SDC Administrative Cost Basis

Net Annual Administrative Cost related to Transportation SDC (1)	$5,000
Amortization of SDC Study Cost over 5 years:	$9,000
Total Annual Cost	$14,000
Total Cost (2020-2040)	$280,000
Growth in PM Peak Hour Person Trips (2020-2040)	6,441
Admin Fee Component Per Trip	$43.47

(1) Source: City Staff (2007 Woodburn TSDC Study)

II.B.3. Citywide SDC per trip

The improvement fee per PM peak hour person trip is calculated using the following formula:

$$\frac{\textit{Eligible Cost} - \textit{Existing SDC Fund Balance}}{\textit{Growth in PM peak hour person trips}} = \textit{Improvement Fee per PM peak hour person trip}$$

SDC-eligible costs are capital improvement costs which will serve future growth, as shown above. The transportation improvement SDC fund balance that has been collected by the City but not yet spent is then subtracted from the SDC-eligible costs in order to avoid double-charging. Finally, that number is divided by growth in PM peak hour person trips. The resulting improvement fee per PM peak hour person trip is summarized in **Exhibit 4** below.

Exhibit 4: Improvement Costs

Total Project Costs	$117,765,000
Overall Improvement Fee Eligibility	26.09%
Eligible Costs	$30,722,411
Less SDC Current Fund Balance	$4,000,000
Plus Administrative Component	$280,000
Subtotal	$27,002,411
Growth in PM Peak Hour Person Trips (2020-2040)	6,441
Proposed SDC per PM Peak Hour Person Trip	$4,192

Source: 2019 Woodburn Transportation System Plan

II.C. INTERCHANGE MANAGEMENT AREA SDC

The Interchange Management Area (IMA) portion of the SDC is assessed to select developing parcels adjacent to Woodburn's 2015 Interchange and Transit Facility Project. The IMA SDC that we have calculated consists of a reimbursement fee only, which is based on the estimated cost of the project's system capacity that remains available for future users. The current estimated value of the project's available capacity in the transportation system was determined based on the City's $5.5 million contribution to the project's $50 million overall cost.

II.C.1. Expected Growth Levels

As with the improvement fee, trip growth in the IMA must also be defined to determine the "denominator" of the IMA SDC. Kittelson & Associates also provided these figures, a projected increase of 3,009 PM peak hour person trips as shown in **Exhibit 5**. This represents a 65% increase over the analysis timeframe.

Exhibit 5: Projected Growth in Average Daily Person Trip Ends 2020-2040

Land Use	2020	2040	Change	Percent Change
Total	4,628	7,637	3,009	65.0%
New person trips as a % of future person trips			39.4%	

Source: Kittelson Email 2/19/2021

This increase of 3,009 PM peak hour person trips will serve as the denominator in the IMA fee calculation. This is the total number of PM peak hour person trips attributed to growth between 2020 and 2040 in the area directly benefited by the interchange.

II.C.2. Eligible Reimbursement Costs

The IMA SDC is determined by the City's contribution to the project and defining the unused capacity of the project constructed with that money. For this analysis, we assume the capacity of the project will be absorbed at a pace of 5% per year, meaning that since the 2015 completion of the project 60% of added capacity remains. Using this method, the eligible IMA SDC cost basis is $3.3 million.

Exhibit 6: IMA SDC Cost Basis

Year	IMA Expenditures	Available Capacity	Reimbursable Cost
FY 2013	$5,500,000	60.0%	$3,300,000
Totals	$5,500,000		$3,300,000

Source: 2007 FCS GROUP TSDC Analysis

II.C.3. IMA TSDC per PM Peak Hour Person Trip

The reimbursement fee per PM peak hour person trip is calculated by dividing the eligible cost basis by forecasted growth in PM peak hour person trips. The outcome, IMA fee per PM peak hour person trips, is summarized in **Exhibit 7** below.

Exhibit 7: Calculated Reimbursement Fee

IMA fee Eligible Expenses	$3,300,000
Less Outstanding Debt Principal	$0
Adjusted IMA fee Eligible Expenses	$3,300,000
Growth in IMA PM Peak Hour Person Trips (2020-2040)	3,009
IMA fee per PM Peak Hour Person Trips	$1,096.75

Source: City staff input Compiled by FCS GROUP

II.D. SDC COSTS TO DEVELOPMENT

In order to translate SDC costs per PM peak hour person trips to SDC costs per unit of development, we must determine the number of PM peak hour person trips generated by each type of development.

II.D.1. New PM Peak Hour Person Trips per Unit of Development

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* contains trip rates based on studies conducted nationwide and provides the base data of unadjusted counts of trips generated by various types of land use. The trip rates include all traffic entering or leaving a location but does not account for traffic that passes by or interrupts a primary trip between origin and destination. We have taken the step of removing pass-by trips because they would occur regardless of development activity.

We calculate the number of new PM peak hour person trips generated per day for each type of land use with the following formula:

$$\textbf{\textit{ITE Vehicle Trip Rate}} \times \textbf{\textit{Person Trip Conversion Factor}} \times (1 - \%\ \textbf{\textit{Pass-by Trips}}) = \textbf{\textit{New PM peak hour person trips}}$$

II.D.2. SDC per Unit of Development

The SDC per unit of development is calculated for each type of land use by multiplying the new PM peak hour person trip for each land use by the SDC per PM peak hour person trip.

$$\textbf{\textit{SDC per Trip}} \times \textbf{\textit{New Trips by Land Use}} = \textbf{\textit{SDC by Land Use}}$$

Exhibit 8 shows the individual charges per unit for each portion of the SDC. It is important to note that the *Trip Generation Manual* may not contain some land use categories or may not include trip rates or number of net new trips generated. For such land use categories without data, the Public Works Director/City Engineer shall use her/his judgment to calculate the transportation SDC.

Exhibit 8: ITE Trips and SDC Costs per Land Use

ITE Code	Land Use	Unit	ITE PM Peak Hour Vehicle Trips	Person Trip Conversion Factor	Number of Person Trips[1]	% Non Pass-By Trips	Non Pass-By Person Trip Ends	Calculated Citywide SDC per Unit	Calculated IMA SDC per Unit
110	General Light Industrial	1,000 SFGFA	0.6	1.7	1.1	100%	1.1	$4,447	$1,163
130	Industrial Park	1,000 SFGFA	0.4	1.7	0.7	100%	0.7	$2,823	$739
140	Manufacturing	1,000 SFGFA	0.7	1.7	1.1	100%	1.1	$4,729	$1,237
150	Warehousing	1,000 SFGFA	0.2	2.7	0.5	100%	0.5	$2,138	$559
151	Mini-Warehouse	1,000 SFGFA	0.2	1.7	0.3	100%	0.3	$1,200	$314
154	High-Cube Transload and Short-Term Storage Warehouse	1,000 SFGFA	0.1	1.7	0.2	100%	0.2	$706	$185
155	High-Cube Transload and Short-Term Storage Warehouse	1,000 SFGFA	1.4	2.7	3.7	100%	3.7	$15,414	$4,032
210	Single-Family Detached Housing	Dwelling Units	1.0	1.7	1.7	100%	1.7	$6,988	$1,828
220	Multifamily Housing (Low-Rise)	Dwelling Units	0.6	0.9	0.5	100%	0.5	$2,222	$581
221	Multifamily Housing (Mid-Rise) / Duplex, Triplex, Quadplex	Dwelling Units	0.4	1.2	0.5	100%	0.5	$2,180	$570
222	Multifamily Housing (High-Rise)	Dwelling Units	0.4	1.7	0.6	100%	0.6	$2,541	$665
240	Mobile Home Park	Dwelling Units	0.5	1.7	0.8	100%	0.8	$3,247	$849

ITE Code	Land Use	Unit	ITE PM Peak Hour Vehicle Trips	Person Trip Conversion Factor	Number of Person Trips[1]	% Non Pass-By Trips	Non Pass-By Person Trip Ends	Calculated Citywide SDC per Unit	Calculated IMA SDC per Unit
251	Senior Adult Housing - Detached	Dwelling Units	0.3	1.7	0.5	100%	0.5	$2,118	$554
252	Senior Adult Housing - Attached	Dwelling Units	0.3	1.7	0.4	100%	0.4	$1,835	$480
	Accessory Dwelling Unit	Dwelling Units	0.1	1.7	0.2	100%	0.1	$545	$143
254	Assisted Living	Beds	0.3	1.7	0.4	100%	0.4	$1,835	$480
255	Continuing Care Retirement Community	Occupied Units	0.2	1.7	0.3	100%	0.3	$1,129	$295
310	Hotel	Rooms	0.6	1.7	1.0	100%	1.0	$4,235	$1,108
430	Golf Course	Holes	2.9	1.7	4.9	100%	4.9	$20,541	$5,374
444	Movie Theater	1,000 SFGFA	6.2	1.7	10.4	100%	10.4	$43,552	$11,394
488	Soccer Complex	Fields	16.4	1.7	27.7	100%	27.7	$115,974	$30,341
495	Recreational Community Center	1,000 SFGFA	2.3	1.5	3.5	100%	3.5	$14,631	$3,828
520	Elementary School	1,000 SFGFA	1.4	1.7	2.3	59%	1.4	$5,706	$1,493
522	Middle School/Junior High School	1,000 SFGFA	1.2	1.7	2.0	59%	1.2	$4,956	$1,297
530	High School	1,000 SFGFA	1.0	1.7	1.6	59%	1.0	$4,040	$1,057
540	Junior/ Community College	1,000 SFGFA	1.9	1.7	3.1	100%	3.1	$13,129	$3,435
560	Church / House of Worship	1,000 SFGFA	0.5	1.7	0.8	100%	0.8	$3,459	$905
565	Day Care Center	1,000 SFGFA	11.1	1.7	18.7	100%	18.7	$78,492	$20,535
566	Cemetery	Acres	0.5	1.7	0.8	100%	0.8	$3,247	$849
590	Library	1,000 SFGFA	8.2	1.7	13.7	100%	13.7	$57,599	$15,069
610	Hospital	1,000 SFGFA	1.0	1.7	1.6	100%	1.6	$6,791	$1,777
620	Nursing Home	Beds	0.2	1.7	0.4	100%	0.4	$1,553	$406
710	General Office Building	1,000 SFGFA	1.2	1.3	1.5	100%	1.5	$6,288	$1,645
770	Business Park	1,000 SFGFA	0.4	1.7	0.7	100%	0.7	$2,965	$776
813	Free-Standing Discount Superstore	1,000 SFGFA	4.3	1.7	7.3	71%	5.2	$21,700	$5,677
816	Hardware/ Paint Store	1,000 SFGFA	2.7	1.7	4.5	74%	3.3	$13,999	$3,662
817	Nursery (Garden Center)	1,000 SFGFA	6.9	1.7	11.7	100%	11.7	$48,987	$12,816
840	Automobile Sales (New)	1,000 SFGFA	2.4	2.1	5.1	100%	5.1	$21,506	$5,626
849	Tire Superstore	1,000 SFGFA	2.1	1.7	3.6	100%	3.6	$14,894	$3,896
850	Supermarket	1,000 SFGFA	9.2	2.9	26.6	64%	17.0	$71,475	$18,699
851	Convenience Market	1,000 SFGFA	49.1	1.8	86.5	49%	42.4	$177,666	$46,481

ITE Code	Land Use	Unit	ITE PM Peak Hour Vehicle Trips	Person Trip Conversion Factor	Number of Person Trips[1]	% Non Pass-By Trips	Non Pass-By Person Trip Ends	Calculated Citywide SDC per Unit	Calculated IMA SDC per Unit
861	Sporting Goods Superstore	1,000 SFGFA	2.0	1.7	3.4	100%	3.4	$14,258	$3,730
862	Home Improvement Superstore	1,000 SFGFA	2.3	2.0	4.7	58%	2.7	$11,501	$3,009
863	Electronic Superstore	1,000 SFGFA	4.3	1.7	7.2	60%	4.3	$18,042	$4,720
875	Department Store	1,000 SFGFA	2.0	1.7	3.3	100%	3.3	$13,764	$3,601
881	Pharmacy/ Drugstore with Drive-Through Window	1,000 SFGFA	10.3	1.7	17.3	51%	8.8	$37,043	$9,691
890	Furniture Store	1,000 SFGFA	0.5	1.7	0.9	47%	0.4	$1,725	$451
912	Drive-in Bank	1,000 SFGFA	20.5	0.4	8.5	65%	5.5	$23,162	$6,060
930	Fast Casual Restaurant	1,000 SFGFA	14.1	1.7	23.8	100%	23.8	$99,739	$26,094
931	Quality Restaurant	1,000 SFGFA	7.8	1.7	13.1	56%	7.4	$30,832	$8,066
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	9.8	2.0	19.4	57%	11.1	$46,357	$12,128
933	Fast-Food Restaurant without Drive-Through Window	1,000 SFGFA	28.3	1.7	47.7	50%	23.9	$100,021	$26,167
934	Fast-Food Restaurant with Drive-Through Window	1,000 SFGFA	32.7	2.1	69.6	50%	34.8	$145,972	$38,189
944	Gasoline/ Service Station	Vehicle Fueling Positions	14.0	1.7	23.6	58%	13.7	$57,439	$15,027
960	Super Convenience Market/Gas Station	Vehicle Fueling Positions	23.0	1.7	38.7	100%	38.7	$162,067	$42,400

Section III. IMPLEMENTATION

This section summarizes the SDCs for selected ITE land use categories.

III.A. SUMMARY AND COMPARISON

Exhibit 9 summarizes the SDC calculations and compares them with SDCs currently in effect for selected land uses.

Exhibit 9: Existing and Proposed Transportation SDCs in Woodburn

Land Use Type	Unit	Current Citywide TSDC	Proposed Citywide TSDC	Change in Citywide TSDC	Current IMA TSDC	Proposed IMA TSDC
General Light Industrial	per 1,000 ft²	$3,427	$4,447	$1,020	$1,086	$1,163
Warehouse	per 1,000 ft²	$2,589	$1,200	-$1,389	$821	$559
Single-Family Detached Housing	per house	$3,532	$6,988	$3,456	-	$1,828
Multifamily Housing (Low-Rise)	per unit	$2,168	$2,222	$54	-	$581
General Office Building	per 1,000 ft²	$5,211	$6,288	$1,077	$1,651	$1,645
Free-Standing Discount Superstore	per 1,000 ft²	$9,722	$21,700	$11,978	$3,080	$5,677
Supermarket	per 1,000 ft²	$9,652	$71,475	$61,823	$3,058	$18,699
Fast-Food Restaurant w/ Drive-Thru	per 1,000 ft²	$24,269	$145,972	$121,703	$7,690	$26,167

III.B. ADDITIONAL TRANSPORTATION SDC RESEARCH

City staff requested that FCS GROUP perform additional transportation SDC research to understand how other cities calculated their charges. Specifically, City staff were interested in the transportation SDCs for the following land uses:

- 565 Day Care Center
- 817 Nursery (Garden Center)
- 820 Shopping Center
- 850 Supermarket
- 851 Convenience Market
- 930 Fast Casual Restaurant
- 931 Quality Restaurant
- 932 High-Turnover (Sit-Down) Restaurant
- 933 Fast-Food Restaurant without Drive-Through Window
- 934 Fast-Food Restaurant with Drive-Through Window
- 937 Coffee/Donut Shop with Drive-Through Window
- 944 Gasoline/Service Station
- 960 Super Convenience Market/Gas Station

City staff requested FCS GROUP focus on the following cities for this research:

- Canby
- Keizer
- McMinnville
- Newberg
- Oregon City
- Salem
- Wilsonville

III.B.1. Summary of Results

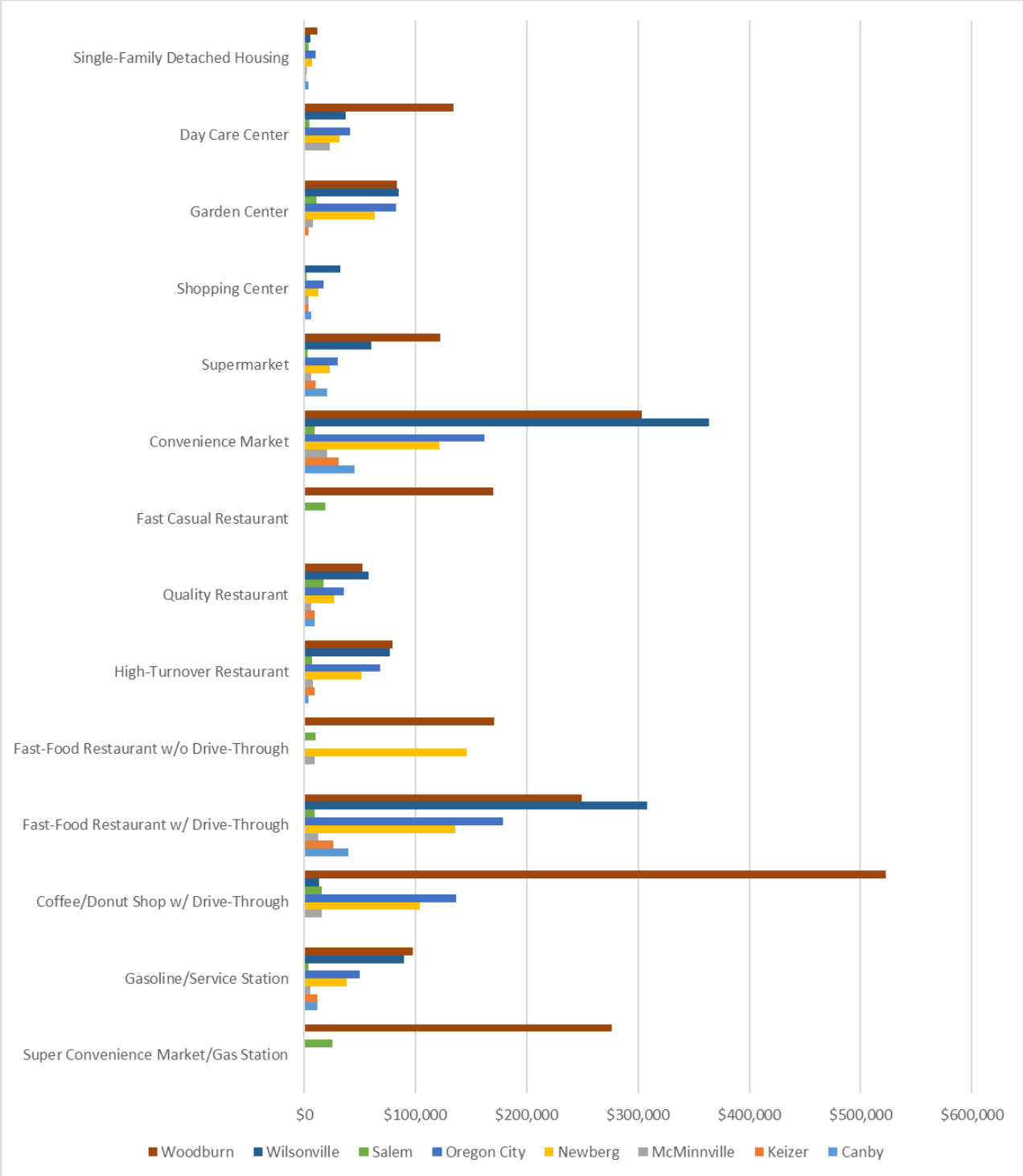
FCS GROUP found transportation SDC information for each city listed, with charges for most of the requested land uses available as well. **Exhibit 10** below shows the results of this research task. It should be noted that, while the figures in the table below are consistent and comparable, cities in this analysis use different trip basis to calculate impact fees. For example, Salem uses average daily trip generation as their charge basis while McMinnville charges based on a PM peak hour basis. This could mean that fees per trip appear much lower in Salem given that there are many more trips on an average daily basis (9.44 trips per single family detached dwelling unit) than PM peak hour trips (0.99 trips per single family detached dwelling unit).

Exhibit 10: Transportation SDCs in Select Cities for Select Land Uses

Land Use	Unit	Canby	Keizer	McMinnville	Newberg	Oregon City	Salem	Wilsonville	Woodburn
Single-Family Detached Housing	Dwelling Units	$3,570	$1,530	$2,693	$7,146	$9,939	$4,051	$5,905	$11,922
Day Care Center	1,000 SFGFA	$668		$22,598	$31,790	$41,560	$4,699	$37,075	$133,912
Garden Center	1,000 SFGFA		$4,150	$7,810	$63,335	$82,740	$10,736	$84,714	$83,575
Shopping Center	1,000 SFGFA	$5,919	$3,775	$3,891	$13,033	$17,086	$2,672	$32,480	
Supermarket	1,000 SFGFA	$20,503	$10,150	$6,045	$22,723	$29,915	$2,950	$60,101	$121,941
Convenience Market	1,000 SFGFA	$45,088	$31,015	$20,367	$121,735	$162,429	$9,157	$364,149	$303,107
Fast Casual Restaurant	1,000 SFGFA						$19,267		$170,160
Quality Restaurant	1,000 SFGFA	$9,562	$9,360	$6,100	$26,858	$35,534	$17,534	$57,994	$52,602
High-Turnover Restaurant	1,000 SFGFA	$4,034	$9,445	$7,862	$51,493	$67,884	$6,858	$76,674	$79,088
Fast-Food Restaurant w/o Drive-Through	1,000 SFGFA			$9,859	$145,930		$10,026		$170,642
Fast-Food Restaurant w/ Drive-Through	1,000 SFGFA	$39,787	$26,285	$12,310	$135,685	$178,566	$9,274	$308,169	$249,037
Coffee/Donut Shop w/ Drive-Through	1,000 SFGFA			$16,136	$103,729	$136,792	$16,154	$13,592	$522,402
Gasoline/Service Station	Vehicle Fueling Stations	$11,610	$12,200	$5,633	$38,376	$50,157	$3,977	$89,499	$97,994
Super Convenience Market/Gas Station	Vehicle Fueling Stations						$25,296		$276,495

FCS GROUP also compiled a comparison graph to illustrate this information which is shown in **Exhibit 11.**

Exhibit 11: Graph of Transportation SDCs in Select Cities for Select Land Uses



III.B.2. Methodologies by City

City staff requested FCS GROUP perform research on how each city has crafted their transportation SDC methodologies. The City was particularly interested in the types of trips that the charge is based on (e.g., PM peak hour trips, average daily trips, etc.) and the adjustments used to calculate those trips (e.g., pass-by trips, trip length adjustments, etc.). The results of this research are discussed below.

III.B.2.a McMinnville

The transportation SDC charged by McMinnville is calculated using PM peak hour trips and adjustments for pass-by trips as well as trip length. As shown below in **Exhibit 12**, most of the land uses for this study use 1,000 square feet of gross floor area as the unit for which new development is charged except for gas stations, which are charged based on the number of fueling positions being added. To calculate the transportation SDC, PM peak hour trip rates for each land use are multiplied by a pass-by trip reduction factor, reducing the burden on land uses generating fewer primary trips. The adjusted trip rate is then multiplied by a trip length adjustment factor specific to the land use, reducing the burden on land uses to which trips tend to be shorter. The resultant PM peak hour trip rate is then multiplied by the transportation SDC rate per trip, $2,693 in 2021 for McMinnville, to determine the total transportation SDC per unit of development.

Exhibit 12: McMinnville Transportation SDC Methodology Table

ITE Code	Land Use	Unit	PM Peak Hour Vehicle Trip (A)	Pass-By Trip Reduction Factor (B)	Net New Trip Rate (C=A*B)	Trip Length Adjustment Factor (D)	Net New Trips (E=C*D)	TSDC Per Trip (F)	Total TSDC per Unit (G=E*F)
565	Day Care Center	1,000 SFGFA	12.34	1.00	12.34	0.68	8.39	$2,693	$22,598
817	Nursery (Garden Center)	1,000 SFGFA	3.8	0.72	2.74	1.06	2.90	$2,693	$7,810
820	Shopping Center	1,000 SFGFA	3.71	0.66	2.45	0.59	1.44	$2,693	$3,891
850	Supermarket	1,000 SFGFA	9.48	0.64	6.07	0.37	2.24	$2,693	$6,045
851	Convenience Market	1,000 SFGFA	52.41	0.39	20.44	0.37	7.56	$2,693	$20,367
931	Quality Restaurant	1,000 SFGFA	7.49	0.56	4.19	0.54	2.26	$2,693	$6,100
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	9.85	0.57	5.61	0.52	2.92	$2,693	$7,862
933	Fast-Food Restaurant without Drive-Through Window	1,000 SFGFA	26.15	0.50	13.08	0.28	3.66	$2,693	$9,859
934	Fast-Food Restaurant with Drive-Through Window	1,000 SFGFA	32.65	0.50	16.33	0.28	4.57	$2,693	$12,310
937	Coffee/Donut Shop with Drive-Through Window	1,000 SFGFA	42.8	0.50	21.40	0.28	5.99	$2,693	$16,136
944	Gasoline/Service Station	Vehicle fueling position	13.87	0.58	8.04	0.26	2.09	$2,693	$5,633

FY 2021-22 TSDC rate of $2,693 per adjusted PM peak hour trip based on Resolution 2021-10

III.B.2.b Newberg

The transportation SDC charged by Newberg is calculated using PM peak hour person trips and a primary trip adjustment unique to each land use. As with McMinnville above, the land uses use 1,000

square feet of gross floor area as the unit for which new development is charged except for gas stations, which are charged based on the number of fueling positions being added. To calculate the transportation SDC, PM peak hour vehicle trip rates for each land use are multiplied by a primary trip adjustment factor which reduces the burden on those land uses generating fewer primary trips (**Exhibit 13**). The adjusted trip rate is then multiplied by the industry standard person trip adjustment factor of 1.68 to determine person trips (vehicle trips plus bike, pedestrian, transit, and other trips). The resultant PM peak hour person trip rate is then multiplied by the transportation SDC rate per trip, $4,170 in 2021 for Newberg, to determine the total transportation SDC per unit of development.

Exhibit 13: Newberg Transportation SDC Methodology Table

ITE Code	Land Use	Unit	P.M. Peak Hour Vehicle Trips (A)	Primary Trip Adjustment (B)	Adjusted P.M. Peak Hour Vehicle Trips (A*B=C)	Person Trip Adjustment (D)	Number of P.M. Peak Hour Person Trips (E=C*D)	TSDC Per Trip (F)	Total TSDC Per Unit (G=E*F)
565	Day Care Center	1,000 SFGFA	13.75	33%	4.54	1.68	7.62	$4,170	$31,790
817	Nursery (Garden Center)	1,000 SFGFA	9.04	100%	9.04	1.68	15.19	$4,170	$63,335
820	Shopping Center	1,000 SFGLA	3.71	50%	1.86	1.68	3.13	$4,170	$13,033
850	Supermarket	1,000 SFGFA	8.37	39%	3.24	1.68	5.45	$4,170	$22,723
851	Convenience Market (Open 24 Hours)	1,000 SFGFA	53.42	33%	17.38	1.68	29.19	$4,170	$121,735
931	Quality Restaurant	1,000 SFGFA	9.02	43%	3.83	1.68	6.44	$4,170	$26,858
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	18.49	40%	7.35	1.68	12.35	$4,170	$51,493
933	Fast-Food Restaurant without Drive-Through	1,000 SFGFA	52.40	40%	20.83	1.68	34.99	$4,170	$145,930
934	Fast-Food Restaurant with Drive-Through	1,000 SFGFA	47.30	41%	19.37	1.68	32.54	$4,170	$135,685
937	Coffee/Donut Shop with Drive-Through	1,000 SFGFA	36.16	41%	14.81	1.68	24.87	$4,170	$103,729
944	Gasoline/Service Station	Vehicle fueling position	15.65	35%	5.48	1.68	9.20	$4,170	$38,376

Note: 2021 Calcs based on 2021-22 rate of $4,170.30 per person trip (fee schedule rate of $7,146.22 per SFD which generates 1.71 trips per unit)

III.B.2.c Oregon City

The transportation SDC charged by Oregon City is the sum of two separate charges, one for vehicle trips and a separate rate for bike and pedestrian trips. An additional bike/ped SDC is charged to residential uses on top of these two charges but is outside of the scope of this assignment.

The vehicle portion of the transportation SDC is calculated using PM peak hour vehicle trips and a primary trip adjustment unique to each land use. As with other cities, the land uses use 1,000 square feet of gross floor area as the unit for which new development is charged except for gas stations, which are charged based on the number of fueling positions being added. To calculate the transportation SDC, PM peak hour vehicle trip rates for each land use are multiplied by a primary trip adjustment factor which reduces the burden on those land uses generating fewer primary trips. The resultant PM peak hour vehicle trip rate is then multiplied by the vehicle SDC rate per trip, $9,146 in 2021 for Oregon City, to determine the vehicle SDC per unit of development.

Exhibit 14: Oregon City Vehicle SDC Methodology Table

ITE Code	Land Use	Unit	PM Peak Hour Vehicle Trip (A)	Primary Trip Adjustments as a Percent of Total (B)	Adjusted P.M. Peak Hour Vehicle Trips (C=A*B)	Vehicle TSDC Per Trip (D)	Vehicle TSDC (E=C*D)
565	Day Care Center	1,000 SFGFA	13.75	33%	4.54	$9,146	$41,500
817	Nursery (Garden Center)	1,000 SFGFA	9.04	100%	9.04	$9,146	$82,681
820	Shopping Center	1,000 SFGFA	3.71	50%	1.86	$9,146	$16,966
850	Supermarket	1,000 SFGFA	8.37	39%	3.26	$9,146	$29,856
851	Convenience Market	1,000 SFGFA	53.42	33%	17.63	$9,146	$161,233
930	Fast Casual Restaurant	1,000 SFGFA				$9,146	
931	Quality Restaurant	1,000 SFGFA	9.02	43%	3.88	$9,146	$35,474
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	18.49	40%	7.40	$9,146	$67,644
934	Fast-Food Restaurant with Drive-Through Window	1,000 SFGFA	47.3	41%	19.39	$9,146	$177,370
937	Coffee/Donut Shop with Drive-Through Window	1,000 SFGFA	36.16	41%	14.83	$9,146	$135,596
944	Gasoline/Service Station	Vehicle fueling position	15.65	35%	5.48	$9,146	$50,098

FY 2021-22 Fee estimate based on vehicle fee of $9,146.08 and bike/ped fee of $598.04 per trip ($9,329 and $610 per SFD at a trip rate of 1.02) as stated in latest update from Oregon City Public Works.

Oregon City also charges a bike/ped fee to all uses. As with the vehicle fee, most land uses are charged on 1,000 square feet of gross floor area with the exception of gas stations which are charged based on vehicle fueling positions. As shown below in **Exhibit 15**, bike/ped trips are estimated based on units of development and then multiplied by the bike/ped transportation SDC rate of $598.04 per trip.

Exhibit 15: Oregon City Bike/Ped SDC Methodology Table

ITE Code	Land Use	Unit	Bike/Ped Trips (F)	Bike/Ped TSDC per Trip (G)	Bike/Ped TSDC (H=F*G)
565	Day Care Center	1,000 SFGFA	0.1	$598.04	$60
817	Nursery (Garden Center)	1,000 SFGFA	0.1	$598.04	$60
820	Shopping Center	1,000 SFGFA	0.2	$598.04	$120
850	Supermarket	1,000 SFGFA	0.1	$598.04	$60
851	Convenience Market	1,000 SFGFA	2	$598.04	$1,196
930	Fast Casual Restaurant	1,000 SFGFA		$598.04	
931	Quality Restaurant	1,000 SFGFA	0.1	$598.04	$60
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	0.4	$598.04	$239
934	Fast-Food Restaurant with Drive-Through Window	1,000 SFGFA	2	$598.04	$1,196
937	Coffee/Donut Shop with Drive-Through Window	1,000 SFGFA	2	$598.04	$1,196
944	Gasoline/Service Station	Vehicle fueling position	0.1	$598.04	$60

FY 2021-22 Fee estimate based on vehicle fee of $9,146.08 and bike/ped fee of $598.04 per trip ($9,329 and $610 per SFD at a trip rate of 1.02) as stated in latest update from Oregon City Public Works.

Adding the two charges together, as shown in **Exhibit 16** below, results in the Oregon City transportation SDC for each land use in question.

Exhibit 16: Total Oregon City Transportation SDC by Land Use

ITE Code	Land Use	Unit	Vehicle TSDC (E=C*D)	Bike/Ped TSDC (H=F*G)	Total TSDC (I=E+H)
565	Day Care Center	1,000 SFGFA	$41,500	$60	$41,560
817	Nursery (Garden Center)	1,000 SFGFA	$82,681	$60	$82,740
820	Shopping Center	1,000 SFGFA	$16,966	$120	$17,086
850	Supermarket	1,000 SFGFA	$29,856	$60	$29,915
851	Convenience Market	1,000 SFGFA	$161,233	$1,196	$162,429
930	Fast Casual Restaurant	1,000 SFGFA			
931	Quality Restaurant	1,000 SFGFA	$35,474	$60	$35,534
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	$67,644	$239	$67,884
934	Fast-Food Restaurant with Drive-Through Window	1,000 SFGFA	$177,370	$1,196	$178,566
937	Coffee/Donut Shop with Drive-Through Window	1,000 SFGFA	$135,596	$1,196	$136,792
944	Gasoline/Service Station	Vehicle fueling position	$50,098	$60	$50,157

FY 2021-22 Fee estimate based on vehicle fee of $9,146.08 and bike/ped fee of $598.04 per trip ($9,329 and $610 per SFD at a trip rate of 1.02) as stated in latest update from Oregon City Public Works.

III.B.2.d Salem

The transportation SDC charged by Salem is calculated using average daily vehicle trips and adjustments for pass-by trips as well as trip length. As with the cities discussed above, the land uses use 1,000 square feet of gross floor area as the unit for which new development is charged except for gas stations, which are charged based on the number of fueling positions being added. To calculate the transportation SDC, average daily vehicle trip rates for each land are multiplied by a trip length adjustment factor specific to the land use, reducing the burden on land uses to which trips tend to be shorter. The adjusted trip rate is then multiplied by a linked trip reduction factor, reducing the burden on land uses generating fewer primary trips. (**Exhibit 17**). The resultant average daily vehicle trip rate is then multiplied by the transportation SDC rate per trip, $429 in 2021 for Salem, to determine the total transportation SDC per unit of development.

Exhibit 17: Salem Transportation SDC Methodology Table

ITE Code	Land Use	Unit	Daily Trip Rate (A)	Trip Length Factor (B)	Adjusted Trip Rate (C=A*B)	Linked Trip Factor (D)	Net New Trips (E=C*D)	TSDC Per Trip (F)	Total TSDC per Unit (G=E*F)
565	Day Care Center	1,000 SFGFA	47.62	0.23	10.95	1	10.95	$429	$4,699
817	Nursery (Garden Center)	1,000 SFGFA	68.1	0.49	33.37	0.75	25.03	$429	$10,736
820	Shopping Center	1,000 SFGFA	37.75	0.33	12.46	0.5	6.23	$429	$2,672
850	Supermarket	1,000 SFGFA	106.78	0.14	14.95	0.46	6.88	$429	$2,950
851	Convenience Market	1,000 SFGFA	762.28	0.08	60.98	0.35	21.34	$429	$9,157
930	Fast Casual Restaurant	1,000 SFGFA	315.17	0.19	59.88	0.75	44.91	$429	$19,267
931	Quality Restaurant	1,000 SFGFA	83.84	0.65	54.50	0.75	40.87	$429	$17,534
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	112.18	0.19	21.31	0.75	15.99	$429	$6,858
933	Fast-Food Restaurant without Drive-Through Window	1,000 SFGFA	346.23	0.09	31.16	0.75	23.37	$429	$10,026
934	Fast-Food Restaurant with Drive-Through Window	1,000 SFGFA	470.95	0.09	42.39	0.51	21.62	$429	$9,274
937	Coffee/Donut Shop with Drive-Through Window	1,000 SFGFA	820.38	0.09	73.83	0.51	37.66	$429	$16,154
944	Gasoline/Service Station	1,000 SFGFA	172.01	0.07	12.04	0.77	9.27	$429	$3,977
960	Super Convenience Market/Gas Station	Vehicle Fueling Stations	837.58	0.32	268.03	0.22	58.97	$429	$25,296

Note: $429/Daily Trip, "Trips"= raw trips * linked trip factor * trip length factor

III.B.2.e Canby

The transportation SDC charged by Canby is calculated using average daily person trip ends, a primary trip adjustment and a trip length adjustment unique to each land use. As with other cities discussed above, the land uses use 1,000 square feet of gross floor area as the unit for which new development is charged except for gas stations, which are charged based on the number of fueling positions being added. To calculate the transportation SDC, average weekday vehicle trip rates for each land use are multiplied by a primary trip adjustment factor which reduces the burden on those land uses generating fewer primary trips. The adjusted trip rate is then multiplied by the industry standard person trip adjustment factor of 1.68 to determine person trips (vehicle trips plus bike, pedestrian, transit, and other trips). Finally, the adjusted person trip rate is multiplied by a trip length adjustment factor meant to account for the length of average trips to given land uses. The resultant adjusted average daily person trip rate is then multiplied by the transportation SDC rate per trip to determine the total transportation SDC per unit of development.

III.B.2.f Keizer

The transportation SDC methodology report was not available for Keizer. Their transportation SDCs are listed in detail in their 2021 fee schedule and that document indicated that fees were based on average daily trips.

III.B.3. Housing Affordability Considerations in SDC Methodologies

Woodburn City staff further requested that FCS GROUP examine how the seven cities listed above have crafted their transportation SDC methodologies or policies to minimize the burden of transportation SDCs on single- and multi-family developments that are targeted towards low-income households, based on ranges of Area Median Income (AMI) and thresholds as defined by the City. Some cities in this research task do observe discount rates for housing development. Specifically, Oregon City provides a 10% discount to all mixed use residential uses on the vehicle component of their SDC. Further, cities provide discounts to development in specific areas of the city. For example, transportation SDCs are cut by about 55% for the Keizer Station area. A similar program is available in Oregon City. FCS GROUP did not find a program in any of these cities which targets transportation SDC reductions to housing for specific income types, however.

A city outside of the scope of this study, Cottage Grove, does have a program to reduce the burden of SDCs on targeted housing developments. Their program enables the City to provide relief on SDCs to nonprofit or government agency developers. The program is funded with up to $100,000 per year from various non-SDC sources in the city budget.

III.B.4. Construction Excise Tax

The 2016 passage of Senate Bill 1533 (SB 1533) authorizes the implementation of construction excise taxes (CETs) to help pay for affordable housing programs. A CET is a fee that is assessed based on a percentage of "permit value" or the value added to a structure by new construction. SB 1533 stipulates that the majority of CET revenue that is collected must be spent on the provision of affordable housing, though there is some variation in the required use of CET revenue between commercial and residential construction. In the case of both residential and commercial construction, the vast majority can be used to pay down SDCs if the associated project will provide housing affordable to those making 80% of the area median income.

III.B.5. Case Study: Bend

Cities across the state have elected to enact CETs since 2016 with many using Bend as an example for how the program can be administered. The program is summarized below.

Prior to the statewide ban on CETs for affordable housing, the City of Bend adopted a CET to fund affordable housing development. Bend's City Council elected to assess a tax of 1/3 of 1% (0.33%) on building permit valuation for commercial, industrial and residential construction in the City. This fee is assessed on all building permits processed by the City regardless of value or whether or not the permit proposes to add square footage to an existing building. Funds accrued through Bend's CET are deposited in a special revenue fund whose proceeds can only be spent on affordable housing programs.

In order to allocate the funds accrued through their CET, Bend annually releases an RFP highlighting the amount available for projects and eligible activities. These proposals are considered by Bend's Affordable Housing Advisory Committee (AHAC), a nine member body appointed by the City Council and tasked with advising council on matters related to housing affordability. As a matter of code (1.20.080.C), the makeup of the AHAC is required to include representatives for home builders, real estate agents, tenant organizations, affordable housing developers and others.

Broadly, priorities for which programs receive funding are determined based on Goal #1 of Bend's Community Development Block Grant Consolidated Plan:

> *"Funding will be directed toward activities that produce and preserve both renter- and owner-occupied affordable housing. Consideration will be given to projects that accomplish at least one of the following: Create new Rental Units, Home Ownership, Land Acquisition and Infrastructure Development, Purchase and Preserve existing Low Income Housing, Transitional Housing, or Permanent Supportive Housing for Homeless".*

In addition to this goal, Bend expresses preference towards projects that leverage outside funding sources, well defined projects, sponsors which have sufficient staff and capacity to implement the proposal and "shovel-readiness".

Between 2006 and 2016, Bend's CET leveraged over $60 million in Federal and State funding as well as over $14 million in private funding towards the development of over 500 multi-family units and 76 single-family homes. The rental or purchase prices for these housing units are intended to be affordable for families earning between 50% and 80% of median family income in Deschutes County.

APPENDIX A: PROJECT LIST

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
R-1	Roadway	$1,700,000	Widen roadway to include two lanes in each direction and a two-way left-turn lane (in conjunction with pedestrian and bicycle facility improvements) in coordination with ODOT	33.90%	$1,000,000	$576,294
R-2	Roadway	$20,300,000	Widen roadway to include two lanes in each direction and a two-way left-turn lane, including changes to signal timing as appropriate, in coordination with ODOT (and in conjunction with bicycle facility improvements)	23.75%	$17,000,000	$3,300,000
R-3	Roadway	$12,300,000	As identified in the Highway 99E Corridor Plan, widen roadway to provide a continuous two-way left-turn lane and wider shoulders, including changes to signal timing as appropriate, in coordination with ODOT (and in conjunction with pedestrian and bicycle facility improvements)	19.15%	$10,000,000	$2,300,000
R-4	Roadway	$0	Upgrade to Service Collector urban standards including bicycle and pedestrian enhancements	52.82%		$0
R-5	Roadway	$0	Upgrade to Minor Arterial urban standards including bicycle and pedestrian enhancements	44.20%		$0
R-6	Roadway	$0	Upgrade to Service Collector urban standards including bicycle and pedestrian enhancements	64.04%		$0
R-7	Roadway	$15,000	Investigate corridor signal timing and coordination adjustments in coordination with ODOT	37.07%		$5,560
R-8	Roadway	$15,000	Investigate corridor signal timing and coordination adjustments in coordination with ODOT	39.22%		$5,882
R-9	Roadway	$15,000	Investigate corridor signal timing and coordination adjustments in coordination with ODOT	39.13%		$5,870
R-10	Roadway	$15,000	Investigate corridor signal timing and coordination adjustments in coordination with ODOT	39.86%		$5,980
R-11	Roadway	$1,000,000	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes, or roundabout in coordination with ODOT	21.22%		$212,224
R-12	Roadway	$1,000,000	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes, or roundabout in coordination with ODOT	16.37%		$163,727
R-13	Roadway	$900,000	Install a second left-turn lane on the southbound approach, install a second receiving lane on the east leg, and update signal timing in coordination with ODOT	19.40%		$174,638
R-14	Roadway	$500,000	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes, or roundabout	46.74%		$233,676

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
R-15	Roadway	$50,000	Reconfigure the westbound approach to incorporate one left-turn lane and one thru right turn lane in coordination with ODOT	17.93%		$8,965
R-16	Roadway	$500,000	Install a shared through-right turn lane on the eastbound approach and reconfigure the existing approach lane as a separate left turn lane in coordination with ODOT	19.51%		$97,545
R-17	Roadway	$550,000	As identified in the Highway 99E Corridor Plan, install a third westbound lane to provide separate left, thru, and right turn lanes in coordination with ODOT. Implement protected-permissive left-turn phasing on the eastbound and westbound approaches.	24.53%		$134,917
R-18	Roadway	$1,000,000	Install intersection capacity improvement such as traffic signal (if warranted), turn lanes, or roundabout in coordination with ODOT. Consideration should be given to railroad preemption and the proximity to the signalized intersection at OR 99E and Young Street.	26.20%		$262,036
R-19	Roadway	$5,100,000	Extend Ben Brown Lane to Evergreen Road as an Access Street	100.00%	$3,060,000	$2,040,000
R-20	Roadway	$4,750,000	Extend south to Parr Road	100.00%	$2,850,000	$1,900,000
R-21	Roadway	$7,300,000	Extend south to UGB	100.00%	$4,380,000	$2,920,000
R-22	Roadway	$800,000	Extend south to the South Arterial	100.00%	$480,000	$320,000
R-23	Roadway	$1,800,000	Construct a new Local Industrial Street connecting the southern extensions of Stacy Allison Way and Evergreen Road	100.00%	$1,080,000	$720,000
R-24	Roadway	$1,900,000	Upgrade the existing roadway to Access Street standards and extend north to Harvard Drive including bicycle and pedestrian enhancements	97.01%		$1,843,114
R-26	Roadway	$100,000	Evaluate the intersection layout, control, signing, and striping, including any sight distance constraints in coordination with ODOT	20.53%		$20,530
R-27	Roadway	$12,250,000	Construct the Southern Arterial from Evergreen Road to OR 99E (2 lanes)	27.17%	$8,000,000	$3,328,597
R-28	Roadway	$100,000	Modify the intersection layout to address truck turning movement constraints	50.00%		$50,000
R-29	Roadway	$60,000	As identified in the Highway 99E Corridor Plan, close vehicular access to George Street from Hillsboro Silverton Highway when future local street access is provided to the east	44.37%		$26,620
S-2	Safety	$50,000	Enhanced signs and pavement markings (e.g. stop signs, warning signs, and/or beacons)	46.36%		$23,181

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
S-3	Safety	$100,000	Evaluate the intersection layout, signing, and striping in correlation to the railroad tracks. Provide clarification for westbound drivers trying to proceed through the intersection	14.61%		$14,611
S-4	Safety	$2,150,000	As identified in the Highway 99E Corridor Plan, update roadway lighting to meet ODOT roadway lighting standards in coordination with ODOT	0.00%		$0
S-5	Safety	$60,000	As identified in the Highway 99E Corridor Plan and in coordination with ODOT: Restrict left-turn movements and eventually close the Silverton Avenue intersection on OR 99E and vacate the segment of Silverton Avenue between OR 99E and Birds Eye Avenue Restrict left-turn movements onto Birds Eye Avenue from Hillsboro Silverton Highway and eventually close the Birds Eye Avenue intersection on Hillsboro Silverton Highway and vacate the segment of Birds Eye Avenue between Hillsboro Silverton Highway and Silverton Avenue	23.30%		$13,981
S-6	Safety	$100,000	Evaluate the intersection layout, signing, and striping in coordination with ODOT, including any sight distance constraints. Consider restricting the southbound left turn movement	41.91%		$41,912
S-7	Safety	$1,000,000	Modify intersection to address existing sight distance and geometric limitations	52.80%		$527,991
S-8	Safety	$100,000	Evaluate traffic safety along OR 99E, OR 219/OR214, Front Street, Evergreen Road, and other key corridors to identify appropriate countermeasures	0.00%		$0
S-9	Safety	$2,000,000	Enhanced traffic control (traffic signal, roundabout, or other appropriate geometric enhancements)	11.46%		$229,102
T-1	Transit	$5,000	Coordinate with Woodburn Transit to deliver service enhancements funded through the STIF: Purchase of Category B and C vehicles (1 each) for use in the City's expanded transit services. (100% funding level 2020-21)	27.17%		$1,359

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
T-2	Transit	$5,000	Coordinate with Woodburn Transit to deliver service enhancements funded through the STIF: Purchase a Category B vehicle that will replace the second oldest full-size vehicle in the WTS fleet; will be used for the City's existing local fixed route circulator. (130% funding level 2021)	0.00%		$0
T-3	Transit	$5,000	Coordinate with Woodburn Transit to deliver service enhancements funded through the STIF: Addition of weekend service for Woodburn Transit Service fixed route and paratransit services (Sat. 9am-5pm, Sun.9am-3pm) by up to 2,156 revenue hours (FY20-21). (100% funding level 2020-21)	27.17%		$1,359
T-4	Transit	$5,000	Coordinate with Woodburn Transit to deliver service enhancements funded through the STIF: Modify the existing 60-minute fixed route loop; add an additional 30-minute route that will serve high frequency stops on weekdays (7am-7pm) within the Woodburn city limits. Total additional service will be up to 6,192 revenue hours (FY20-21). (100% funding level 2020-21)	27.17%		$1,359
T-5	Transit	$5,000	Coordinate with Woodburn Transit to deliver service enhancements funded through the STIF: Modify the existing 60-min. fixed route by adding a new 30 min. route that serves high frequency stops (up to 1,456 revenue hours); this service will operate Saturdays (9am- 5pm) and Sundays (9am-3pm). Also includes Dial-a-Ride (DAR) service. (130% funding level 2020-21)	27.17%		$1,359
T-6	Transit	$0	Increase frequency of existing route to 30 minutes	27.17%		$0
T-7	Transit	$0	Convert existing route to two-way operations	0.00%		$0
T-8	Transit	$5,000	Work with Woodburn Transit as growth occurs to provide new or re-routed service to other areas of Woodburn including: • Parr Road via an extension of Evergreen Road• Crosby Road • Butteville Road • The employment center southwest of the I-5/OR 214 interchange • Woodburn Industrial Park along the Progress Way and Industrial Avenue corridors • Gateway subarea between Front Street and Mill Creek • Neighborhoods in southeast Woodburn	0.00%		$0

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
T-9	Transit	$5,000	Coordinate with Woodburn Transit to establish a free shuttle between the Woodburn Company Stores and Downtown Woodburn, hourly during peak shopping and entertainment hours'	27.17%		$1,359
T-10	Transit	$5,000	Coordinate with Woodburn Transit and major employers to establish a peak-only employer shuttle	27.17%		$1,359
T-11	Transit	$5,000	Coordinate with Cherriots to deliver service enhancements funded through the STIF: Expand service for up to 7,557 revenue hours on urban & rural Regional services. Includes startup costs for hiring new employees, and coordination of schedules with connecting services. Also establishes a Youth fare category (ages 6-18).(100% funding level 2020-21)	27.17%		$1,359
T-12	Transit	$5,000	Coordinate with Cherriots to deliver service enhancements funded through the STIF: Establish one new Regional route from Keizer to Wilsonville with a stop at the Woodburn Memorial Park and Ride. Increase service on weekdays by 30 percent on urban & rural Regional services by up to 5,245 revenue hours. (130% funding level 2020-21)	27.17%		$1,359
T-13	Transit	$5,000	Coordinate with Cherriots to deliver service enhancements funded through the STIF: Add Saturday service to urban & rural Cherriots Regional services with up to 3,919 revenue hours of new service (FY20-21). Includes coordination of schedules with other connecting services. (100% funding level 2020-21)	27.17%		$1,359
T-14	Transit	$5,000	Coordinate with Cherriots to deliver service enhancements funded through the STIF: Add 30 percent more Saturday service to urban & rural Regional services by up to 215 revenue hours (FY20-21). In FY21, adds 6 holidays to the same routes. Includes coordination of schedules with connecting services. (130% funding level 2020-21)	27.17%		$1,359
T-15	Transit	$5,000		0.00%		$0
T-16	Transit	$5,000	Coordinate with Cherriots to provide a stop in Woodburn for SMART Route 1X, providing service to WES station in Wilsonville and downtown Salem	27.17%		$1,359
T-17	Transit	$5,000	Coordinate with Cherriots to consider further new service connections for Woodburn including: • Service to Portland - connect to TriMet via the Tualatin Park-and-Ride, directly into downtown Portland, or the MAX Orange Line light rail service. • Demand-responsive service to Hubbard one day per week	0.00%		$0
T-18	Transit	$25,000	Evaluate all bus stops to verify static bus route information signage is visible and accessible and that bike racks are available at major bus stops	0.00%		$0
T-19	Transit	$5,000	New shelter	0.00%		$0

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
T-20	Transit	$5,000	New shelter	0.00%		$0
T-21	Transit	$5,000	Investigate transferring the paratransit system to a local social service agency	0.00%		$0
P-1	Pedestrian	$0	Install new sidewalks in coordination with ODOT	27.17%		$0
P-2	Pedestrian	$0	Remove existing sidewalks and install new sidewalks in coordination with ODOT	0.00%		$0
P-3	Pedestrian	$0	Install new sidewalks in coordination with ODOT	27.17%		$0
P-4	Pedestrian	$1,500,000	Install new sidewalks in coordination with ODOT	27.17%		$407,583
P-5	Pedestrian	$0	Install new sidewalks	27.17%		$0
P-6	Pedestrian	$200,000	Fill in the gaps	27.17%		$54,344
P-7	Pedestrian	$150,000	Install new sidewalks on one side	27.17%		$40,758
P-8	Pedestrian	$300,000	Install new sidewalks on one side. This project improves safe routes to school for Nellie Muir Elementary School, Heritage Elementary School, and Valor Middle School	27.17%		$81,517
P-9	Pedestrian	$800,000	Install new sidewalks. This project improves safe routes to school for Heritage Elementary School and Valor Middle School	27.17%		$217,378
P-10	Pedestrian	$400,000	install new sidewalks on one side. This project improves safe routes to school for Woodburn High School	27.17%		$108,689
P-11	Pedestrian	$200,000	Fill in the gaps	0.00%		$0
P-12	Pedestrian	$500,000	Install new sidewalks in coordination with ODOT	27.17%		$135,861
P-13	Pedestrian	$600,000	Fill in the gaps. This project improves safe routes to school for Nellie Muir Elementary School	0.00%		$0
P-14	Pedestrian	$0	Install new sidewalks. This project improves safe routes to school for Heritage Elementary School and Valor Middle School	27.17%		$0
P-15	Pedestrian	$450,000	Fill in the gaps. This project improves safe routes to school for Washington Elementary School	0.00%		$0
P-16	Pedestrian	$500,000	Install new sidewalks	27.17%		$135,861
P-17	Pedestrian	$850,000	Install new sidewalks	27.17%		$230,964
P-18	Pedestrian	$450,000	Fill in the gaps. This project improves safe routes to school for Washington Elementary School	27.17%		$122,275
P-19	Pedestrian	$0	Fill in the gaps	27.17%		$0

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
P-20	Pedestrian	$650,000	Fill in the gaps	27.17%		$176,619
P-21	Pedestrian	$250,000	Install new sidewalks on one side	27.17%		$67,931
P-22	Pedestrian	$0	Install new sidewalks	27.17%		$0
P-23	Pedestrian	$250,000	Install new sidewalks	27.17%		$67,931
P-24	Pedestrian	$150,000	Fill in the gaps.	27.17%		$40,758
P-25	Pedestrian	$350,000	Fill in the gaps. This project improves safe routes to school for Washington Elementary School	27.17%		$95,103
P-26	Pedestrian	$65,000	Install new sidewalks on one side. This project improves safe routes to school for Washington Elementary School	27.17%		$17,662
P-27	Pedestrian	$350,000	Install new sidewalks on both sides	27.17%		$95,103
P-28	Pedestrian	$400,000	Install new sidewalks. This project improves safe routes to school for Nellie Muir Elementary School	27.17%		$108,689
P-29	Pedestrian	$200,000	Fill in the gaps	27.17%		$54,344
P-30	Pedestrian	$150,000	Install new sidewalks on one side	27.17%		$40,758
P-31	Pedestrian	$900,000	Install new sidewalks on one side	27.17%		$244,550
P-32	Pedestrian	$15,000	Construct ADA-compliant ramps and sidewalks on the east leg of the intersection	27.17%		$4,076
P-33	Pedestrian	$15,000	Construct ADA-compliant ramps and sidewalks on the east leg of the intersection. This project improves safe routes to school for St Luke's School	27.17%		$4,076
P-34	Pedestrian	$65,000	Install an enhanced pedestrian crossing. This project improves safe routes to school for Nellie Muir Elementary School	27.17%		$17,662
P-35	Pedestrian	$65,000	Install an enhanced pedestrian crossing. This project improves access to Legion Park	0.00%		$0
P-36	Pedestrian	$65,000	Install an enhanced pedestrian crossing. This project improves safe routes to school for Woodburn High School	0.00%		$0
P-37	Pedestrian	$150,000	As identified in the Woodburn OR 214/OR 99E Pedestrian Safety Study, update the existing crossing to an enhanced pedestrian crossing with a pedestrian hybrid beacon coordinated with the surrounding traffic signals in coordination with ODOT. This project improves safe routes to school for Woodburn High School	0.00%		$0

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
P-38	Pedestrian	$605,000	As identified in the Highway 99E Corridor Plan, install countdown pedestrian timers and construct ADA enhancements at key signalized intersections along OR 99E in coordination with ODOT, including: • OR 214/OR 211 • Hardcastle Avenue • Lincoln Road • Young Street	0.00%		$0
P-39	Pedestrian	$950,000	As identified in the Highway 99E Corridor Plan, install curb extensions on minor street legs of intersections (curb extensions to shorten pedestrian crossing distances parallel to OR 99E, not for crossing of OR 99E) between Arlington Street and Cleveland Street (up to 8 locations) in coordination with ODOT. Potential locations include: • Alexandria Avenue • James Street • Williams Street • Blaine Street • Aztec Drive • Laurel Avenue • Tomlin Avenue	0.00%		$0
P-40	Pedestrian	$75,000	As identified in the Woodburn OR 214/OR 99E Pedestrian Safety Study, install an enhanced pedestrian crossing in coordination with ODOT, that may include raised median refuge island, sidewalk infill, supplemental street lighting, and a potential RRFB (RRFB cost not included).	0.00%		$0
P-41	Pedestrian	$75,000	As identified in the Woodburn OR 214/OR 99E Pedestrian Safety Study, install an enhanced pedestrian crossing in coordination with ODOT, that may include raised median refuge island, sidewalk infill, supplemental street lighting, and a potential RRFB (RRFB cost not included).	0.00%		$0
P-42	Pedestrian	$75,000	As identified in the Woodburn OR 214/OR 99E Pedestrian Safety Study, install an enhanced pedestrian crossing in coordination with ODOT, that may include raised median refuge island, sidewalk infill, supplemental street lighting, and a potential RRFB (RRFB cost not included).	0.00%		$0
P-43	Pedestrian	$75,000	As identified in the Woodburn OR 214/OR 99E Pedestrian Safety Study, install an enhanced pedestrian crossing in coordination with ODOT, that may include raised median refuge island, sidewalk infill, supplemental street lighting, and a potential RRFB (RRFB cost not included).	0.00%		$0

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
P-44	Pedestrian	$75,000	As identified in the Woodburn OR 214/OR 99E Pedestrian Safety Study, install an enhanced pedestrian crossing in coordination with ODOT, that may include raised median refuge island, sidewalk infill, supplemental street lighting, and a potential RRFB (RRFB cost not included).	0.00%		$0
P-45	Pedestrian	$65,000	Install an enhanced pedestrian crossing. This project improves safe routes to school for Woodburn High School	0.00%		$0
P-46	Pedestrian	$2,000,000	As identified in the Mill Creek Greenway Master Plan, construct a multi-use path including at-grade mid-block crossing treatments at the following street connections: • Hazelnut Drive • Bulldog Drive (east crossing) • OR 214 (state highway) • Hardcastle Avenue • Lincoln Street • Young Street • Cleveland Street and railroad tracks This project improves safe routes to school for Woodburn High School	27.17%		$543,444
P-47	Pedestrian	$700,000	As identified in the Mill Creek Greenway Master Plan, construct a multi-use path including at-grade mid-block crossing treatments at the following street connections: • Bulldog Drive (west crossing) • Meridian Drive • Boones Ferry Road This project improves safe routes to school for Woodburn High School, Lincoln Elementary School, and French Prairie Middle School	27.17%		$190,206
P-48	Pedestrian	$900,000	As identified in the Mill Creek Greenway Master Plan, construct a multi-use path including at-grade mid-block crossing treatments at the following street connections: • Parr Road • Ben Brown Lane • Settlemier Avenue • Front Street and railroad tracks This project improves safe routes to school for Heritage Elementary School and Valor Middle School	27.17%		$244,550
P-49	Pedestrian	$150,000	Construct a multi-use path extending from Evergreen Road south to planned Mill Creek Greenway	27.17%		$40,758
P-50	Pedestrian	$90,000	As identified in the Mill Creek Greenway Master Plan, construct a north-south multiuse path connection between Hardcastle Avenue and Lincoln Street, west of Washington Elementary School. This project improves safe routes to school for Washington Elementary School	27.17%		$24,455

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
P-51	Pedestrian	$90,000	As identified in the Highway 99E Corridor Plan, construct extension of Mill Creek Greenway multi-use path to Belle Passi Road	27.17%		$24,455
P-52	Pedestrian	$20,000	Construct a connection between the Evergreen Road multi-use path and pedestrian facilities that are part of future development to the south	27.17%		$5,434
P-53	Pedestrian	$20,000	Construct a connection between the Centennial Park multi-use path and pedestrian facilities that are part of future development to the west	27.17%		$5,434
P-54	Pedestrian	$20,000	Construct a connection between Santiam Drive and pedestrian facilities that are part of future development to the south	27.17%		$5,434
P-55	Pedestrian	$80,000	As identified in the Highway 99E Corridor Plan and in coordination with ODOT, install a new accessway to OR 99E (near the Audrey Way intersection), may not connect directly as it runs parallel to OR 99E	27.17%		$21,738
P-56	Pedestrian	$45,000	As identified in the Highway 99E Corridor Plan and in coordination with ODOT, install a new accessway to OR 99E	27.17%		$12,227
P-57	Pedestrian	$25,000	As identified in the Highway 99E Corridor Plan and in coordination with ODOT, install a new accessway to OR 99E, may not connect directly as it runs parallel to OR 99E	27.17%		$6,793
P-58	Pedestrian	$55,000	As identified in the Highway 99E Corridor Plan and in coordination with ODOT, install a new accessway to OR 99E	27.17%		$14,945
P-59	Pedestrian	$55,000	As identified in the Highway 99E Corridor Plan and in coordination with ODOT, install a new accessway to OR 99E (possibly part of future street extension), may not connect directly as it runs parallel to OR 99E	27.17%		$14,945
P-60	Pedestrian	$25,000	Install a new accessway that connects A Street north to Cleveland Street and/or Mill Creek Greenway (western tributary)	27.17%		$6,793
P-61	Pedestrian	$70,000	Construct a multi-use path extending from Greenview Drive west to OR 99E	27.17%		$19,021
P-62	Pedestrian	$30,000	Provide wayfinding to bike routes, multiuse paths, parks, schools, and other essential destinations	0.00%		$0
B-1	Bicycle	$0	Widen roadway and install bike lanes in coordination with ODOT	27.17%		$0
B-2	Bicycle	$0	Widen roadway and install bike lanes in coordination with ODOT	27.17%		$0
B-3	Bicycle	$0	Widen roadway and install bike lanes in coordination with ODOT	27.17%		$0
B-4	Bicycle	$0	Widen roadway and install bike lanes in coordination with ODOT	27.17%		$0
B-5	Bicycle	$1,000,000	Widen roadway and install bike lanes in coordination with ODOT	27.17%		$271,722

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
B-6	Bicycle	$3,200,000	Widen roadway and install bike lanes in coordination with ODOT	27.17%		$869,511
B-7	Bicycle	$0	Widen roadway and install bike lanes	27.17%		$0
B-8	Bicycle	$500,000	Widen roadway and install bike lanes	27.17%		$135,861
B-9	Bicycle	$500,000	Widen roadway and install bike lanes	27.17%		$135,861
B-10	Bicycle	$25,000	Install shared lane markings and signs. This project improves safe routes to school for Nellie Muir Elementary School, Heritage Elementary School, Valor Middle School, and St. Luke's School	0.00%		$0
B-11	Bicycle	$1,500,000	Widen roadway and install bike lanes	27.17%		$407,583
B-12	Bicycle	$8,050,000	Widen roadway and install bike lanes. This project improves safe routes to school for Woodburn High School, Heritage Elementary School, Valor Middle School, and St. Luke's School	27.17%		$2,187,364
B-13	Bicycle	$10,000	Install shared lane markings and signs	0.00%		$0
B-14	Bicycle	$10,000	Install shared lane markings and signs	0.00%		$0
B-15	Bicycle	$15,000	Perform a corridor evaluation that would consider design treatments to improve bicycle comfort and safety such as striping, signing, and wayfinding	0.00%		$0
B-16	Bicycle	$1,000,000	Widen roadway and install bike lanes in coordination with ODOT	27.17%		$271,722
B-17	Bicycle	$5,000	Install shared lane markings and signs in coordination with ODOT	27.17%		$1,359
B-18	Bicycle	$15,000	Enhance the parallel route of Harvard Drive from Stacy Allison Way to Evergreen Road in place of Stacy Allison Way. Install buffered bike lane striping on both sides of the roadway	0.00%		$0
B-19	Bicycle	$35,000	Install bike lane striping. This project improves safe routes to school for Nellie Muir Elementary School	0.00%		$0
B-20	Bicycle	$3,000,000	Widen roadway and install bike lanes. This project improves safe routes to school for Nellie Muir Elementary School	27.17%		$815,167
B-21	Bicycle	$0	Widen roadway and install bike lanes. This project improves safe routes to school for Heritage Elementary School and Valor Middle School	27.17%		$0
B-22	Bicycle	$20,000	Install shared lane markings and signs. This project improves safe routes to school for Washington Elementary School	0.00%		$0

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
B-23	Bicycle	$55,000	Install bike lane striping. This project improves safe routes to school for Washington Elementary School	0.00%		$0
B-24	Bicycle	$15,000	Install shared lane markings and signs	0.00%		$0
B-25	Bicycle	$15,000	Install shared lane markings and signs. This project improves safe routes to school for Washington Elementary School	0.00%		$0
B-26	Bicycle	$20,000	Install shared lane markings and signs	0.00%		$0
B-27	Bicycle	$1,300,000	Widen roadway and install bike lanes	27.17%		$353,239
B-28	Bicycle	$15,000	Install bike lane striping	0.00%		$0
B-29	Bicycle	$0	Install shared lane markings and signs	0.00%		$0
B-30	Bicycle	$25,000	Install bike lane striping	0.00%		$0
B-31	Bicycle	$5,000	Install shared lane markings and signs	0.00%		$0
B-32	Bicycle	$20,000	Install shared lane markings and signs. This project improves safe routes to school for St Luke's School	0.00%		$0
B-33	Bicycle	$15,000	Install shared lane markings and signs. This project improves safe routes to school for Washington Elementary School	0.00%		$0
B-34	Bicycle	$20,000	Install shared lane markings and signs. This project improves safe routes to school for Washington Elementary School	0.00%		$0
B-35	Bicycle	$10,000	Install shared lane markings and signs	0.00%		$0
B-36	Bicycle	$40,000	Install bike lane striping	0.00%		$0
B-37	Bicycle	$10,000	Install shared lane markings and signs. This project improves safe routes to school for Nellie Muir Elementary School	0.00%		$0
B-38	Bicycle	$5,000	Install shared lane markings and signs. This project improves safe routes to school for Nellie Muir Elementary School	0.00%		$0
B-39	Bicycle	$10,000	Install shared lane markings and signs	0.00%		$0
B-40	Bicycle	$15,000	Install shared lane markings and signs	0.00%		$0
B-41	Bicycle	$30,000	Provide wayfinding to bike routes, multiuse paths, parks, schools, and other essential destinations	0.00%		$0

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
TDM-1	Transportation Demand Management	$5,000	Coordinate a rideshare/carpool/vanpool program that regional commuters can use to find other commuters with similar routes to work	0.00%		$0
TDM-2	Transportation Demand Management	$5,000	Coordinate with employers to designate carpool/vanpool preferential parking	0.00%		$0
TDM-3	Transportation Demand Management	$5,000	Work with nearby cities, employers, transit service providers, and developers to collaborate on marketing for transportation options that provide an alternative to single-occupancy vehicles	0.00%		$0
TDM-4	Transportation Demand Management	$25,000	Update the Woodburn Development Ordinance to include strategies that encourage multi-modal transportation	0.00%		$0
TDM-5	Transportation Demand Management	$10,000	Modify the City's current parking policy to allow for the potential to charge for parking	0.00%		$0
TDM-6	Transportation Demand Management	$5,000	Work with Woodburn Transit to provide transit fare subsidies	0.00%		$0
TDM-7	Transportation Demand Management	$5,000	Work with employers to encourage TDM measures such as allowing employees to work at home one day a week and scheduling shift changes to occur outside of peak travel periods	0.00%		$0
LU-1	Land Use	$25,000	Establish neighborhood commercial and mixed-use nodes within the city	0.00%		$0
LU-2	Land Use	$25,000	Work with ODOT to develop alternative mobility targets at critical intersections along state highways.	0.00%		$0
LU-3	Land Use	$0	Through development, right-of-way dedications should be provided to facilitate the future planned transportation system in the vicinity of the proposed development	0.00%	$0	$0
LU-4	Land Use	$0	Through development, half-street improvements (sidewalks, curb and gutter, bicycle lanes/paths, and/or travel lanes) should be provided along all site frontages that do not have full buildout improvements in place at the time of development	0.00%	$0	$0
AM-1	Asset Management	$25,000	Develop access management standards that reflect functional classification of the roadway and that coordinate with the ODOT standards that regulate several major roadways in Woodburn	0.00%		$0
AM-2	Asset Management	$25,000	Investigate and implement opportunities to provide alternative access to nonstate facilities when reasonable access can occur (consistent with the State's Division 51 access management standards)	0.00%		$0

Project Number	Project Type	Cost	Description	Improvement Fee Eligibility	Outside Funding	SDC-Eligible Cost
AM-3	Asset Management	$25,000	Define a variance process for when the standard cannot be met	0.00%		$0
AM-4	Asset Management	$25,000	Establish an approach for access consolidation over time to move in the direction of the standards at each opportunity. Cross-over easements should be provided on all compatible parcels (topography, access, and land use) to facilitate future access between adjacent parcels and inter-parcel circulation.	0.00%		$0
AM-5	Asset Management	$25,000	Consider opportunities to restrict certain turning movements at accesses (such as a right in-right out access)	0.00%		$0
RA-1	Rail	$10,000	Establish a downtown Amtrak passenger rail stop along Front Street in downtown Woodburn, potentially as a public-private partnership at the "Y" property adjacent to Locomotive Park	0.00%		$0
RA-2	Rail	$10,000	Investigate the opportunity to remove private grade railroad crossings by providing alternative access to parcels as development and redevelopment occurs	0.00%		$0
RA-3	Rail	$5,000	Explore a passenger rail stop if commuter rail is extended between Wilsonville and Beaverton down to Salem	0.00%		$0

Source: 2019 Woodburn Transportation System Plan