RESOLUTION NO. 3552

A RESOLUTION ADOPTING TRANSPORTATION SYSTEM DEVELOPMENT CHARGES METHODOLOGY REPORT AND PROJECT LISTS AND REPEALING RESOLUTION NO. 3543

The City of Gresham Finds:

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

On March 21, 2023, Council passed Resolution Number 3543 establishing Transportation System Development Charges, methodology report and project lists.

Periodic updating of project lists is required to address the changing infrastructure needs of the City as development occurs and to reclassify projects as they are completed to allocate project costs from the improvement to the reimbursement SDC.

THE CITY OF GRESHAM RESOLVES:

Section 1. The fees and charges for Gresham Revised Code Chapter 11, Infrastructure relating to Transportation System Development Charges (SDC) are established as shown in Exhibit A, attached hereto and incorporated herein by reference. The SDCs reflect the updated split between the improvement and reimbursement SDC the occurs when projects are completed and moved from reimbursement to improvement on the project lists.

Section 2. Exhibit B is titled "Transportation System Development Charges Methodology Update," dated July 1, 2017, and the methodologies, assumptions, conclusions, and findings in the report refer to the determination of the Transportation SDC. This report is hereinafter referred to as "Transportation SDC Methodology Report."

Section 3. Exhibit C, which includes the project lists, replaces Appendix B in the 2017 Methodology report. Exhibit C includes updates to the project list from the list adopted in Resolution 3543 to address the changing infrastructure needs of the City and to reflect completed projects.

Section 4.

A. Methodology

1. The methodology used to establish the improvement fees is based on the estimated cost of projected capital improvements needed to increase the capacity of the transportation system, as reflected in the project lists attached in Exhibit A entitled "City of Gresham Transportation System Development Charges Methodology Update" and the impact the development has on the transportation system as measured in P.M. Peak Hour for the particular land use development type.

2. The Transportation SDC rates for each land use type, separated by plan area, are provided in Section B. If a development has multiple land uses (for example, "Office" and "Retail and Services"), the development's trip generation rate would be based on rates of the different uses proportional to their respective square footage, except as explicitly noted in the table. Accessory uses will be charged at the same rate as the primary use.

3. The criteria for reduction of certain system development charges required pursuant to GRC Article 6.25 are established as follows:

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

4. Industrial development may be granted a reduction in the Transportation SDC by the Manager upon approval of a Transportation Demand Management (TDM) Plan that reduces the percentage of automobile trips made in the peak hours. The plan shall estimate the number of trips projected in the absence of a TDM strategy and the number of trips projected with the TDM strategy in place, in order to calculate the percentage reduction in trips, which will be equal to the reduction from the Transportation SDC Rate Table in Section B. Trips shall include all P.M. Peak Hour vehicular trips to and from the site, including employee, customer, freight, and visitor traffic and shall be documented in a traffic impact study.

If the projected reduction in trips is not achieved, the property owner shall pay the difference between the Transportation SDC previously charged and the amount that would have been charged based on the smaller reduction in vehicular trips that was actually achieved. If the TDM strategy results in a greater than expected reduction in vehicular trips, no refund will be provided.

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

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

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

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

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

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

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

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

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

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

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

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

Housing, Attached - Attached dwellings. Includes, but is not limited to, apartments, condominiums, townhomes, duplexes, and triplexes. Each dwelling unit is charged separately.

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

Industrial - Permitted uses in an industrial zone per the Permitted Use tables in Section 4 of the Gresham Community Development Code (GCDC). Does not include uses that are subject to limitations or a special use review per the Permitted Use tables in GCDC Section 4. Includes buildings that are only enclosed on three sides if over 200 square feet in area. Accessory uses include offices.

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

Office - Used for conducting affairs of a business or profession, including insurance companies, professional services, investment brokers, call centers, and corporate headquarters. Office uses are differentiated from Retail and Services uses by the nature of the business. Offices frequently have primary trip generation by employees and not by customers. Accessory uses may include break rooms, locker rooms, and meeting rooms. This category does not include hospitals, medical office uses, banks, and uses which are Industrial, as defined above.

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

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

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

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

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

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

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

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

Section 5. Resolution Number 3543 is hereby repealed.

Section 6. This resolution shall be effective on July 1, 2023.

Yes: Stovall, Piazza, DiNucci, Gladfelter, Hinton, Jones-Dixon

No: None

Absent: Morales

Abstain: None

Passed by the Gresham City Council on June 6, 2023.

Nina Vetter
City Manager

Travis Stovall
Mayor

Approved as to Form:

Kevin R. McConnell
City Attorney

Exhibit A

Transportation SDC Rate Table

Existing City*				
Land Use Description	Improvement SDC Rate	Reimbursement SDC Rate	Transportation SDC Rate	Variable
Adult Cabaret	$ 165,724.00	$ 23,244.00	$ 188,968.00	per 1,000 sq ft GFA
Bank, with drive-through	$ 36,120.00	$ 5,066.00	$ 41,186.00	per 1,000 sq ft GFA
Car Wash, Automated	$ 23,799.00	$ 3,338.00	$ 27,137.00	per 1,000 sq ft GFA
Care Facility	$ 1,489.00	$ 209.00	$ 1,698.00	per Dwelling Unit
Convenience Store	$ 97,736.00	$ 13,708.00	$ 111,444.00	per 1,000 sq ft GFA
Food or Beverage Establishment with Drive-through	$ 57,369.00	$ 8,046.00	$ 65,415.00	per 1,000 sq ft GFA
Fueling Station	$ 8,501.00	$ 1,192.00	$ 9,693.00	per Vehicle Fueling Position
Hotel / Motel	$ 2,552.00	$ 358.00	$ 2,910.00	per Room
Housing, Attached	$ 2,552.00	$ 358.00	$ 2,910.00	per Dwelling Unit
Housing, Detached	$ 4,251.00	$ 596.00	$ 4,847.00	per Detached Home
Industrial	$ 2,127.00	$ 298.00	$ 2,425.00	per 1,000 sq ft GFA
Marijuana Retailer, Recreational	$ 67,990.00	$ 9,536.00	$ 77,526.00	per 1,000 sq ft GFA
Office	$ 6,377.00	$ 894.00	$ 7,271.00	per 1,000 sq ft GFA
Park / Open Space	$ 10,625.00	$ 1,490.00	$ 12,115.00	per 1,000 sq ft GFA
Place of Worship	$ 2,341.00	$ 328.00	$ 2,669.00	per 1,000 sq ft GFA
Retail and Services	$ 10,625.00	$ 1,490.00	$ 12,115.00	per 1,000 sq ft GFA
School, K-12	$ 5,102.00	$ 716.00	$ 5,818.00	per 1,000 sq ft GFA
School, Post-Secondary	$ 10,625.00	$ 1,490.00	$ 12,115.00	per 1,000 sq ft GFA
Truck Stop	$ 22,948.00	$ 3,219.00	$ 26,167.00	per 1,000 sq ft GFA
Video Lottery Establishment	$ 56,943.00	$ 7,986.00	$ 64,929.00	per 1,000 sq ft GFA

Pleasant Valley**				
Land Use Description	Improvement SDC Rate	Reimbursement SDC Rate	Transportation SDC Rate	Variable
Adult Cabaret	$ 273,008.00	$ 6,094.00	$ 279,102.00	per 1,000 sq ft GFA
Bank, with drive-through	$ 59,505.00	$ 1,328.00	$ 60,833.00	per 1,000 sq ft GFA
Car Wash, Automated	$ 39,203.00	$ 875.00	$ 40,078.00	per 1,000 sq ft GFA
Care Facility	$ 2,453.00	$ 55.00	$ 2,508.00	per Dwelling Unit
Convenience Store	$ 161,007.00	$ 3,594.00	$ 164,601.00	per 1,000 sq ft GFA
Food or Beverage Establishment with Drive-through	$ 94,506.00	$ 2,110.00	$ 96,616.00	per 1,000 sq ft GFA
Fueling Station	$ 14,003.00	$ 313.00	$ 14,316.00	per Vehicle Fueling Position
Hotel / Motel	$ 4,203.00	$ 94.00	$ 4,297.00	per Room
Housing, Attached	$ 4,203.00	$ 94.00	$ 4,297.00	per Dwelling Unit
Housing, Detached	$ 7,003.00	$ 156.00	$ 7,159.00	per Detached Home
Industrial	$ 3,503.00	$ 78.00	$ 3,581.00	per 1,000 sq ft GFA
Marijuana Retailer, Recreational	$ 112,005.00	$ 2,500.00	$ 114,505.00	per 1,000 sq ft GFA
Office	$ 10,503.00	$ 234.00	$ 10,737.00	per 1,000 sq ft GFA
Park / Open Space	$ 17,504.00	$ 391.00	$ 17,895.00	per 1,000 sq ft GFA
Place of Worship	$ 3,853.00	$ 86.00	$ 3,939.00	per 1,000 sq ft GFA
Retail and Services	$ 17,504.00	$ 391.00	$ 17,895.00	per 1,000 sq ft GFA
School, K-12	$ 8,404.00	$ 188.00	$ 8,592.00	per 1,000 sq ft GFA
School, Post-Secondary	$ 17,504.00	$ 391.00	$ 17,895.00	per 1,000 sq ft GFA
Truck Stop	$ 37,804.00	$ 844.00	$ 38,648.00	per 1,000 sq ft GFA
Video Lottery Establishment	$ 93,805.00	$ 2,094.00	$ 95,899.00	per 1,000 sq ft GFA

Springwater***				
Land Use Description	Improvement SDC Rate	Reimbursement SDC Rate	Transportation SDC Rate	Variable
Adult Cabaret	$ 322,913.00	$ 1,525.00	$ 324,438.00	per 1,000 sq ft GFA
Bank, with drive-through	$ 70,381.00	$ 332.00	$ 70,713.00	per 1,000 sq ft GFA
Car Wash, Automated	$ 46,369.00	$ 219.00	$ 46,588.00	per 1,000 sq ft GFA
Care Facility	$ 2,899.00	$ 14.00	$ 2,913.00	per Dwelling Unit
Convenience Store	$ 190,437.00	$ 899.00	$ 191,336.00	per 1,000 sq ft GFA
Food or Beverage Establishment with Drive-through	$ 111,779.00	$ 528.00	$ 112,307.00	per 1,000 sq ft GFA
Fueling Station	$ 16,563.00	$ 78.00	$ 16,641.00	per Vehicle Fueling Position
Hotel / Motel	$ 4,972.00	$ 23.00	$ 4,995.00	per Room
Housing, Attached	$ 4,972.00	$ 23.00	$ 4,995.00	per Dwelling Unit
Housing, Detached	$ 8,283.00	$ 39.00	$ 8,322.00	per Detached Home
Industrial	$ 4,143.00	$ 20.00	$ 4,163.00	per 1,000 sq ft GFA
Marijuana Retailer, Recreational	$ 132,479.00	$ 626.00	$ 133,105.00	per 1,000 sq ft GFA
Office	$ 12,423.00	$ 59.00	$ 12,482.00	per 1,000 sq ft GFA
Park / Open Space	$ 20,703.00	$ 98.00	$ 20,801.00	per 1,000 sq ft GFA
Place of Worship	$ 4,557.00	$ 22.00	$ 4,579.00	per 1,000 sq ft GFA
Retail and Services	$ 20,703.00	$ 98.00	$ 20,801.00	per 1,000 sq ft GFA
School, K-12	$ 9,939.00	$ 47.00	$ 9,986.00	per 1,000 sq ft GFA
School, Post-Secondary	$ 20,703.00	$ 98.00	$ 20,801.00	per 1,000 sq ft GFA
Truck Stop	$ 44,714.00	$ 211.00	$ 44,925.00	per 1,000 sq ft GFA
Video Lottery Establishment	$ 110,952.00	$ 524.00	$ 111,476.00	per 1,000 sq ft GFA

*City limits of Gresham except for the Pleasant Valley and Springwater Plan Districts as of January 1, 2006. Also includes the Kelley Creek Headwater's Plan Area. 25% discount given to properties located in the Rockwood, Downtown and Civic Design District

**The Pleasant Valley Plan Districts as defined by the Gresham Community Development Plan, Volume 3, Section 4.1400.

***The Springwater Plan District as defined by the Gresham Community Development Plan, Volume 3, Section 4.1500.

Exhibit B

CITY OF GRESHAM

Transportation System Development Charges Methodology Update

Posted on Web Site: March 15, 2017

Project List Amended: April 18, 2017

Scheduled for Adoption: May 16, 2017

Effective Date: July 1, 2017

I. BACKGROUND

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

The City of Gresham has established five SDCs, including a Transportation SDC that is described in Article 6.25 of the Gresham Revised Code. This document updates the methodology for the transportation SDC, replacing the one which was last updated in 2002.

II. BASIC CONCEPTS

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

The Transportation SDC is based on the system capacity and usage available during the PM peak period (weekdays from 4-6 PM), which is the time of day when demand on

the transportation system is at its highest. The use of the PM peak period is critical from a transportation perspective, as this is the level of demand around which facilities are designed, and where capacity is most highly utilized.

At its discretion, a jurisdiction can establish different areas within its boundaries for which different SDCs apply. The City of Gresham has done this for its Transportation SDC by separating out the projects in the Pleasant Valley and Springwater plan areas from those in the rest of the city.

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

Development is projected to add demand to the system in proportion to the size of development, based on the type of land use. The methodology will present improvement and reimbursement components of the SDC expressed as a rate for a particular type of land use, multiplied by the scale of the development (see Appendix E).

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

III. GROWTH IN DEMAND

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

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

The improvement fee portion of the SDC is based on a specific list of planned capacity-increasing capital improvement projects. While capital projects can be used to address both existing and future deficiencies, improvement SDCs can only pay to remedy the

cost of future deficiencies. If there is an existing deficiency, improvement SDCs can only pay for the portion of the project that corresponds to growth.

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

A. Intersection Deficiencies

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

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

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

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

B. Grant-Funded Corridor Projects

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

C. Growth Area Planning

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

D. Pathways

Pathways for non-motorized travelers add capacity to the transportation system, although that capacity is not measured within current regional travel models. Developers may be required to build pathways in order to comply with the City's Trails and Paths Master Plan. Inclusion of a line item in the project list for pathways allows these projects to be eligible for SDC credits.

E. Signal Operations Projects

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

F. Summary

The project lists for improvement SDCs, along with SDC-eligible improvement costs by project, are included as Appendix B, "Improvement SDC Project List". Separate lists are furnished for Existing City, Pleasant Valley and Springwater. The ratio of the SDC eligible costs to the estimated growth in trips is used to determine the relative cost of providing new capacity for trips that occur on the network.

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

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

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

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

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

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

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

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

VI. SDC RATE CALCULATION

The improvement and reimbursement fees are calculated on a per-trip basis, and are added together to determine the total transportation SDC per trip. These values are shown in Appendix D, "Transportation SDC Rates Per Trip," for Existing City, Pleasant Valley and Springwater. Trips are then allocated to sizes of development from particular land use categories (shown in Appendix E). Development types are lumped into more simplified general categories for implementation based on trip generation ranges supported by data included in the ITE Trip Generation Manual and other trip generation studies. Outlying development types that are shown to generate far more trips than a general category are placed into categories of their own.

While ORS 223.307(5) authorizes the expenditure of SDCs on "the costs of complying with the provisions of ORS 223.297 to 223.314, including the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures," the SDC rate assumes no compliance cost is recovered through the SDC.

APPENDIX A: GROWTH IN TRIP ENDS

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

For the base year, the City used Metro's 2010 base Regional Transportation Plan (RTP) model as an estimate for year 2015 traffic volumes.

For the Existing City, the growth in demand was estimated by using 2035 as a future year, with travel demand based on Metro's 2035 (beta) "state" model. For the Pleasant Valley and Springwater plan areas, the City used a different approach, using a "buildout" year, when these areas are expected to have developed fully, according to their respective master plans. This buildout year is expected to occur after 2035, and therefore results in a higher growth in demand than is shown by Metro's models. The number of trips can be compared between the base and future years to estimate the growth in transportation demand during the PM peak period.

	Base Year (2015)	**Future Year (2035)**	**Buildout (TBD)**	**Growth in Trip-Ends**
Existing City	**30,467**	**42,324**	N/A	**11,857**
Pleasant Valley	**104**	N/A	**11,766**	**11,662**
Springwater	**319**	N/A	**15,600**	**15,281**

APPENDIX B: IMPROVEMENT SDC PROJECT LIST

	Existing City					
SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
1	E Burnside St. & NE 181st Ave.	Install access control in NE 181st Ave. to block left turns to and from NE Couch St. Restripe southbound left-turn pocket to increase storage.	$ 11,981.97	$ -	$ -	$ 11,981.97
2	E Burnside St. & SE Stark St.	Widen to extend northwest-bound left-turn pocket.	$ 119,660.50	$ -	$ -	$ 119,660.50
3	E Burnside St. & NE 202nd Ave.	Modify signal to add protected-permitted left-turn phasing.	$ 33,516.00	$ -	$ -	$ 33,516.00
4	NW Burnside Rd. & NW Eastman Pkwy.	Modify signal to add protected-permitted left-turn phasing.	$ 28,488.60	$ -	$ -	$ 28,488.60
5	Burnside Rd. & N Main Ave.	Modify signal to add protected-permitted left-turn phasing.	$ 23,963.94	$ -	$ -	$ 23,963.94
6	NE Burnside Rd. & NE Kelly Ave.	Modify signal to add protected-permitted left-turn phasing.	$ 20,109.60	$ -	$ -	$ 20,109.60
7	NE Burnside Rd. & NE Cleveland Ave.	Add southbound right-turn pocket. Restripe to extend northbound and southbound left-turn pockets.	$ 620,624.15	$ -	$ -	$ 620,624.15
8	NE Burnside Rd. & NE Division St.	Restripe to increase northwest-bound and southwest-bound left-turn pockets. Modify signal to add right turn overlap.	$ 39,984.59	$ -	$ -	$ 39,984.59
9	NE Burnside Rd. & NE Hogan Dr.	Add second southbound left-turn pocket and second southbound through lane. Add eastbound right-turn pocket. Modify signal to remove split phasing for northbound and southbound and introduce protected-only left-turn phasing northbound and southbound.	$ 1,529,603.21	$ -	$ -	$ 1,529,603.21
10	SE Burnside Rd. & E Powell Blvd.	Restripe to prohibit eastbound and westbound left turns. Modify signal to add westbound right-turn overlap.	$ 24,131.52	$ -	$ -	$ 24,131.52
11	Mt Hood Hwy. & SE Palmquist Rd.	Widen west leg (including culvert) to add a second eastbound through lane.	$ 839,542.28	$ -	$ -	$ 839,542.28
12	NE Halsey St. & NE 181st Ave.	Widen to add second northbound and southbound left-turn pockets. Widen to add southbound right-turn pocket.	$ 1,594,138.27	$ -	$ -	$ 1,594,138.27

Existing City (continued)

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
13	NE Halsey St. & NE 201st Ave.	Modify signal to add protected-permitted left-turn phasing on all approaches, to install vehicle detection, and to install pedestrian push buttons for all crossings. (City share of joint project with Multnomah County.)	$ 134,064.00	$ -	$ -	$ 134,064.00
14	NE Glisan St. & NE 162nd Ave.	Restripe to change northbound right-turn lane to a through lane and to extend that lane through the intersection. Modify signal to add protected-permitted left-turn phasing on all approaches.	$ 39,381.30	$ -	$ -	$ 39,381.30
15	NE Glisan St. & NE 181st Ave.	Widen to add southbound and westbound right-turn pockets. Modify signal to add protected-permitted left-turn phasing.	$ 919,670.66	$ -	$ -	$ 919,670.66
16	NE Glisan St. & NE 202nd Ave.	Widen to add northbound and southbound left-turn pockets. Widen to add eastbound and southbound right-turn pockets. Modify signal to add protected-permitted left-turn phasing.	$ 1,160,315.54	$ -	$ -	$ 1,160,315.54
17	SE Stark St. & SE 162nd Ave.	Widen to add eastbound right-turn pocket. Restripe to increase storage for northbound and southbound left-turn pockets. Modify signal to add protected-permitted left-turn phasing on all approaches.	$ 718,368.54	$ -	$ -	$ 718,368.54
18	SE Stark St. & SE 172nd Ave.	Install signal. Restripe to add southbound left-turn pocket.	$ 339,550.60	$ -	$ -	$ 339,550.60
19	SE Stark St. & SE 174th Ave	Modify signal to add protected-permitted left-turn phasing.	$ 8,379.00	$ -	$ -	$ 8,379.00
20	SE Stark St. & SE 181st Ave	Restripe to increase northbound and southbound left-turn pockets. Modify signal to add protected-permitted left-turn phasing.	$ 58,988.16	$ -	$ -	$ 58,988.16
21	SE Stark St. & NE 202nd Ave.	Restripe to increase southbound left-turn pocket. Modify signal to add protected-permitted left-turn phasing.	$ 47,358.11	$ -	$ -	$ 47,358.11
22	SE Stark St. & SE 223rd Ave.	Widen to add dual left-turn pockets on all approaches. Widen to add northbound right-turn pocket. Connect southbound Hogan Dr. to SE Cherry Park Rd to provide a right-turn bypass of intersection.	$ 3,507,189.65	$ -	$ -	$ 3,507,189.65
23	SE Stark St. & NE Hogan Dr.	Widen to add dual left-turn pockets on all approaches. Widen to add eastbound right-turn pocket.	$ 2,020,042.84	$ -	$ -	$ 2,020,042.84

Existing City (continued)

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
24	SE Stark St. & NE Kane Dr.	Widen to add eastbound right-turn pocket. Modify signal to add protected-permitted left-turn and overlap right-turn phasing.	$ 320,329.17	$ -	$ -	$ 320,329.17
25	SE Division St. & SE 182nd Ave.	Widen to add dual left-turn pockets for eastbound and westbound approaches and to extend northbound and southbound right-turn pockets. Modify signal to add protected-permitted left-turn phasing and to add right-turn overlap phasing. (Includes 82.3% of total project funding. 17.7% of funding is provided by Pleasant Valley Offsite SDC Project No. P1.)	$ 704,045.54	$ -	$ -	$ 704,045.54
26	SE Division St. & NW Birdsdale Ave.	Widen to add southbound right-turn pocket.	$ 470,790.87	$ -	$ -	$ 470,790.87
27	W Powell Blvd. & SW Highland Dr.	Modify signal to add right-turn overlap phasing. (Includes 79.4% of total project funding. 20.6% of funding is provided by Pleasant Valley Offsite SDC Project No. P2.)	$ 13,305.85	$ -	$ -	$ 13,305.85
28	W Powell Blvd. & NW Eastman Pkwy.	Widen to add southbound right-turn pocket. Remove planted median to extend southbound left-turn pocket. Modify signal to add protected-permitted left-turn phasing.	$ 569,001.13	$ -	$ -	$ 569,001.13
29	E Powell Blvd. & NE Hogan Dr.	Widen Hogan Rd to 5-lane section through the intersection. Restripe to extend eastbound left-turn pocket.	$ 2,296,767.69	$ -	$ -	$ 2,296,767.69
30	SE Powell Valley Rd. & SE Barnes Ave.	Widen to create a center turn lane on Powell Valley Rd.	$ 150,579.01	$ -	$ -	$ 150,579.01
31	SE Powell Valley Rd. & SE 282nd Ave.	Install traffic signal or single-lane roundabout.	$ 421,907.79	$ -	$ -	$ 421,907.79
32	NE Sandy Blvd. & NE 185th Ave.	Widen to add eastbound left-turn pocket. Install signal.	$ 1,185,544.71	$ -	$ -	$ 1,185,544.71

Existing City (Continued)

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
33	NE Sandy Blvd. & NE 181st Ave.	Widen NE Sandy Blvd. east and west of NE 181st Ave. intersection to add second eastbound and westbound lane, replacing existing right-turn lanes. Widen to add dual left-turn pocket on westbound approach. Modify signal to add protected-permitted left-turn phasing.	$ 503,896.30	$ -	$ -	$ 503,896.30
34	NE 181st Ave. & NE San Rafael St.	Widen to add southbound right-turn pocket.	$ 670,345.14	$ -	$ -	$ 670,345.14
35	SW Towle Rd. & SW Birdsdale Dr.	Remove planted median north of intersection for 50 feet to create paved refuge for two-stage left turns from SW Birdsdale Dr.	$ 11,501.02	$ -	$ -	$ 11,501.02
36	SW Butler Rd. & SW Towle Rd.	Widen intersection to add left-turn pockets. Install traffic signal. (Includes 81.2% of total project funding. 18.8% of funding is provided by Pleasant Valley Offsite SDC Project No. P6.)	$ 946,537.42	$ -	$ -	$ 946,537.42
37	SE Butler Rd. & SE Regner Rd.	Install single-lane roundabout. (Includes 86% of total project funding. 14% of funding is provided by Pleasant Valley Offsite SDC Project No. P7.)	$ 630,836.81	$ -	$ -	$ 630,836.81
38	SE Palmquist Rd. & SE Fleming Ave.	Widen Palmquist Rd. to minor arterial cross section through intersection.	$ 827,727.89	$ -	$ -	$ 827,727.89
39	SE Palmquist Rd. & SE Palmblad Rd.	Widen Palmquist Rd. to minor arterial cross section through intersection. Widen to add northbound left-turn pocket on SE Palmblad Rd.	$ 742,882.14	$ -	$ -	$ 742,882.14
40	SE Kane Dr. & SE Palmquist Rd.	Modify signal to add eastbound right-turn overlap phasing.	$ 16,758.00	$ -	$ -	$ 16,758.00
41	SE 282nd Ave. & SE Lusted Rd.	Widen to add westbound right-turn pocket and southbound left-turn pocket. Install traffic signal.	$ 421,907.79	$ -	$ -	$ 421,907.79
42	SW Butler Rd. (from Binford Way to Towle Rd.)	Realign and widen to minor arterial cross section. (Assumes 50% of project will be funded by grants. Includes 78.2% of total project funding. 21.8% of funding is provided by Pleasant Valley Offsite SDC Project No. P5.)	$ 5,801,999.67	$ -	$ 2,900,999.84	$ 2,900,999.84
43	SE Regner Rd. (from Roberts Ave. to Butler Rd.)	Widen to minor arterial cross section. (Assumes 50% of project will be funded by grants.)	$ 14,187,406.59	$ -	$ 7,640,961.29	$ 6,546,445.30

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
	Existing City (Continued)					
44	NE Cleveland Ave. (from Stark St. to Powell Blvd.), Phase 1	Widen to minor arterial cross section.	$ 1,258,000.00	$ -	$ 573,000.00	$ 685,000.00
45	NE Cleveland Ave. (from Stark St. to Powell Blvd.), Phase 2	Complete widening to minor arterial cross section.	$ 4,188,181.00	$ -	$ 3,141,136.00	$ 1,047,045.00
46	NW Division St. (from Gresham-Fairview Trail to Wallula Ave.)	Complete cross section to meet Standard Arterial standards.	$ 5,936,128.00	$ -	$ 3,388,870.00	$ 2,547,258.00
47	Civic Neighborhood T.O.D.	Supports street infrastructure improvements for Civic Neighborhood Plan.	$ 213,239.00	$ -	$ -	$ 213,239.00
48	NE Glisan St. & NE 242nd Dr.	Provides 30% funding to Multnomah County intersection widening project. (City of Gresham cost estimate for project is $1,348,000.)	$ 400,000.00	$ -	$ -	$ 400,000.00
PATH WAYS	On-Street Paths within Existing City (Along segments of Hogan Rd., Sandy Blvd., 282nd Ave., Rodlun Rd., Butler Rd., 201st Ave., 185th Ave., Powell Loop, SW 14th St., and Pleasant View Dr.)	To fund the construction of roadside multiuse pathways along arterials and collectors in existing City. (Includes Wy'East Connectors ($150,000).)	$ 4,350,000.00	$ -	$ -	$ 4,350,000.00
SIGNAL OPS	Various signalized intersections and corridors in Gresham.	Supporting traffic signal operations improvement projects throughout Existing City.	$ 1,600,000.00	$ -	$ -	$ 1,600,000.00
	Existing City TIF Projects Totals		***$ 62,678,671.55***	***$ -***	***$ 17,644,967.13***	***$ 45,033,704.42***

Pleasant Valley

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
PV01	SE 190th Ave. (from 30th St. to Cheldelin Rd.)	Construct core roadway, ESRA and publicly-owned frontages, and bridge to standard arterial cross section.	$ 5,461,000.00	$ -	$ -	$ 5,461,000.00
PV02	SE 182nd Ave. (from Giese Rd. to 2013 city limits)	Construct core roadway to major collector cross section between Giese Rd and Knapp Rd and construct ESRA frontage and bridge to standard collector cross section between SW Knapp Rd and SE Richey Rd.	$ 1,862,000.00	$ -	$ -	$ 1,862,000.00
PV03	SE 182nd Ave. (from 2013 city limits to Cheldelin Rd.)	Construct ESRA frontage and bridges to standard collector cross section except where adjacent to schools, then construct core roadway to major collector cross section.	$ 2,890,000.00	$ -	$ -	$ 2,890,000.00
PV04	SE 172nd Ave. (from McKinley Rd. to Cheldelin Rd.)	Construct segment north of SE Foster Rd to standard arterial standard. Widen segment south of SE Foster Rd to standard arterial standard.	$ 11,779,000.00	$ -	$ -	$ 11,779,000.00
PV05	SE Giese Rd. (new road, from Pleasant Valley boundary to 2013 city limits)	Construct ESRA and park frontage to minor arterial cross section.	$ 1,877,000.00	$ -	$ -	$ 1,877,000.00
PV06	SE Giese Rd. (from 2013 city limits to 190th Ave.)	Construct to minor arterial cross section and boulevard design where adjacent to town center.	$ 1,080,000.00	$ -	$ -	$ 1,080,000.00
PV07	SW Knapp St. (new, from 182nd Ave. to 190th Ave.)	Construct to Standard or major collector cross section per functional classification map.	$ 1,580,000.00	$ -	$ -	$ 1,580,000.00
PV08	SW Knapp St. (new, from 172nd Ave. to 182nd Ave.)	Construct to major collector cross section with boulevard design where applicable.	$ 1,567,000.00	$ -	$ -	$ 1,567,000.00
PV09	SE Cheldelin Rd. (from Pleasant Valley boundary to 2013 city limits)	Construct to minor arterial cross section.	$ 2,231,000.00	$ -	$ -	$ 2,231,000.00
PV10	SE Cheldelin Rd. (from 2013 city limits to 190th Ave.)	Construct core roadway to minor arterial cross section.	$ 675,000.00	$ -	$ -	$ 675,000.00
PV12	New Road around park (from 31st St. to Giese Rd.)	Construct park frontage to major collector cross section.	$ 645,000.00	$ -	$ -	$ 645,000.00
PV13	SW 31st St. (new, from Giese Rd. to 190th Ave.)	Construct park frontage to major collector cross section.	$ 744,000.00	$ -	$ -	$ 744,000.00

Pleasant Valley (continued)

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
PV14	New N/S Road west of 190th Ave. (from Knapp St. to PV16)	Construct bridge and ESRA frontage to standard collector cross section.	$ 1,453,000.00	$ -	$ -	$ 1,453,000.00
PV15	New N/S Road west of 190th Ave. and PV14 (from PV14 to Cheldelin Rd.)	Construct bridge and ESRA frontage to major and standard collector cross section.	$ 2,008,000.00	$ -	$ -	$ 2,008,000.00
PV16	New E/W Road north of Cheldelin Rd. (from 172nd Ave. to 190th Ave.)	Construct bridge and park frontage to major and standard collector cross section.	$ 2,998,000.00	$ -	$ -	$ 2,998,000.00
PV17	SW Knapp St. (extension, from 172nd Ave. to Giese Rd.)	Construct park frontage to major collector cross section.	$ 497,000.00	$ -	$ -	$ 497,000.00
PV18	New NE/SW Road east of Jenne Rd. (from PV17 over Foster Rd. into Portland)	Construct bridge and ESRA frontage to standard collector cross section.	$ 1,464,000.00	$ -	$ -	$ 1,464,000.00
PV19	New N/S Road east of 172nd Ave. (from 172nd Ave. to Cheldelin Rd.)	Construct park frontage to major collector cross section.	$ 661,000.00	$ -	$ -	$ 661,000.00
PV20	SE 170th Ave. realignment (from Baxter Rd. to Pleasant Valley boundary)	Construct town center frontage to major collector boulevard cross section.	$ 43,000.00	$ -	$ -	$ 43,000.00
PV21	Crystal Springs Blvd. extension (from 170th Ave. to Pleasant Valley boundary)	Construct ESRA frontage to standard collector cross section.	$ 181,000.00	$ -	$ -	$ 181,000.00
PV-174 PLAN	Planning efforts for the 174th Connector	Study the needs and potential routes for the 4- or 5-lane 174th Connector project (Pleasant Valley Offsite project P4).	$ 250,000.00	$ -	$ -	$ 250,000.00
PV-TRAFFIC	Traffic Signals in Pleasant Valley	Construct 10 traffic signals.	$ 2,500,000.00	$ -	$ -	$ 2,500,000.00
	Pleasant Valley Subtotals		*$ 44,446,000.00*	*$ -*	*$ -*	*$ 44,446,000.00*

Pleasant Valley (continued)

Pleasant Valley Offsite

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
P1	SE Stark St. & SE 223rd Ave.	Widen to add dual left-turn pockets for eastbound and westbound approaches and to extend northbound and southbound right-turn pockets. Modify signal to add protected-permitted left-turn phasing and to add right-turn overlap phasing. (Includes 17.7% of total project funding. 82.3% of funding is provided by Existing City SDC Project No. 25.)	$ 151,416.84	$ -	$ -	$ 151,416.84
P2	SE Stark St. & NE Kane Dr.	Modify signal to add right-turn overlap phasing.	$ 3,452.15	$ -	$ -	$ 3,452.15
P3	SW Highland Dr./SW Pleasant View Dr./SE 190th Ave. (from 11th St. to 30th St.)	Widen to add second northbound and southbound lanes. Includes bridge widening over Johnson Creek. (Assumes 50% of project will be funded by grants.)	$ 26,051,637.23	$ -	$ 13,025,818.62	$ 13,025,818.61
P4	174th Connector (from 174th Ave./Jenne Rd. to McKinley Rd.)	Construct new 4- or 5-lane standard arterial to connect the end of SE 174th Ave. (at SE Jenne Rd.) to the extension of SE 172nd Ave. (at SE McKinley Rd.). (Assumes 50% of project will be funded by grants.)	$ 14,831,705.70	$ -	$ 7,415,852.85	$ 7,415,852.85
P5	SE Palmquist Rd. & SE Palmblad Rd.	Realign and widen to minor arterial cross section. (Assumes 50% of project will be funded by grants. Includes 21.8% of total project funding. 78.2% of funding is provided by Existing City SDC Project No. 42.)	$ 1,617,437.25	$ -	$ 808,718.62	$ 808,718.63
P6	NE Sandy Blvd. & NE 181st Ave.	Widen intersection to add left-turn pockets. Install traffic signal. (Includes 18.8% of total project funding. 81.2% of funding is provided by Existing City SDC Project No. 36.)	$ 219,148.94	$ -	$ -	$ 219,148.94
P7	NE 181st Ave. & NE San Rafael St.	Install single-lane roundabout. (Includes 14% of total project funding. 86% of funding is provided by Existing City SDC Project No. 37.)	$ 102,694.35	$ -	$ -	$ 102,694.35
P8	SE Foster Rd. & SE 172nd Ave.	Install roundabout or traffic signal.	$ 551,250.00	$ 100,000.00	$ -	$ 451,250.00
	Pleasant Valley Offsite Subtotals		*$ 43,528,742.46*	*$ 100,000.00*	*$ 21,250,390.09*	*$ 22,178,352.37*
	Pleasant Valley Totals		***$ 87,974,742.46***	***$ 100,000.00***	***$ 21,250,390.09***	***$ 66,624,352.37***

Springwater

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
S1	SE Rugg Rd./New Road S1 (from Hogan Rd. to Orient Dr.)	Widen to major arterial cross section and extend road alignment per the Springwater Interchange Area Master Plan (SW IAMP).	$ 14,179,000.00	$ -	$ -	$ 14,179,000.00
S4	SE 19th St. (from Hogan Rd. to 100 feet west of Palmblad Rd.)	Construct new road to minor arterial cross section.	$ 680,000.00	$ -	$ -	$ 680,000.00
S5	SE Palmblad Rd. (from Hillyard Rd. to Rugg Rd.)	Widen to minor arterial cross section. SDCs to be collected on west half of street only, from SE Hillyard Rd. to 200 feet north of SE Telford Rd.	$ 3,782,000.00	$ -	$ -	$ 3,782,000.00
S7	SE Butler Road extension (from Hogan Rd. to McNutt Rd.)	Construct new road and bridge to minor arterial cross section.	$ 1,261,000.00	$ -	$ -	$ 1,261,000.00
S8	New N/S Road S8 (from Hogan Rd. to McNutt Rd.)	Construct to minor arterial cross section with boulevard design.	$ 1,032,000.00	$ -	$ -	$ 1,032,000.00
S9	McNutt Rd./New Road S9 (from S8 to S1)	Widen and extend to minor arterial cross section per SW IAMP alignment and to boulevard design where designated.	$ 6,055,000.00	$ -	$ -	$ 6,055,000.00
S14	New N/S Road S14 (byway road on east side of Hogan Rd., from approx. 5,200 feet north of Rugg Rd. to approx. 2,300 feet north of Rugg Rd.)	Construct new road and bridge to standard collector cross section.	$ 2,314,000.00	$ -	$ -	$ 2,314,000.00
S15	SE 267th Ave. (Springwater boundary to S1)	Construct ESRA, park frontage, and bridge to standard collector cross section.	$ 1,349,000.00	$ -	$ -	$ 1,349,000.00
S18	New N/S Road S18 (from Orient Dr. to Stone Rd.)	Construct ESRA frontage and bridges to standard collector cross section.	$ 2,410,000.00	$ -	$ -	$ 2,410,000.00
S21	New E/W Road S21 (from S8 to Kane Rd.)	Construct ESRA frontage and bridge to standard collector cross section.	$ 1,246,000.00	$ -	$ -	$ 1,246,000.00
S23	SE Kane Rd. (from S21 to Rugg Rd.)	Construct ESRA frontage and bridge to standard collector cross section.	$ 1,140,000.00	$ -	$ -	$ 1,140,000.00
S25	New E/W Road S25 (from Hogan Rd. to Kane Rd.)	Construct to standard collector cross section.	$ 356,000.00	$ -	$ -	$ 356,000.00

Springwater (continued)

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
S27	SE Hogan Rd. (from Palmquist Rd. to Rugg Rd.)	Construct frontages and bridges to major arterial cross section.	$ 7,863,000.00	$ -	$ -	$ 7,863,000.00
S28	SE Telford Rd. (from Palmblad Rd. to Stone Rd.)	Construct ESRA frontage and bridges to minor arterial cross section.	$ 6,680,000.00	$ -	$ -	$ 6,680,000.00
S29	SE Palmquist Rd. (from Hogan Rd. to Cochran Dr.)	Construct to minor arterial cross section.	$ 337,000.00	$ -	$ -	$ 337,000.00
S30	SE 282nd Ave. (from approx. 550 feet north of Orient Dr. to approx. 1,700 feet south of Orient Dr.)	Construct west side of road and construct bridge to minor arterial cross section.	$ 1,364,000.00	$ -	$ -	$ 1,364,000.00
SW-TRAFFIC	Traffic Signals and Roundabouts in Springwater	Build 8 traffic signals and 2 roundabouts in the Springwater plan area.	$ 2,750,000.00	$ -	$ -	$ 2,750,000.00
SW-PATHS	On-Street Paths within Springwater (Along SE Hogan Rd., SE Rugg Rd./S1, and SE 282nd Ave.)	To fund the construction of roadside multiuse pathways in Springwater plan area.	$ 1,590,000.00	$ -	$ -	$ 1,590,000.00
	Springwater Subtotal		*$ 56,388,000.00*	*$ -*	*$ -*	*$ 56,388,000.00*

Springwater Offsite

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
S31	SE Hogan Rd. (from Powell Blvd. to Palmquist Rd.)	Widen to major arterial cross section. (Assumes 20% of project will be funded by grants.)	$ 48,709,664.10	$ -	$ 9,741,932.82	$ 38,967,731.28
S32	Springwater Interchange (US-26 at New Road S1)	Grade-separated interchange for major arterial S1 at US-26. (Assumes 75% of project will be funded by grants.)	$ 24,500,000.00	$ -	$ 18,375,000.00	$ 6,125,000.00
	Springwater Offsite Subtotal		*$ 73,209,664.10*	*$ -*	*$ 28,116,932.82*	*$ 45,092,731.28*
	Springwater Totals		***$129,597,664.10***	***$ -***	***$ 28,116,932.82***	***$101,480,731.28***
	TOTAL FOR EXISTING CITY AND BOTH PLAN AREAS:		***$280,251,078.11***	***$ 100,000.00***	***$ 67,012,290.04***	***$213,138,788.07***

NOTE: Additional projects have been added to this list. See Exhibit C of this Resolution

APPENDIX C: REIMBURSEMENT FEE COST BASIS

Existing City

Projects that are included in the Reimbursement Fee calculation:

Year of Construction	Project Name	Portion of Project Paid Using Transportation SDC Revenue or SDC Debt*
2015	190th/Pleasant View, Highland to Willow	$ 538,000
2015	Wy'East Way (MAX Path)	$ 306,000

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

Year	Years into the past	Historic SDC Project Resources	ENR Index Adjustment	Resources at 2015 Value	Depreciation Percentage	Depreciated 2015 Value
2014	2	$ -	105%	$ -	10%	$ -
2015	1	$ 844,000	103%	$ 869,484	5%	$ 826,010
2016	0	$ -	100%	$ -	0%	$ -
Total		**$ 844,000**				**$ 826,010**
					Peak Hour Trips over 20 Years	11,857
					Per Trip Reimbursement SDC	**$ 70**

Pleasant Valley

No projects are included in the reimbursement fee calculation at this time.

Springwater

No projects are included in the reimbursement fee calculation at this time.

APPENDIX D: TRANSPORTATION SDC RATES PER TRIP

	Improvement SDC Cost Basis	Number of Trips	Improvement SDC per Trip	Reimbursement SDC per Trip	Total SDC Per Trip
Existing City	$ 45,033,704.42	11,857	$ 3,798	$ 70	$ 3,868
Pleasant Valley	$ 66,624,352.37	11,662	$ 5,713	$ -	$ 5,713
Springwater	$ 101,480,731.28	15,281	$ 6,641	$ -	$ 6,641

Note: These rates have been indexed or adjusted. See Exhibit A of this resolution.

Note: These rates have been indexed or adjusted. See Appendix B this resolution.

APPENDIX E: TRANSPORTATION SDC RATE TABLES

Existing City*				
Land Use Description	Improvement SDC Rate	Reimbursement SDC Rate	Transportation SDC Rate	Variable
Adult Cabaret	$ 148,122	$ 2,730	$ 150,852	per 1,000 sq ft GFA
Bank	$ 32,283	$ 595	$ 32,878	per 1,000 sq ft GFA
Car Wash, Automated	$ 53,172	$ 980	$ 54,152	per 1,000 sq ft GFA
Care Facility	$ 1,329	$ 25	$ 1,354	per Dwelling Unit
Convenience Store	$ 87,354	$ 1,610	$ 88,964	per 1,000 sq ft GFA
Food or Beverage Establishment with Drive-through	$ 51,273	$ 945	$ 52,218	per 1,000 sq ft GFA
Fueling Station	$ 7,596	$ 140	$ 7,736	per Vehicle Fueling Position
Hotel / Motel	$ 2,279	$ 42	$ 2,321	per Room
Housing, Attached	$ 2,279	$ 42	$ 2,321	per Dwelling Unit
Housing, Detached	$ 3,798	$ 70	$ 3,868	per Detached Home
Industrial	$ 1,899	$ 35	$ 1,934	per 1,000 sq ft GFA
Marijuana Retailer, Recreational	$ 151,920	$ 2,800	$ 154,720	per 1,000 sq ft GFA
Office	$ 5,697	$ 105	$ 5,802	per 1,000 sq ft GFA
Park / Open Space	$ 9,495	$ 175	$ 9,670	per 1,000 sq ft GFA
Place of Worship	$ 2,089	$ 39	$ 2,128	per 1,000 sq ft GFA
Retail and Services	$ 9,495	$ 175	$ 9,670	per 1,000 sq ft GFA
School, K-12	$ 4,558	$ 84	$ 4,642	per 1,000 sq ft GFA
School, Post-Secondary	$ 9,495	$ 175	$ 9,670	per 1,000 sq ft GFA
Truck Stop	$ 51,273	$ 945	$ 52,218	per 1,000 sq ft GFA
Video Lottery Establishment	$ 50,893	$ 938	$ 51,831	per 1,000 sq ft GFA

Pleasant Valley**				
Land Use Description	Improvement SDC Rate	Reimbursement SDC Rate	Transportation SDC Rate	Variable
Adult Cabaret	$ 222,807	$ -	$ 222,807	per 1,000 sq ft GFA
Bank	$ 48,561	$ -	$ 48,561	per 1,000 sq ft GFA
Car Wash, Automated	$ 79,982	$ -	$ 79,982	per 1,000 sq ft GFA
Care Facility	$ 2,000	$ -	$ 2,000	per Dwelling Unit
Convenience Store	$ 131,399	$ -	$ 131,399	per 1,000 sq ft GFA
Food or Beverage Establishment with Drive-through	$ 77,126	$ -	$ 77,126	per 1,000 sq ft GFA
Fueling Station	$ 11,426	$ -	$ 11,426	per Vehicle Fueling Position
Hotel / Motel	$ 3,428	$ -	$ 3,428	per Room
Housing, Attached	$ 3,428	$ -	$ 3,428	per Dwelling Unit
Housing, Detached	$ 5,713	$ -	$ 5,713	per Detached Home
Industrial	$ 2,857	$ -	$ 2,857	per 1,000 sq ft GFA
Marijuana Retailer, Recreational	$ 228,520	$ -	$ 228,520	per 1,000 sq ft GFA
Office	$ 8,570	$ -	$ 8,570	per 1,000 sq ft GFA
Park / Open Space	$ 14,283	$ -	$ 14,283	per 1,000 sq ft GFA
Place of Worship	$ 3,142	$ -	$ 3,142	per 1,000 sq ft GFA
Retail and Services	$ 14,283	$ -	$ 14,283	per 1,000 sq ft GFA
School, K-12	$ 6,856	$ -	$ 6,856	per 1,000 sq ft GFA
School, Post-Secondary	$ 14,283	$ -	$ 14,283	per 1,000 sq ft GFA
Truck Stop	$ 77,126	$ -	$ 77,126	per 1,000 sq ft GFA
Video Lottery Establishment	$ 76,554	$ -	$ 76,554	per 1,000 sq ft GFA

Note: These rates have been indexed or adjusted. See Exhibit A of this resolution.

Springwater***				
Land Use Description	Improvement SDC Rate	Reimbursement SDC Rate	Transportation SDC Rate	Variable
Adult Cabaret	$ 258,999	$ -	$ 258,999	per 1,000 sq ft GFA
Bank	$ 56,449	$ -	$ 56,449	per 1,000 sq ft GFA
Car Wash, Automated	$ 92,974	$ -	$ 92,974	per 1,000 sq ft GFA
Care Facility	$ 2,324	$ -	$ 2,324	per Dwelling Unit
Convenience Store	$ 152,743	$ -	$ 152,743	per 1,000 sq ft GFA
Food or Beverage Establishment with Drive-through	$ 89,654	$ -	$ 89,654	per 1,000 sq ft GFA
Fueling Station	$ 13,282	$ -	$ 13,282	per Vehicle Fueling Position
Hotel / Motel	$ 3,985	$ -	$ 3,985	per Room
Housing, Attached	$ 3,985	$ -	$ 3,985	per Dwelling Unit
Housing, Detached	$ 6,641	$ -	$ 6,641	per Detached Home
Industrial	$ 3,321	$ -	$ 3,321	per 1,000 sq ft GFA
Marijuana Retailer, Recreational	$ 265,640	$ -	$ 265,640	per 1,000 sq ft GFA
Office	$ 9,962	$ -	$ 9,962	per 1,000 sq ft GFA
Park / Open Space	$ 16,603	$ -	$ 16,603	per 1,000 sq ft GFA
Place of Worship	$ 3,653	$ -	$ 3,653	per 1,000 sq ft GFA
Retail and Services	$ 16,603	$ -	$ 16,603	per 1,000 sq ft GFA
School, K-12	$ 7,969	$ -	$ 7,969	per 1,000 sq ft GFA
School, Post-Secondary	$ 16,603	$ -	$ 16,603	per 1,000 sq ft GFA
Truck Stop	$ 89,654	$ -	$ 89,654	per 1,000 sq ft GFA
Video Lottery Establishment	$ 88,989	$ -	$ 88,989	per 1,000 sq ft GFA

* City limits of Gresham except for the Pleasant Valley and Springwater Plan Districts as of January 1, 2006. Also includes the Kelley Creek Headwaters Plan Area.

** The Pleasant Valley Plan Districts as defined by the Gresham Community Development Plan, Volume 3, Section 4.1400.

*** The Springwater Plan District as defined by the Gresham Community Development Plan, Volume 3, Section 4.1500.

Exhibit C

Table 1.0: SDC Eligible Costs for Existing City Transportation SDC

SDC Project No.	Intersection / Segment	Project Description	Updated Total Project Cost Indexed	Cost to Correct Existing Deficiency	Assumed Grant Funding	Adjusted SDC Funded Cost Indexed	Depreciated Reimbursement Values Indexed
G1	E Burnside St. & NE 181st Ave.	Install access control in NE 181st Ave. to block left turns to and from NE Couch St. Restripe southbound left-turn pocket to increase storage.	$ 15,014	$ -	$ -	$ 15,014	$ -
G2	E Burnside St. & SE Stark St.	Widen to extend northwest-bound left-turn pocket.	$ 149,897	$ -	$ -	$ 149,897	$ -
G3	E Burnside St. & NE 202nd Ave.	Modify signal to add protected-permitted left-turn phasing.	$ 41,988	$ -	$ -	$ 41,988	$ -
G4	NW Burnside Rd. & NW Eastman Pkwy.	Modify signal to add protected-permitted left-turn phasing.	$ 35,689	$ -	$ -	$ 35,689	$ -
G5	Burnside Rd. & N Main Ave.	Modify signal to add protected-permitted left-turn phasing.	$ 30,022	$ -	$ -	$ 30,022	$ -
G6	NE Burnside Rd. & NE Kelly Ave.	Modify signal to add protected-permitted left-turn phasing.	$ 25,193	$ -	$ -	$ 25,193	$ -
G7	NE Burnside Rd. & NE Cleveland Ave.	Add southbound right-turn pocket. Restripe to extend northbound and southbound left-turn pockets.	$ 777,430	$ -	$ -	$ 777,430	$ -
G8	NE Burnside Rd. & NE Division St.	Restripe to increase northwest-bound and southwest-bound left-turn pockets. Modify signal to add right turn overlap.	$ 50,091	$ -	$ -	$ 50,091	$ -
G9	NE Burnside Rd. & NE Hogan Dr.	Add second southbound left-turn pocket and second southbound through lane. Add eastbound right-turn pocket. Modify signal to remove split phasing for northbound and southbound and introduce protected-only left-turn phasing northbound and southbound.	$ 994,239	$ -	$ -	$ 994,239	$ 890,663
G10	SE Burnside Rd. & E Powell Blvd.	Restripe to prohibit eastbound and westbound left turns. Modify signal to add westbound right-turn overlap.	$ 30,232	$ -	$ -	$ 30,232	$ -
G11	Mt Hood Hwy. & SE Palmquist Rd.	Widen west leg (including culvert) to add a second eastbound through lane.	$ 1,437,665	$ -	$ -	$ 1,437,665	$ 591,774
G12	NE Halsey St. & NE 181st Ave.	Widen to add second northbound and southbound left-turn pockets. Widen to add southbound right-turn pocket.	$ 1,996,905	$ -	$ -	$ 1,996,905	$ -
G13	NE Halsey St. & NE 201st Ave.	Modify signal to add protected-permitted left-turn phasing on all approaches, to install vehicle detection, and to install pedestrian push buttons for all crossings. (City share of joint project with Multnomah County.)	$ 167,939	$ -	$ -	$ 167,939	$ -
G14	NE Glisan St. & NE 162nd Ave.	Restripe to change northbound right-turn lane to a through lane and to extend that lane through the intersection. Modify signal to add protected-permitted left-turn phasing on all approaches.	$ 49,334	$ -	$ -	$ 49,334	$ -
G15	NE Glisan St. & NE 181st Ave.	Widen to add southbound and westbound right-turn pockets. Modify signal to add protected-permitted left-turn phasing.	$ 256,258	$ -	$ -	$ 256,258	$ 865,490.88
G16	NE Glisan St. & NE 202nd Ave.	Widen to add northbound and southbound left-turn pockets. Widen to add eastbound and southbound right-turn pockets. Modify signal to add protected-permitted left-turn phasing.	$ 1,294,575	$ -	$ -	$ 1,294,575	$ 145,851.73
G17	SE Stark St. & SE 162nd Ave.	Widen to add eastbound right-turn pocket. Restripe to increase storage for northbound and southbound left-turn pockets. Modify signal to add protected-permitted left-turn phasing on all approaches.	$ 899,870	$ -	$ -	$ 899,870	$ -
G18	SE Stark St. & SE 172nd Ave.	Install signal. Restripe to add southbound left-turn pocket.	$ 425,341	$ -	$ -	$ 425,341	$ -
G19	SE Stark St. & SE 174th Ave	Modify signal to add protected-permitted left-turn phasing.	$ 10,500	$ -	$ -	$ 10,500	$ -
G20	SE Stark St. & SE 181st Ave	Restripe to increase northbound and southbound left-turn pockets. Modify signal to add protected-permitted left-turn phasing.	$ 73,895	$ -	$ -	$ 73,895	$ -
G21	SE Stark St. & NE 202nd Ave.	Restripe to increase southbound left-turn pocket. Modify signal to add protected-permitted left-turn phasing.	$ 59,326	$ -	$ -	$ 59,326	$ -
G22	Stark Corridor Improvement Project	Capacity improvements for the Stark intersections at 223rd and at Hogan.	$ 7,605,163	$ -	$ -	$ 7,605,163	$ 475,629
G24	SE Stark St. & NE Kane Dr.	Widen to add eastbound right-turn pocket. Modify signal to add protected-permitted left-turn and overlap right-turn phasing.	$ 401,266	$ -	$ -	$ 401,266	$ -

SDC Project No.	Intersection / Segment	Project Description	Updated Total Project Cost Indexed	Cost to Correct Existing Deficiency	Assumed Grant Funding	Adjusted SDC Funded Cost Indexed	Depreciated Reimbursement Values Indexed
G25 (see also P1)	SE Division St. & SE 182nd Ave.	Widen to add dual left-turn pockets for eastbound and westbound approaches and to extend northbound and southbound right-turn pockets. Modify signal to add protected-permitted left-turn phasing and to add right-turn overlap phasing. (Includes 82.3% of total project funding. 17.7% of funding is provided by Pleasant Valley Offsite SDC Project No. P1.)	$ 1,071,600	$ -	$ -	$ 881,926	$ -
G26	SE Division St. & NW Birdsdale Ave.	Widen to add southbound right-turn pocket.	$ 589,742	$ -	$ -	$ 589,742	$ -
G27 (see also P2)	W Powell Blvd. & SW Highland Dr.	Modify signal to add right-turn overlap phasing. (Includes 79.4% of total project funding. 20.6% of funding is provided by Pleasant Valley Offsite SDC Project No. P2.)	$ -	$ -	$ -	$ -	$ 14,278
G28	W Powell Blvd. & NW Eastman Pkwy.	Widen to add southbound right-turn pocket. Remove planted median to extend southbound left-turn pocket. Modify signal to add protected-permitted left-turn phasing.	$ 712,766	$ -	$ -	$ 712,766	$ -
G29	E Powell Blvd. & NE Hogan Dr.	Widen Hogan Rd to 5-lane section through the intersection. Restripe to extend eastbound left-turn pocket.	$ 2,642,864	$ -	$ -	$ 2,642,864	$ 234,192
G30	SE Powell Valley Rd. & SE Barnes Ave.	Widen to create a center turn lane on Powell Valley Rd.	$ 188,627	$ -	$ -	$ 188,627	$ -
G31	SE Powell Valley Rd. & SE 282nd Ave.	Widen to add eastbound left-turn pocket and northbound left-turn pocket. Install traffic signal.	$ 528,507	$ -	$ -	$ 528,507	$ -
G32	NE Sandy Blvd. & NE 185th Ave.	Widen NE Sandy Blvd. east and west of 185th to complete 5-lane section through to NE 201st Ave.	$ 392,786	$ -	$ -	$ 392,786	$ 1,062,410
G33	NE Sandy Blvd. & NE 181st Ave.	Widen NE Sandy Blvd. east of NE 181st Ave. intersection to add dual left-turn pocket on westbound approach.	$ 422,825	$ -	$ -	$ 422,825	$ 208,386
G34	NE 181st Ave. & NE San Rafael St.	Widen to add southbound right-turn pocket.	$ 839,714	$ -	$ -	$ 839,714	$ -
G35	SW Towle Rd. & SW Birdsdale Dr.	Remove planted median north of intersection for 50 feet to create paved refuge for two-stage left turns from SW Birdsdale Dr.	$ 14,410	$ -	$ -	$ 14,410	$ -
G36 (see P6)	SW Butler Rd. & SW Towle Rd.	Widen intersection to add left-turn pockets. Install traffic signal. (Includes 50% of total project funding. 50% of funding is provided by Pleasant Valley Offsite SDC Project No. P6.)	$ 1,460,205	$ -	$ -	$ 730,102	$ -
G37 (see P7)	SE Butler Rd. & SE Regner Rd.	Install single-lane roundabout. (Includes 50% of total project funding. 50% of funding is provided by Pleasant Valley Offsite SDC Project No. P7.)	$ 918,863	$ -	$ -	$ 459,431	$ -
G38	SE Palmquist Rd. & SE Fleming Ave.	Widen Palmquist Rd. to Minor Arterial cross section through intersection.	$ 609,724	$ -	$ -	$ 609,724	$ -
G39 (see also S33)	SE Palmquist Rd. & SE Palmblad Rd.	Widen Palmquist Rd. to Minor Arterial cross section through intersection. Widen to add northbound left-turn pocket on SE Palmblad Rd. (Includes 60% of total project funding. 40% of funding is provided by Springwater Offsite SDC Project No. S33.)	$ 930,577	$ -	$ -	$ 558,346	$ -
G40	SE Kane Dr. & SE Palmquist Rd.	Modify signal to add eastbound right-turn overlap phasing	$ 20,995	$ -	$ -	$ 20,995	$ -
G41	SE 282nd Ave. & SE Lusted Rd.	Widen to add westbound right-turn pocket and southbound left-turn pocket. Install traffic signal.	$ 712,930	$ -	$ -	$ 712,930	$ 40,211
G42 (see also P5)	SW Butler Rd. (from Binford Way to Towle Rd.)	Realign and widen to Minor Arterial cross section. (Assumes 45% of project will be funded by grants. Includes 52% of total project funding. 48% of funding is provided by Pleasant Valley Offsite SDC Project No. P5.)	$ 9,293,983	$ -	$ 2,174,792	$ 2,658,079	$ -
G43	SE Regner Rd. (from Roberts Ave. to Butler Rd.)	Widen to Minor Arterial cross section. (Assumes 68.2% of project will be funded by grants.)	$ 17,771,902	$ -	$ 12,138,908	$ 5,632,994	$ -
G44	NE Cleveland Ave. (from Stark St. to Powell Blvd.), Phase 1	Widen to Minor Arterial cross section.	$ -	$ -	$ -	$ -	$ 630,085
G45	NE Cleveland Ave. (from Stark St. to Burnside Rd.), Phase 2	Complete widening to Minor Arterial cross section. 2017 MTIP Grant awarded.	$ 4,717,858	$ -	$ 3,008,234	$ 1,709,624	$ 281,027
G46	NW Division St. (from Gresham-Fairview Trail to Wallula Ave.)	Complete cross section to meet Standard Arterial standards. (Assumes 59.6% of project will be funded by grants.)	$ 7,271,796	$ -	$ 4,826,240	$ 2,445,556	$ 162,007
G47	Civic Neighborhood T.O.D.	Supports street infrastructure improvements for Civic Neighborhood Plan.	$ 213,239	$ -	$ -	$ 213,239	$ -
G48	NE Glisan St. & NE 242nd Dr.	Provides 30% funding to Multnomah County intersection widening project. (City of Gresham cost estimate for project is $1,348,000.)	$ 501,064	$ -	$ -	$ 501,064	$ -

SDC Project No.	Intersection / Segment	Project Description	Updated Total Project Cost Indexed	Cost to Correct Existing Deficiency	Assumed Grant Funding	Adjusted SDC Funded Cost Indexed	Depreciated Reimbursement Values Indexed
G49 (See P3)	SW Highland Dr./SW Pleasant View Dr. (from SW 11th St. to SW 30th St.)	Widen to add second northbound and southbound lanes. Includes bridge widening over Johnson Creek. (Includes 12.5% of total project funding. Pleasant Valley TIF project P3 funds the remaining 87.5%. Assumes 50% of project will be funded by grants.)	$ 30,142,099	$ -	$ 2,104,345	$ 2,104,345	$ 51,900
G50 (see also S31)	SE Hogan Rd. (from Powell to Palmquist)	Construct frontages to Major Arterial cross section. (Includes 2% of total project funding. 98% of funding is provided by Springwater offsite project S31. Assumes 20% of project will be funded by grants.)	$ 60,604,930	$ -	$ 242,420	$ 969,678	$ -
TIF-UPDATE	Existing City boundary, not Pleasant Valley or Springwater.	Provides funding to update and replace this TIF project list.	$ 168,566	$ -	$ -	$ 168,566	$ 56,295
PATHWAYS	On-Street Paths within Existing City (Along segments of Hogan Rd., Sandy Blvd., 282nd Ave., Rodlun Rd., Butler Rd., 201st Ave., 185th Ave., Powell Loop, SW 14th St., and Pleasant View Dr.)	To fund the construction of roadside multiuse pathways along arterials and collectors in existing City.	$ 4,673,262	$ -	$ -	$ 4,673,262	$ 571,697
SIGNAL OPS	Various signalized intersections and corridors in Gresham.	Supporting traffic signal operations improvement projects throughout Existing City.	$ 1,252,570	$ -	$ -	$ 1,252,570	**$ 655,455**
		Existing City Transportation Projects Totals	***$ 165,496,236***	***$ -***	***$ 24,494,939***	***$ 49,462,504***	***$ 6,937,349***

Table 2.1: SDC Eligible Costs for Pleasant Valley Transportation SDC

PV01	SE 190th Ave. (from 30th St. to Cheldelin Rd.)	Construct core roadway, natural resources and publicly-owned frontages, and stream crossing to Standard Arterial cross section. Credits available for dedications of rights of way.	$ 5,861,055	$ -	$ -	$ 5,861,055	$ 930,006
PV02	SE 182nd Ave. (from Giese Rd. to 2013 city limits)	Construct core roadway to Major Collector cross section between Giese Rd and Knapp Rd and construct natural resources frontage and stream crossing to Standard Collector cross section between SW Knapp Rd and SE Richey Rd. Credits available for dedications of rights of way.	$ 2,332,442	$ -	$ -	$ 2,332,442	$ -
PV03	SE 182nd Ave. (from 2013 city limits to Cheldelin Rd.)	Construct natural resources frontage and stream crossings to Standard Collector cross section except where adjacent to schools, then construct core roadway to Major Collector cross section. Credits available for dedications of rights of way.	$ 3,620,169	$ -	$ -	$ 3,620,169	$ -
PV04	SE 172nd Ave. (from Equestrian Dr. to Cheldelin Rd.)	Construct segment north of SE Foster Rd to Standard Arterial Standard. Widen segment south of SE Foster Rd to Standard Arterial Standard. Credits available for dedications of rights of way.	$ 14,755,003	$ -	$ -	$ 14,755,003	$ -
PV05	SE Giese Rd. (new road, from Pleasant Valley boundary to 2013 city limits)	Construct natural resources and park frontage to Minor Arterial cross section. Credits available for dedications of rights of way.	$ 2,351,232	$ -	$ -	$ 2,351,232	$ -
PV06	SE Giese Rd. (from 2013 city limits to 190th Ave.)	Construct to Minor Arterial cross section and boulevard design where adjacent to town center. Credits available for dedications of rights of way.	$ 1,352,867	$ -	$ -	$ 1,352,867	$ -
PV07	SW Knapp St. (new, from 182nd Ave. to 190th Ave.)	Construct to Standard or Major Collector cross section per functional classification map. Credits available for dedications of rights of way.	$ 1,979,052	$ -	$ -	$ 1,979,052	$ 403,563
PV08	SW Knapp St. (new, from 172nd Ave. to 182nd Ave.)	Construct to Major Collector cross section with boulevard design where applicable. Credits available for dedications of rights of way.	$ 1,962,911	$ -	$ -	$ 1,962,911	$ -
PV09	SE Cheldelin Rd. (from Pleasant Valley boundary to 2013 city limits)	Construct to Minor Arterial cross section. Credits available for dedications of rights of way.	$ 2,794,672	$ -	$ -	$ 2,794,672	$ -
PV10	SE Cheldelin Rd. (from 2013 city limits to 190th Ave.)	Construct core roadway to Minor Arterial cross section. Credits available for dedications of rights of way.	$ 845,544	$ -	$ -	$ 845,544	$ -
PV12	SE 182nd Ave. (from 31st St. to Giese Rd.)	Construct core roadway to Major Collector cross section between SW 31st St. and Giese Rd. and construct Major Collector along park frontage. Credits available for dedications of rights of way.	$ 807,964	$ -	$ -	$ 807,964	$ -

SDC Project No.	Intersection / Segment	Project Description	Updated Total Project Cost Indexed	Cost to Correct Existing Deficiency	Assumed Grant Funding	Adjusted SDC Funded Cost Indexed	Depreciated Reimbursement Values Indexed
PV13	SW 31st St. (new, from Giese Rd. to 190th Ave.)	Construct park frontage to Major Collector cross section. Credits available for dedications of rights of way.	$ 931,975	$ -	$ -	$ 931,975	$ -
PV15	New N/S Road west of 190th Ave. (from Knapp St. to Cheldelin)	Construct stream crossing and natural resources frontage to Major and Standard Collector cross section. Credits available for dedications of rights of way.	$ 3,767,983	$ -	$ -	$ 3,767,983	$ -
PV16	New E/W Road north of Cheldelin Rd. (from 172nd Ave. to 190th Ave.)	Construct stream crossing and park frontage to Major and Standard Collector cross section. Credits available for dedications of rights of way.	$ 3,755,456	$ -	$ -	$ 3,755,456	$ -
PV17	SW Knapp St. (extension, from 172nd Ave. to Giese Rd.)	Construct park frontage to Major Collector cross section. Credits available for dedications of rights of way.	$ 622,572	$ -	$ -	$ 622,572	$ -
PV18	New NE/SW Road east of Jenne Rd. (from PV17 over Foster Rd. into Portland)	Construct stream crossing and natural resources frontage to Standard Collector cross section. Credits available for dedications of rights of way.	$ 1,833,887	$ -	$ -	$ 1,833,887	$ -
PV19	New N/S Road east of 172nd Ave. (from 172nd Ave. to Cheldelin Rd.)	Construct park frontage to Major Collector cross section. Credits available for dedications of rights of way.	$ 828,007	$ -	$ -	$ 828,007	$ -
PV20	SE 170th Ave. realignment (from Baxter Rd. to Pleasant Valley boundary)	Construct town center frontage to Major Collector boulevard cross section. Credits available for dedications of rights of way.	$ 53,866	$ -	$ -	$ 53,866	$ -
PV21	Crystal Springs Blvd. extension (from 170th Ave. to Pleasant Valley boundary)	Construct natural resources frontage to Standard Collector cross section. Credits available for dedications of rights of way.	$ 226,733	$ -	$ -	$ 226,733	$ -
PV-REGRADING	Existing roadways throughout the Pleasant Valley Plan Area	Fund to regrade existing arterial and collector roadways to accommodate safe connections to new streets.	$ 567,072	$ -	$ -	$ 567,072	$ -
PV-174 PLAN	Planning efforts for the 174th Connector	Study the needs and potential routes for the 4- or 5-lane 174th Connector project (Pleasant Valley Offsite project P4).	$ 298,322	$ -	$ -	$ 298,322	$ 12,944
PV-MITI-GATION	Advanced wetland, stream, and floodplain mitigation for Pleasant Valley.	Advanced wetland, stream, and floodplain mitigation for Pleasant Valley.	$ 231,593	$ -	$ -	$ 231,593	$ -
PV-TRAFFIC	Traffic Signals in Pleasant Valley	Fund for the construction of 10 traffic signals in Pleasant Valley.	$ 3,131,636	$ -	$ -	$ 3,131,636	$ -
		Pleasant Valley Subtotals	***$ 54,912,013***	***$ -***	***$ -***	***$ 54,912,013***	***$ 1,346,513***

Table 2.2: SDC Eligible Costs for Pleasant Valley Transportation SDC - Offsite Projects

P1 (See also G25)	SE Division St. & SE 182nd Ave.	Widen to add dual left-turn pockets for eastbound and westbound approaches and to extend northbound and southbound right-turn pockets. Modify signal to add protected-permitted left-turn phasing and to add right-turn overlap phasing. (Includes 17.7% of total project funding. 82.3% of funding is provided by Existing City SDC Project No. G25.)	$ 1,071,600	$ -	$ -	$ 189,673	$ -
P2 (See also G27)	W Powell Blvd. & SW Highland Dr.	Modify signal to add right-turn overlap phasing. (Includes 20.6% of total project funding. 79.4% of funding is provided by Existing City SDC Project No. G27.)	$ -	$ -	$ -	$ -	**$ 3,770**
P3 (see also G49)	SW Highland Dr./SW Pleasant View Dr./SE 190th Ave. (from 11th St. to 30th St.)	Widen to add second northbound and southbound lanes. Includes bridge widening over Johnson Creek. (Includes 87.5% of total project funding. Exisitng City TIF project G49 funds the remaining 12.5%. Assumes 50% of project will be funded by grants.)	$ 30,198,644	$ -	$ 4,060,006	$ 22,363,807	$ 433,011
P5 (see G42)	SW Butler Rd. (from Binford Way to Towle Rd.)	Realign and widen to Minor Arterial cross section. (Assumes 45% of project will be funded by grants. Includes 48% of total project funding. 52% of funding is provided by Existing City SDC Project No. G42.)	$ 9,293,983	$ -	$ 2,007,500	$ 2,453,611	$ -
P6 (see also G36)	SW Butler Rd. & SW Towle Rd.	Widen intersection to add left-turn pockets. Install traffic signal. (Includes 50% of total project funding. 50% of funding is provided by Existing City SDC Project No. G36.)	$ 1,460,205	$ -	$ -	$ 730,102	$ -
P7 (see also G37)	SE Butler Rd. & SE Regner Rd.	Install single-lane roundabout. (Includes 50% of total project funding. 50% of funding is provided by Existing City SDC Project No. G37.)	$ 918,863	$ -	$ -	$ 459,431	$ -
P8	SE Foster Rd. & SE 172nd Ave.	Install roundabout or traffic signal.	$ 690,528	$ 125,265	$ -	$ 565,263	$ -
		Pleasant Valley Offsite Subtotals	***$ 43,633,823***	***$ 125,265***	***$ 6,067,506***	***$ 26,761,887***	***$ 436,781***
		Pleasant Valley Totals	***$ 98,545,836***	***$ 125,265***	***$ 6,067,506***	***$ 81,673,900***	***$ 1,783,294***

SDC Project No.	Intersection / Segment	Project Description	Updated Total Project Cost Indexed	Cost to Correct Existing Deficiency	Assumed Grant Funding	Adjusted SDC Funded Cost Indexed	Depreciated Reimbursement Values Indexed
Table 3.1: SDC Eligible Costs for Springwater Transportation SDC							
S1	SE Rugg Rd./New Road S1 (from Hogan Rd. to Orient Dr.)	Widen to Major Arterial cross section and extend road alignment per the Springwater Interchange Area Master Plan (SW IAMP). Credits available for dedications of rights of way.	$ 17,761,369	$ -	$ -	$ 17,761,369	$ -
S4	SE 19th St. (from Hogan Rd. to 100 feet west of Palmblad Rd.)	Construct new road to Minor Arterial cross section. Credits available for dedications of rights of way.	$ 620,482	$ -	$ -	$ 620,482	$ 189,206
S5	SE Palmblad Rd. (from Hillyard Rd. to Rugg Rd.)	Widen to Minor Arterial cross section. SDCs to be collected on west half of street only, from SE Hillyard Rd. to 200 feet north of SE Telford Rd. Credits available for dedications of rights of way.	$ 4,737,536	$ -	$ -	$ 4,737,536	$ -
S7	SE Butler Road extension (from Hogan Rd. to McNutt Rd.)	Construct new road and stream crossing to Minor Arterial cross section. Credits available for dedications of rights of way.	$ 1,579,597	$ -	$ -	$ 1,579,597	$ -
S8	New N/S Road S8 (from Hogan Rd. to McNutt Rd.)	Construct to Minor Arterial cross section with boulevard design. Credits available for dedications of rights of way.	$ 1,292,740	$ -	$ -	$ 1,292,740	$ -
S9	McNutt Rd./New Road S9 (from S8 to S1)	Widen and extend to Minor Arterial cross section per SW IAMP alignment and to boulevard design where designated. Credits available for dedications of rights of way.	$ 7,584,817	$ -	$ -	$ 7,584,817	$ -
S14	New N/S Road S14 (byway road on east side of Hogan Rd., from approx. 5,200 feet north of Rugg Rd. to approx. 2,300 feet north of Rugg Rd.)	Construct new road and stream crossing to Standard Collector cross section. Credits available for dedications of rights of way.	$ 2,898,641	$ -	$ -	$ 2,898,641	$ -
S15	SE 267th Ave. (Springwater boundary to S1)	Construct natural resources, park frontage, and stream crossing to Standard Collector cross section. Credits available for dedications of rights of way.	$ 1,689,832	$ -	$ -	$ 1,689,832	$ -
S18	New N/S Road S18 (from Orient Dr. to Stone Rd.)	Construct natural resources frontage and stream crossings to Standard Collector cross section. Credits available for dedications of rights of way.	$ 3,018,896	$ -	$ -	$ 3,018,896	$ -
S21	New E/W Road S21 (from S8 to Kane Rd.)	Construct natural resources frontage and stream crossing to Standard Collector cross section. Credits available for dedications of rights of way.	$ 1,560,809	$ -	$ -	$ 1,560,809	$ -
S23	SE Kane Rd. (from S21 to Rugg Rd.)	Construct natural resources frontage and stream crossing to Standard Collector cross section. Credits available for dedications of rights of way.	$ 1,428,027	$ -	$ -	$ 1,428,027	$ -
S25	New E/W Road S25 (from Hogan Rd. to Kane Rd.)	Construct to Standard Collector cross section. Credits available for dedications of rights of way.	$ 445,947	$ -	$ -	$ 445,947	$ -
S27	SE Hogan Rd. (from Palmquist Rd. to Rugg Rd.)	Construct frontages and stream crossings to Major Arterial cross section. Credits available for dedications of rights of way.	$ 9,849,613	$ -	$ -	$ 9,849,613	$ -
S28	SE Telford Rd. (from Palmblad Rd. to Stone Rd.)	Construct natural resources frontage and stream crossings to Minor Arterial cross section. Credits available for dedications of rights of way.	$ 8,367,724	$ -	$ -	$ 8,367,724	$ -
S29	SE Palmquist Rd. (from Hogan Rd. to Cochran Dr.)	Construct to Minor Arterial cross section. Existing City projects G38 and G39 overlap with this Springwater project. Credits available for dedications of rights of way.	$ 378,183	$ -	$ -	$ 378,183	$ 405,304
S30	SE 282nd Ave. (from approx. 550 feet north of Orient Dr. to approx. 1,700 feet south of Orient Dr.)	Construct west side of road and construct stream crossing to Minor Arterial cross section. Credits available for dedications of rights of way.	$ 1,708,622	$ -	$ -	$ 1,708,622	$ -
SW-TRAFFIC	Traffic Signals and Roundabouts in Springwater	Fund to build 8 traffic signals and 2 roundabouts in the Springwater plan area.	$ 3,444,799	$ -	$ -	$ 3,444,799	$ -
SW-PATHS	On-Street Paths within Springwater (Along SE Hogan Rd., SE Rugg Rd./S1, and SE 282nd Ave.)	To fund the construction of roadside multiuse pathways in Springwater plan area.	$ 1,922,092	$ -	$ -	$ 1,922,092	$ -
		Springwater Subtotal	***$ 70,289,726***	***$ -***	***$ -***	***$ 70,289,726***	***$ 594,509***

Table 3.2: SDC Eligible Costs for Springwater Transportation SDC - Offsite Projects

SDC Project No.	Intersection / Segment	Project Description	Updated Total Project Cost Indexed	Cost to Correct Existing Deficiency	Assumed Grant Funding	Adjusted SDC Funded Cost Indexed	Depreciated Reimbursement Values Indexed
S31 (see also G50)	SE Hogan Rd. (from Powell Blvd. to Palmquist Rd.)	Widen to Major Arterial cross section. (Includes 98% of total project funding. 2% of funding is provided by Existing City SDC Project No. G50. Assumes 20% of project will be funded by grants.)	$ 60,592,988	$ -	$ 12,118,598	$ 47,262,530	$ -
S32	Springwater Interchange (US-26 at New Road S1)	Grade-separated interchange for Major Arterial S1 at US-26. (Assumes 72.1% of project will be funded by grants.)	$ 30,690,002	$ -	$ 22,109,650	$ 8,580,352	$ -
S33 (see also G39)	SE Palmquist Rd. (from Cochran Dr. to US-26)	Widen Palmquist Rd. to Minor Arterial cross section. Widen to add northbound left-turn pocket on SE Palmblad Rd. (Includes 40% of total project funding. 60% of funding is provided by Existing City SDC Project No.G39.)	$ 928,221	$ -	$ -	$ 371,288	$ -
		Springwater Offsite Subtotal	***$ 92,211,211***	***$ -***	***$ 34,228,248***	***$ 56,214,171***	***$ -***
		Springwater Totals	***$ 162,500,937***	***$ -***	***$ 34,228,248***	***$ 126,503,897***	***$ 594,509***
		TOTAL FOR EXISTING CITY AND BOTH PLAN AREAS:	**$ 426,543,009**	**$ 125,265**	***$ 64,790,693***	**$ 257,640,301**	**$ 9,315,153**