RESOLUTION NO. 3651

A RESOLUTION ADOPTING TRANSPORTATION SYSTEM DEVELOPMENT CHARGES, METHODOLOGY REPORT AND PROJECT LIST AND REPEALING RESOLUTION NO. 3645

The City of Gresham Finds:

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

B. On April 15, 2025, Council passed Resolution Number 3645 establishing Transportation System Development Charges, methodology report and project lists.

C. 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 November 22, 2023, and the methodologies, assumptions, conclusions, and findings in the report refer to the determination of the Transportation SDC. This report is hereinafter referred to as "Transportation SDC Methodology Report."

Section 3. Exhibit C, which includes the Improvement SDC Project List, replaces Appendix B in the 2023 Transportation SDC Methodology Report. Exhibit C includes updates to the Improvement SDC Project List from the list adopted in Resolution 3645 to address the changing infrastructure needs of the City and to move completed projects to the Reimbursement Fee Cost Basis (Exhibit D).

Section 4. Exhibit D, which includes the Reimbursement Fee Cost Basis, replaces Appendix C in the Transportation SDC Methodology Report. Exhibit D includes all projects listed in Appendix C of the Transportation SDC Methodology Report plus any additional eligible projects, or portions thereof, that were completed after the Appendix C list was finalized.

Section 5. Methodology

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

2. If a development occurs within the Civic Neighborhood Plan District, the Downtown Plan District, or the Rockwood Design District as these areas are defined in the Gresham Community

Development Code, the Transportation SDC will be reduced by 25%. The reduction for these plan areas reflects pedestrian-friendly design standards which encourage denser land use so that trips are more likely to occur by modes other than driving.

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

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

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

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

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

Care Facility - Facilities providing housing with professional care services for more than two individuals.

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

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

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

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

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

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

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

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

Industrial –Allowed industrial and institutional uses located within an industrial zone per the Industrial and Institutional use subcategories of the Permitted Use tables in Section 4.03 of the Gresham Community Development Code (GCDC). Also includes buildings primarily related to utilities in any land use district. 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 in this resolution. If a business includes both office and another land use description, the use is categorized by the higher rate unless the uses are divided by floors, then the uses will be looked at separately.

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

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

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

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

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

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

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

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

Section 6. Resolution Number 3645 is hereby repealed.

Section 7. Section 5 shall be retroactively effective to July 1, 2023. All other portions of this resolution shall be effective on July 1, 2025.

Yes: _____

No: _____

Absent: _____

Abstain: _____

Passed by the Gresham City Council on May 20, 2025.

_____
Eric Schmidt
City Manager

_____
Travis Stovall
Mayor

Approved as to Form:

_____
Ellen Van Riper
City Attorney

Exhibit A

Transportation SDC Rate Table

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

Establishing Resolution No. 3651 was passed on May 20, 2025 and effective July 1, 2025.

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

Land Use Description	Improvement SDC Rate	Reimbursement SDC Rate	Total Rate	Variable *GFA = Gross Floor Area*
Adult Cabaret	$ 280,419.96	$ 28,265.04	**$ 308,685.00**	per 1,000 sq ft GFA
Bank, with drive-through	$ 61,117.62	$ 6,160.38	**$ 67,278.00**	per 1,000 sq ft GFA
Car Wash, Automated	$ 40,265.43	$ 4,058.57	**$ 44,324.00**	per 1,000 sq ft GFA
Care Facility	$ 2,876.10	$ 289.90	**$ 3,166.00**	per Dwelling Unit
Convenience Store	$ 165,375.87	$ 16,669.13	**$ 182,045.00**	per 1,000 sq ft GFA
Food or Beverage Establishment w/Drive-through	$ 97,068.90	$ 9,784.10	**$ 106,853.00**	per 1,000 sq ft GFA
Fueling Station	$ 14,380.51	$ 1,449.49	**$ 15,830.00**	per Vehicle Fueling Position
Hotel / Motel	$ 4,314.15	$ 434.85	**$ 4,749.00**	per Room
Housing, Attached	$ 4,314.15	$ 434.85	**$ 4,749.00**	per Dwelling Unit
Housing, Detached	$ 7,190.26	$ 724.74	**$ 7,915.00**	per Detached Home
Industrial	$ 3,595.58	$ 362.42	**$ 3,958.00**	per 1,000 sq ft GFA
Marijuana Retailer, Recreational	$ 115,044.09	$ 11,595.91	**$ 126,640.00**	per 1,000 sq ft GFA
Office	$ 10,785.84	$ 1,087.16	**$ 11,873.00**	per 1,000 sq ft GFA
Park / Open Space	$ 17,976.09	$ 1,811.91	**$ 19,788.00**	per 1,000 sq ft GFA
Place of Worship	$ 4,314.15	$ 434.85	**$ 4,749.00**	per 1,000 sq ft GFA
Retail and Services	$ 17,976.09	$ 1,811.91	**$ 19,788.00**	per 1,000 sq ft GFA
School, K-12	$ 8,628.31	$ 869.69	**$ 9,498.00**	per 1,000 sq ft GFA
School, Post-Secondary	$ 17,976.09	$ 1,811.91	**$ 19,788.00**	per 1,000 sq ft GFA
Truck Stop	$ 38,827.38	$ 3,913.62	**$ 42,741.00**	per 1,000 sq ft GFA
Video Lottery Establishment	$ 96,349.42	$ 9,711.58	**$ 106,061.00**	per 1,000 sq ft GFA

Note: The values in this report are based on 2023 project costs. Costs have been subsequently indexed via this resolution.

CITY OF GRESHAM

Transportation System Development Charges Methodology Update

I. BACKGROUND

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

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

II. BASIC CONCEPTS

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

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

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

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

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

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

III. GROWTH IN DEMAND

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

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

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

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

A. Intersection Deficiencies

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

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

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

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

B. Grant-Funded Corridor Projects

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

C. Growth Area Planning

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

D. On Street Paths

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

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

E. Signal Operations Projects

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

F. Pedestrian, Bicycle, and Transit Network Enhancement Projects

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

G. Summary

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

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

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

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

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

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

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

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

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

VI. SDC RATE CALCULATION

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

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

APPENDIX A: GROWTH IN TRIP ENDS

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

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

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

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

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

Exhibit C of this resolution reflects the indexed project costs adopted by this resolution.

APPENDIX B: IMPROVEMENT SDC PROJECT LIST

Existing City and Citywide Projects

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
EC01	NE Glisan St. & NE 202nd Ave.	Widen 202nd to add SB right-turn pocket and to extend NB left-turn pocket. Partial signal replacement.	$ 790,000.00	$ -	$ -	$ 790,000.00
EC02	E Burnside St. & SE 202nd Ave.	Add protected-permitted left turns all approaches. Restripe to extend SB left-turn lane.	$ 92,000.00	$ -	$ -	$ 92,000.00
EC03	NE Burnside Rd. & NE Hogan Dr.	Widen Burnside to extend EB right turn pocket and to separate WB right turn pocket from bike lane. Partial signal replacement.	$ 2,350,000.00	$ -	$ -	$ 2,350,000.00
EC04	SE Stark St. & SE 202nd Ave.	Widen 202nd to extend SB left-turn pocket and add SB right-turn pocket. Partial signal replacement.	$ 1,366,000.00	$ -	$ -	$ 1,366,000.00
EC05	SE Stark St. & SE 223rd Ave.	Widen to add dual left turns on all approaches and to add EB right-turn pocket and to extend SB right-turn pocket.	$ 4,713,000.00	$ -	$ -	$ 4,713,000.00
EC06	SE Stark St. & NE Hogan Dr.	Widen Hogan to add NB and SB dual left turns and EB, WB, and SB right turn lanes. Replace signal and implement adaptive signal timing.	$ 6,912,000.00	$ -	$ -	$ 6,912,000.00
EC07	SE Stark St. & NE Kane Dr.	Widen Kane to add dual NB left-turn pockets. Widen Stark to add EB right-turn pocket. Replace signal.	$ 3,116,000.00	$ -	$ -	$ 3,116,000.00
EC08	SE 182nd Ave. & SE Main St.	Relocate RRFB crosswalk 100' north of current location. Remove median at intersection to allow for two-stage left turns from Main.	$ 340,000.00	$ -	$ -	$ 340,000.00
EC09	SE Division St. & SE 182nd Ave.	Widen 182nd to add dual NB and SB left-turn pockets. Widen all approaches to separate right-turn pockets from bike lanes. Replace signal.	$ 3,730,000.00	$ -	$ -	$ 3,730,000.00
EC10	NW Division St. & NW Birdsdale Ave.	Widen Birdsdale to add SB right-turn pocket. Partial signal replacement.	$ 604,000.00	$ -	$ -	$ 604,000.00
EC11	NE Division St. & NE Kane Dr.	Widen Division to add dual EB left-turn pockets. Replace signal.	$ 1,224,000.00	$ -	$ -	$ 1,224,000.00
EC12	E Powell Blvd. & Hogan Dr.	Widen Hogan to add second NB through lane between Powell & Burnside. Partial signal replacement.	$ 7,529,000.00	$ -	$ -	$ 7,529,000.00

Exhibit C of this resolution reflects the indexed project costs adopted by this resolution.

Existing City and Citywide (Continued)

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
EC13	SE Powell Valley Rd. & SE Barnes Rd.	Widen Powell Valley to add two-way left-turn lane for dual-stage left turns from Barnes.	$ 642,000.00	$ -	$ -	$ 642,000.00
EC14	SE 282nd Ave. Corridor	Widen 282nd to create continuous Minor Arterial cross section between Powell Valley and Lusted. New signal at Powell Valley intersection and minor signal modifications at Lusted intersection.	$ 2,381,000.00	$ -	$ -	$ 2,381,000.00
EC15	SE 282nd Ave. & SE Chase Rd.	Widen Chase to add EB left-turn lane.	$ 143,000.00	$ -	$ -	$ 143,000.00
EC16	SE Orient Dr. & SE Welch Rd.	Widen Orient to add center two-way left-turn lane for dual-stage left turns from Welch.	$ 352,000.00	$ -	$ -	$ 352,000.00
EC17	SW Towle Rd. & SW Willow Pkwy.	Widen Towle to add center two-way left-turn lane for dual-stage left turns from Willow.	$ 252,000.00	$ -	$ -	$ 252,000.00
EC18	SE Hogan Rd. & SE Butler Rd.	Widen Hogan to add center two-way left-turn lane for dual-stage left turns from Butler.	$ 113,000.00	$ -	$ -	$ 113,000.00
EC19	Highland/Pleasant View/190th Corridor	Widen Highland/Pleasant View corridor to Standard Arterial cross section between Johnson Creek and SW 30th St. Partial replacement of Highland & Pleasant View traffic signal. (Assumes 50% of project will be funded by grants; 90% of local match funding provided by Pleasant Valley Offsite SDC Project No. P3.)	$ 12,605,000.00	$ -	$ 6,303,000.00	$ 630,000.00
EC20	SE Hogan Rd. Corridor	Widen to Major Arterial cross section between Powell and Palmquist. (Assumes 50% of project will be funded by grants; 90% of local match funding provided by Springwater Offsite SDC Project No. S1.)	$ 37,245,000.00	$ -	$ 18,623,000.00	$ 1,862,000.00
EC21	SE Palmquist Rd. Corridor	Widen to Minor Arterial cross section between Hogan and US-26. Add NB right-turn lane at Palmblad. (Assumes 60% grant funding.)	$ 6,173,000.00	$ -	$ 3,704,000.00	$ 2,469,000.00
EC22	SW Butler Rd. Corridor	Realign Butler Rd. between Binford and Rodlun. Widen to Towle, incl. Butler Ck. culvert. (Assumes 60% grant funding.)	$ 12,659,000.00	$ -	$ 7,596,000.00	$ 5,063,000.00
EC23	SE Regner Rd. Corridor	Widen to Minor Arterial Cross section between Roberts and Butler. (Assumes 60% grant funding.)	$ 25,454,000.00	$ -	$ 15,272,000.00	$ 10,182,000.00

Exhibit C of this resolution reflects the indexed project costs adopted by this resolution.

	Existing City and Citywide (Continued)					
SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
EC24	NW Division St. Corridor Complete Street	Local portion for project to complete cross section to Standard Arterial standards between Gresham-Fairview Trail and Wallula.	$ 2,648,000.00	$ -	$ -	$ 2,648,000.00
EC25	NE Cleveland Ave. Phase 2	Local portion for project to complete cross section to Minor Arterial standards from Stark to Powell. Add southbound right turn lane at Burnside with partial signal reconstruction.	$ 2,672,000.00	$ -	$ -	$ 2,672,000.00
EC26	Civic Neighborhood T.O.D.	Supports street infrastructure improvements for Civic Neighborhood Plan.	$ 213,000.00	$ -	$ -	$ 213,000.00
EC-PATH WAYS	On-Street Paths within Existing City (Along segments of Hogan Rd., Sandy Blvd., 282nd Ave., Rodlun Rd., Butler Rd., 201st Ave., 185th Ave., Powell Loop, SW 14th St., and Pleasant View Dr.)	Add on-street paths along designated collectors and arterials.	$ 7,212,000.00	$ -	$ -	$ 7,212,000.00
EC-SIGNALS	Citywide	Supports improvements to City's Traffic Signal and Transportation Systems Management and Operations systems to increase road and transit capacity.	$ 506,000.00	$ -	$ -	$ 506,000.00
	Existing City and Citywide Total					***$ 70,106,000.00***

Exhibit C of this resolution reflects the indexed project costs adopted by this resolution.

Pleasant Valley

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

Exhibit C of this resolution reflects the indexed project costs adopted by this resolution.

Pleasant Valley (continued)

SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
PV15	New N/S Road west of 190th Ave. and PV14 (from PV14 to Cheldelin Rd.)	Construct stream crossing and natural resource overlay frontage to Major and Standard Collector cross section.	$ 5,536,000.00	$ -	$ -	$ 5,536,000.00
PV16	New E/W Road north of Cheldelin Rd. (from 172nd Ave. to 190th Ave.)	Construct stream crossing and park frontage to Major and Standard Collector cross section.	$ 4,217,000.00	$ -	$ -	$ 4,217,000.00
PV17	SW Knapp St. (extension, from 172nd Ave. to Giese Rd.)	Construct park frontage to Major Collector cross section.	$ 906,000.00	$ -	$ -	$ 906,000.00
PV18	New NE/SW Road east of Jenne Rd. (from PV17 over Foster Rd. into Portland)	Construct stream crossing and natural resources frontage to Standard Collector cross section.	$ 136,000.00	$ -	$ -	$ 136,000.00
PV19	New N/S Road east of 172nd Ave. (from 172nd Ave. to Cheldelin Rd.)	Construct park frontage to Major Collector cross section.	$ 1,103,000.00	$ -	$ -	$ 1,103,000.00
PV20	SE 170th Ave. realignment (from Baxter Rd. to Pleasant Valley boundary)	Construct town center frontage to Major Collector Boulevard cross section.	$ 82,000.00	$ -	$ -	$ 82,000.00
PV22	SE Foster Rd.	Construct town center frontage to Major Collector Boulevard cross section.	$ 290,000.00	$ -	$ -	$ 290,000.00
PV23	SE 170th Ave. realignment (from Baxter Rd. to Pleasant Valley boundary)	Construct town center frontage to Major Collector Boulevard cross section.	$ 102,000.00	$ -	$ -	$ 102,000.00
PV-REGRADE	PV-wide	Fund to be used to regrade existing frontages to bring them to AASHTO standard	$ 3,000,000.00	$ -	$ -	$ 3,000,000.00
PV-TRAFFIC	Traffic Signals in Pleasant Valley	Construct 10 traffic signals at intersections throughout the Pleasant Valley Plan Area.	$ 3,933,000.00	$ 150,000	$ -	$ 3,783,000.00
	Pleasant Valley Subtotal					***$ 65,811,000.00***

Exhibit C of this resolution reflects the indexed project costs adopted by this resolution.

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

Exhibit C of this resolution reflects the indexed project costs adopted by this resolution.

Springwater

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

Exhibit C of this resolution reflects the indexed project costs adopted by this resolution.

	Springwater (Continued)					
SDC Project No.	Intersection / Segment	Project Description	Total Project Cost	Cost to Correct Existing Deficiency	Assumed Grant Funding	SDC-Eligible Project Cost
SW27	SE Hogan Rd. (from Palmquist Rd. to Rugg Rd.)	Construct frontages and stream crossings to Major Arterial cross section.	$ 24,718,000.00	$ -	$ -	$ 24,718,000.00
SW28	SE Telford Rd. (from Palmblad Rd. to Stone Rd.)	Construct natural resources overlay frontage and stream crossings to Minor Arterial cross section.	$ 18,916,000.00	$ -	$ -	$ 18,916,000.00
SW30	SE 282nd Ave. (from approx. 550 feet north of Orient Dr. to approx. 1,700 feet south of Orient Dr.)	Construct west side of road and construct stream crossings to Minor Arterial cross section.	$ 1,974,000.00	$ -	$ -	$ 1,974,000.00
SW32	Springwater Interchange (SE Rugg Rd./SW1 at US-26)	Construct grade separated interchange. (Assumes 75% of project will be funded by grants.)	$ 28,252,000.00	$ -	$ 21,189,000.00	$ 7,063,000.00
SW33	SE 16th St. (from Hogan Rd. to Fleming Ave.)	Construct to Standard Collector standard	$ 1,068,000.00	$ -	$ -	$ 1,068,000.00
SW34	Proposed Collector (SE 262nd Ave.)	Construct to Standard Collector standard	$ 1,904,000.00	$ -	$ -	$ 1,904,000.00
SW35	SE Carl St.	Construct to Standard Collector standard	$ 500,000.00	$ -	$ -	$ 500,000.00
SW36	New E/W Road (from Anderson Rd. to SW1)	Construct to Standard Collector standard	$ 2,031,000.00	$ -	$ -	$ 2,031,000.00
SW-PATH WAYS	On-Street Paths within Springwater (Along Hogan Rd., Rugg Rd./SW1, and 282nd Ave.)	To fund the construction of roadside multiuse paths in Springwater plan area.	$ 4,101,000.00	$ -	$ -	$ 4,101,000.00
SW-TRAFFIC	Traffic Signals and Roundabouts in Springwater	Build 8 traffic signals and 2 roundabouts in the Springwater plan area.	$ 3,673,000.00	$ -	$ -	$ 3,673,000.00
	Springwater Subtotal					*$ 160,638,000.00*

Exhibit C of this resolution reflects the indexed project costs adopted by this resolution.

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

Exhibit D of this resolution reflects the updated Reimbursement Fee Cost Basis

APPENDIX C: REIMBURSEMENT FEE COST BASIS

Projects that are included in the Reimbursement Fee calculation:

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

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

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

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

Reimbursement Fee calculation:

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

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

Exhibit D of this resolution reflects the updated Reimbursement Fee Cost Basis

APPENDIX D: TRANSPORTATION SDC RATES

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

Exhibit B of this resolution reflects the indexed SDC Rates adopted by this resolution.

Exhibit C

Improvement SDC Project List

SDC Project No.	Intersection/ Segment	Project Description	Total Project Cost Indexed	Cost To Correct Existing Deficiency	Assumed Grant Funding	SDC- Eligible Project Cost
EXISTING CITY SDC PROJECT LIST						
EC01	202nd & Glisan	Widen 202nd to add SB right-turn pocket and to extend NB left-turn pocket. Partial signal replacement.	$ 797,110		$ -	$ 797,110
EC02	Burnside & 202nd	Add protected-permitted left turns all approaches. Restripe to extend SB left-turn lane.	$ 92,828		$ -	$ 92,828
EC03	Burnside & Hogan	Widen Burnside to extend EB right turn pocket and to separate WB right turn pocket from bike lane. Partial signal replacement.	$ 2,371,150		$ -	$ 2,371,150
EC04	Stark & 202nd	Widen 202nd to extend SB left-turn pocket and add SB right-turn pocket. Partial signal replacement.	$ 1,378,294		$ -	$ 1,378,294
EC05	Stark & 223rd	Widen to add dual left turns on all approaches and to add EB right-turn pocket and to extend SB right-turn pocket.	$ 4,755,417		$ -	$ 4,755,417
EC06	Stark & Hogan	Widen Hogan to add NB and SB dual left turns and EB, WB, and SB right turn lanes. Replace signal and implement adaptive signal timing.	$ 6,974,208		$ -	$ 6,974,208
EC07	Stark & Kane	Widen Kane to add dual NB left-turn pockets. Widen Stark to add EB right-turn pocket. Replace signal.	$ 3,144,044		$ -	$ 3,144,044
EC08	182nd & Main	Relocate RRFB crosswalk 100' north of current location. Remove median at intersection to allow for two-stage left turns from Main.	$ 343,060		$ -	$ 343,060

SDC Project No.	Intersection/ Segment	Project Description	Total Project Cost Indexed	Cost To Correct Existing Deficiency	Assumed Grant Funding	SDC- Eligible Project Cost
EC09	Division & 182nd	Widen 182nd to add dual NB and SB left-turn pockets. Widen all approaches to separate right-turn pockets from bike lanes. Replace signal.	$ 3,763,570		$ -	$ 3,763,570
EC10	Division & Birdsdale	Widen Birdsdale to add SB right-turn pocket. Partial signal replacement.	$ 609,436		$ -	$ 609,436
EC11	Division & Kane	Widen Division to add dual EB left-turn pockets. Replace signal.	$ 1,235,016		$ -	$ 1,235,016
EC12	Powell & Hogan	Widen Hogan to add second NB through lane between Powell & Burnside. Partial signal replacement.	$ 7,596,761		$ -	$ 7,596,761
EC13	Powell Valley & Barnes	Widen Powell Valley to add two-way left-turn lane for dual-stage left turns from Barnes.	$ 647,778		$ -	$ 647,778
EC14	282nd Corridor - Powell Valley to Lusted	Widen 282nd to create continuous Minor Arterial cross section between Powell Valley and Lusted. New signal at Powell Valley intersection and minor signal modifications at Lusted intersection.	$ 2,402,429		$ -	$ 2,402,429
EC15	282nd & Chase	Widen Chase to add EB left-turn lane.	$ 144,287		$ -	$ 144,287
EC16	Orient & Welch	Widen Orient to add center two-way left-turn lane for dual-stage left turns from Welch.	$ 355,168		$ -	$ 355,168
EC17	Towle & Willow	Widen Towle to add center two-way left-turn lane for dual-stage left turns from Willow.	$ 254,268		$ -	$ 254,268
EC18	Hogan & Butler	Widen Hogan to add center two-way left-turn lane for dual-stage left turns from Butler.	$ 114,017		$ -	$ 114,017
EC19	Pleasant View Corridor - Johnson Ck to SW 31st	Widen Highland/Pleasant View corridor to Standard Arterial cross section between Johnson Creek and SW 30th St. Partial replacement of Highland & Pleasant View traffic signal. (Assumes 50% of project will be funded by grants; 90% of local match funding provided by Pleasant Valley Offsite SDC Project No. P3.)	$ 12,718,445		$ 6,359,000	$ 635,945

SDC Project No.	Intersection/ Segment	Project Description	Total Project Cost Indexed	Cost To Correct Existing Deficiency	Assumed Grant Funding	SDC- Eligible Project Cost
EC20	Hogan Corridor - Powell to Palmquist	Widen to Major Arterial cross section between Powell and Palmquist. (Assumes 50% of project will be funded by grants; 90% of local match funding provided by Springwater Offsite SDC Project No. S1.)	$ 37,580,205		$ 18,790,000	$ 1,879,021
EC21	Palmquist Corridor - Hogan to US-26	Widen to Minor Arterial cross section between Hogan and US-26. Add NB right-turn lane at Palmblad. (Assumes 60% grant funding.)	$ 6,228,557		$ 3,114,000	$ 3,114,557
EC22	Butler Corridor - Binford to Towle	Realign Butler Rd. between Binford and Rodlun. Widen to Towle, incl. Butler Ck. culvert. (Assumes 60% grant funding.)	$ 12,658,000		$ 7,595,000	$ 5,063,000
EC23	Regner Corridor - Roberts to Butler	Widen to Minor Arterial Cross section between Roberts and Butler. (Assumes 60% grant funding.)	$ 25,683,086		$ 15,410,000	$ 10,273,086
EC24	Division Complete Street	Local portion for project to complete cross section to Standard Arterial standards between Gresham-Fairview Trail and Wallula.	$ 2,648,000		$ -	$ 2,648,000
EC25	Cleveland Phase 2	Local portion for project to complete cross section to Minor Arterial standards from Stark to Powell. Add southbound right turn lane at Burnside with partial signal reconstruction.	$ 2,672,000		$ -	$ 2,672,000
EC26	Civic Neighborhood T.O.D.	Supports street infrastructure improvements for Civic Neighborhood Plan.	$ 213,000		$ -	$ 213,000
EC-PATHS	On-street paths	Add on-street paths along designated collectors and arterials.	$ 7,221,154		$ -	$ 7,221,154
EC-SIGNALS	Signal and communications improvements	Supports improvements to City's Traffic Signal and Transportation Systems Management and Operations systems to increase road and transit capacity.	$ 528,676		$ -	$ 528,676
EXISTING CITY AND CITYWIDE TOTAL						**$ 71,227,279**

SDC Project No.	Intersection/ Segment	Project Description	Total Project Cost Indexed	Cost To Correct Existing Deficiency	Assumed Grant Funding	SDC- Eligible Project Cost
PLEASANT VALLEY SDC PROJECT LIST						
PV01	SE 190th Ave. (from 30th St. to Cheldelin Rd.)	Construct core roadway, natural resource overlay and publicly-owned frontages, and stream crossing to Standard Arterial cross section.	$ 13,525,183		$ -	$ 13,525,183
PV02	SW Linneman Dr (previously SE 182nd Ave.) (from Giese Rd. to 2013 city limits)	Construct core roadway to Major Collector cross section between Giese Rd and Knapp Rd and construct natural resource overlay frontage and stream crossing to Standard Collector cross section between SW Knapp Rd and SE Richey Rd.	$ 2,979,577		$ -	$ 2,979,577
PV03	SW Linneman Dr (previously SE 182nd Ave.) (from 2013 city limits to Cheldelin Rd.)	Construct natural resource overlay frontage and stream crossings to Standard Collector cross section except where adjacent to schools, then construct core roadway to Major Collector cross section.	$ 6,233,602		$ -	$ 6,233,602
PV04	SE 172nd Ave. (from Giese Rd. to Cheldelin Rd.)	Construct segments north and south of SE Foster Rd to Minor Arterial standard. Includes boulevard treatments at centers and a creek crossing.	$ 5,944,019		$ -	$ 5,944,019
PV05	SE Giese Rd. (new road, from Pleasant Valley boundary to 2013 city limits)	Construct new road including natural resource and park frontages to Minor Arterial cross section. Includes boulevard treatments where applicable.	$ 4,143,963		$ -	$ 4,143,963
PV06	SE Giese Rd. (from 2013 city limits to 190th Ave.)	Construct to Minor Arterial cross section.	$ 733,751		$ -	$ 733,751
PV07	SW Knapp St. (new, from SW Linneman Dr to 190th Ave.)	Construct to Standard or Major Collector cross section per functional classification map. Includes a creek crossing.	$ 1,865,641		$ -	$ 1,865,641
PV08	SW Knapp St. (new, from 172nd Ave. to SW Linneman	Construct to Major Collector cross section with boulevard design where applicable.	$ 3,901,803		$ -	$ 3,901,803

SDC Project No.	Intersection/ Segment	Project Description	Total Project Cost Indexed	Cost To Correct Existing Deficiency	Assumed Grant Funding	SDC- Eligible Project Cost
PV09	SE Cheldelin Rd. (from Pleasant Valley boundary to 2013 city limits)	Construct to Minor Arterial cross section with boulevard treatments at center. Includes a creek crossing.	$ 4,583,887		$ -	$ 4,583,887
PV10	SE Cheldelin Rd. (from 2013 city limits to 190th Ave.)	Construct core roadway to Minor Arterial cross section.	$ 898,010		$ -	$ 898,010
PV12	West side SW Linneman Dr, south of future extension of SE 31st. Master Planned parked frontage.	Construct park frontage to Major Collector cross section.	$ 616,499		$ -	$ 616,499
PV13	SW 31st St. (new, from Giese Rd. to 190th Ave.)	Construct park frontage to Major Collector cross section.	$ 1,342,979		$ -	$ 1,342,979
PV15	New N/S Road west of 190th Ave. (from Richey Rd. to Cheldelin Rd.)	Construct stream crossing and natural resource overlay frontage to Major and Standard Collector cross section. Includes two creek crossings.	$ 5,585,824		$ -	$ 5,585,824
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. Includes two creek crossings.	$ 4,254,953		$ -	$ 4,254,953
PV17	SW Knapp St. (extension, from 172nd Ave. to Giese Rd.)	Construct park frontage to Major Collector cross section.	$ 914,154		$ -	$ 914,154
PV18	New NE/SW Road east of Jenne Rd. (from PV17 over Foster Rd. into Portland)	Construct natural resources frontage to Standard Collector cross section.	$ 137,224		$ -	$ 137,224
PV19	New N/S Road east of 172nd Ave. (from 172nd Ave. to Cheldelin Rd.)	Construct park frontage to Major Collector cross section.	$ 1,112,927		$ -	$ 1,112,927

SDC Project No.	Intersection/ Segment	Project Description	Total Project Cost Indexed	Cost To Correct Existing Deficiency	Assumed Grant Funding	SDC- Eligible Project Cost
PV20	SE 170th Ave. realignment (from Baxter Rd. to Pleasant Valley boundary)	Construct town center frontage to Major Collector Boulevard cross section.	$ 82,738		$ -	$ 82,738
PV22	SE Foster Rd.	Construct frontage to Minor Arterial cross section.	$ 292,610		$ -	$ 292,610
PV23	SE Crystal Springs Rd. near 172nd Ave.	Construct resource area frontage to Minor Collector Boulevard cross section.	$ 102,918		$ -	$ 102,918
PV-REGRADE	PV-wide	Fund to be used to regrade existing frontages to bring them to AASHTO standard	$ 3,027,000		$ -	$ 3,027,000
PV-TRAFFIC	Traffic Signals in Pleasant Valley	Construct 11 traffic signals at intersections throughout the Pleasant Valley Plan Area.	$ 3,968,397	$ 151,350	$ -	$ 3,817,047
			$ 66,247,659	**$ 151,350**	**$ -**	**$ 66,096,309**

PLEASANT VALLEY OFFSITE

P3	Pleasant View Corridor - Johnson Ck to SW 31st	Widen Highland/Pleasant View corridor to Standard Arterial cross section between Johnson Creek and SW 30th St. Partial replacement of Highland & Pleasant View traffic signal. (Assumes 50% of project will be funded by grants; 10% of funding provided by Existing City SDC Project No. EC-19.)	$ 12,718,445		$ 6,359,000	$ 5,723,501
			$ 12,718,445	**$ -**	**$ 6,359,000**	**$ 5,723,501**

PLEASANT VALLEY AREA TOTAL (Plan Area and Offsite)	**$ 78,966,104**	**$ 151,350**	**$ 6,359,000**	**$ 71,819,809**
PLEASANT VALLEY 20-YEAR PROJECT TOTAL (10.864% of Pleasant Valley Total)				**$ 7,802,752**

SDC Project No.	Intersection/ Segment	Project Description	Total Project Cost Indexed	Cost To Correct Existing Deficiency	Assumed Grant Funding	SDC- Eligible Project Cost
SPRINGWATER SDC PROJECT LIST						
SW01	SE Rugg Rd./New Road SW1 (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).	$ 45,194,119	$ -	$ -	$ 45,194,119
SW04	SE 19th St. (from Hogan Rd. to 100 feet west of Palmblad Rd.)	Construct new road to Minor Arterial cross section.	$ 626,589	$ -	$ -	$ 626,589
SW05	SE Palmblad Rd. (from Hillyard Rd. to Rugg Rd.)	Widen to Minor Arterial cross section, including natural resources frontages and two stream crossings. Does not include Gem Trails subdivision frontage.	$ 14,208,738	$ -	$ -	$ 14,208,738
SW07	SE Butler Road extension (from Hogan Rd. to McNutt Rd.)	Construct new road and stream crossing to Minor Arterial cross section. Includes one stream crossing.	$ 3,714,129	$ -	$ -	$ 3,714,129
SW08	New N/S Road SW8 (from Hogan Rd. to McNutt Rd.)	Construct to Minor Arterial cross section with boulevard design.	$ 903,055	$ -	$ -	$ 903,055
SW09	McNutt Rd./New Road SW9 (from SW8 to SW1)	Widen and extend to Minor Arterial cross section per SW IAMP alignment and to boulevard design where designated. Includes one stream crossing.	$ 12,855,669	$ -	$ -	$ 12,855,669
SW14	New N/S Road SW14 (byway road on east side of Hogan Rd., from approx. 5,200 feet north of Rugg Rd. to approx. 2,300 feet north of Rugg Rd.)	Construct new road and stream crossing to Standard Collector cross section.	$ 6,096,378	$ -	$ -	$ 6,096,378
SW15	SE 267th Ave. (Springwater boundary to SW1)	Construct natural resources overlay frontages, park frontage, and stream crossing to Standard Collector cross section.	$ 2,318,682	$ -	$ -	$ 2,318,682

SDC Project No.	Intersection/ Segment	Project Description	Total Project Cost Indexed	Cost To Correct Existing Deficiency	Assumed Grant Funding	SDC- Eligible Project Cost
SW18	New N/S Road SW18 (from Orient Dr. to Stone Rd.)	Construct natural resources overlay frontage and stream crossings to Standard Collector cross section.	$ 3,579,932	$ -	$ -	$ 3,579,932
SW21	New E/W Road SW21 (from S8 to Kane Rd.)	Construct natural resources overlay frontage and stream crossing to Standard Collector cross section.	$ 2,284,376	$ -	$ -	$ 2,284,376
SW23	SE Kane Rd. (from SW21 to Rugg Rd.)	Construct natural resources overlay frontage and stream crossing to Standard Collector cross section.	$ 2,525,527	$ -	$ -	$ 2,525,527
SW27	SE Hogan Rd. (from Palmquist Rd. to Rugg Rd.)	Construct frontages and stream crossings to Major Arterial cross section.	$ 24,940,462	$ -	$ -	$ 24,940,462
SW28	SE Telford Rd. (from Palmblad Rd. to Stone Rd.)	Construct public and natural resource area frontage and stream crossings to Minor Arterial cross section.	$ 19,086,244	$ -	$ -	$ 19,086,244
SW30	SE 282nd Ave. (from approx. 550 feet north of Orient Dr. to approx. 1,700 feet south of Orient Dr.)	Construct west side of road and construct stream crossings to Minor Arterial cross section.	$ 1,991,766	$ -	$ -	$ 1,991,766
SW32	Springwater Interchange (Rugg Rd./S1 at US-26)	Construct grade separated interchange. (Assumes 75% of project will be funded by grants.)	$ 28,506,268	$ -	$ 21,380,000	$ 7,126,268
SW33	SE 16th St. (from Hogan Rd. to Fleming Ave.)	Construct public and natural resource frontage and stream crossings to Standard Collector cross section.	$ 1,077,612	$ -	$ -	$ 1,077,612
SW34	Proposed Collector (262nd Ave)	Construct public and natural resource frontage and stream crossings to Standard Collector cross section.	$ 1,921,136	$ -	$ -	$ 1,921,136

SDC Project No.	Intersection/ Segment	Project Description	Total Project Cost Indexed	Cost To Correct Existing Deficiency	Assumed Grant Funding	SDC- Eligible Project Cost
SW35	SE Carl St.	Construct public and natural resource frontage and stream crossings to Standard Collector cross section.	$ 504,500	$ -	$ -	$ 504,500
SW36	New E/W Road (from Anderson Rd. to SW1)	Construct public and natural resource frontage and stream crossings to Standard Collector cross section.	$ 2,049,279	$ -	$ -	$ 2,049,279
SW- PATHS	On-Street Paths within Springwater (Along Hogan Rd., Rugg Rd./SW1, and 282nd Ave.)	To fund the construction of onstreet paths in Springwater plan area.	$ 4,137,909	$ -	$ -	$ 4,137,909
SW-TRAFFIC	Traffic Signals and Roundabouts in Springwater	Build 8 traffic signals and 2 roundabouts in the Springwater plan area.	$ 3,706,057	$ -	$ -	$ 3,706,057
			$ 182,228,427	**$ -**	**$ 21,380,000**	**$ 160,848,427**

SPRINGWATER OFFSITE

S1	SE Hogan Rd. (from Powell Blvd. to Palmquist Rd.)	Widen to Major Arterial cross section between Powell and Palmquist. (Assumes 50% of project will be funded by grants; 10% of funding provided by Existing City SDC Project No. EC20.)	$ 37,580,205	$ -	$ 18,790,000	$ 16,911,185
						$ 16,911,185

SPRINGWATER AREA TOTAL (Plan Area and Offsite) **$ 177,759,612**

SPRINGWATER 20-YEAR PROJECT TOTAL (6.026% of Springwater Total) **$ 10,711,643**

Exhibit D
Reimbursement SDC Cost Basis

Table D.1 - Projects that are included in the Reimbursement Fee Calculation.

Year of Const-ruction	Project Name	Portion of Project Paid Using Transportation SDC Revenue or SDC Debt*
2015	190th/Pleasant View, Highland to Willow	$538,000
2015	Wy'East Way (MAX Path)	$306,000
2017	Cleveland Ave. Corridor, Phase 1	$281,000
2017	On-Street Paths Program	$203,026
2018	SE 19th St. Improvements (SW)	$112,370
2018	Palmquist Rd. Improvements (SW)	$428,394
2019	Palmquist Rd. Improvements	$80,642
2019	282nd & Lusted Intersection	$504,571
2020	Powell & Highland Intersection	$17,808
2020	On-Street Paths Program	$42,664
2020	Signal Operations Improvements (Citywide)	$637,661
2020	SE 190th Dr. (PV)	$122,696
2020	174th Corridor Planning (PV)	$12,593
2020	SE 19th St. Improvements (SW)	$80,642
2020	Signal Operations Improvements (Citywide)	$655,000
2021	Palmquist Rd. Improvements	$520,691
2021	Glisan & 202nd Intersection	$140,106
2021	Highland Dr. Corridor	$49,855
2021	On-Street Paths Program	$33,322
2021	190th Ave. Improvements (PV)	$53,553
2022	Burnside & Hogan Intersection	$872,942
2022	Palmquist Rd. Improvements	$48,739
2022	Glisan & 181st Intersection	$848,721
2022	Stark Corridor (223rd, Hogan Intersections)	$466,165
2022	Sandy & 185th Intersection (Sandy Corridor)	$837,033
2022	Cleveland Ave. Corridor, Phase 2	$25,211
2022	Division St. Corridor	$59,115
2022	TIF Update	$55,175
2022	On-Street Paths Program	$47,407
2022	190th Ave. Improvements (PV)	$733,251
2023	Powell & Hogan Intersection	$234,192
2023	Sandy & 185th Intersection (Sandy Corridor)	$208,386
2023	Sandy & 181st Intersection (Sandy Corridor)	$208,386
2023	Cleveland Ave. Corridor, Phase 2	$255,304
2023	Division St. Corridor	$101,692

Year of Const-ruction	Project Name	Portion of Project Paid Using Transportation SDC Revenue or SDC Debt*
2023	Knapp St. Improvements (PV)	$403,563
2023	ROW Dedication on Telford Rd.	$98,375
2023	282nd Onstreet Path	$167,493
2024	ROW Dedication on Giese Rd.	$64,794
2024	ROW Dedication on 190th	$208,348
2024	282nd Onstreet Path	$55,257
2025	190th Improvements	$31,110

Table D.2 - Reimbursement Fee Calculation

Year	Years since built	SDC Project Costs	ENR Index Adjust-ment	SDC Project Cost Indexed per ENR	Deprec-iation %	Depreciated Value
2006	19	$0		$0	95%	$0
2007	18	$0		$0	90%	$0
2008	17	$0		$0	85%	$0
2009	16	$0		$0	80%	$0
2010	15	$0		$0	75%	$0
2011	14	$0		$0	70%	$0
2012	13	$0		$0	65%	$0
2013	12	$0		$0	60%	$0
2014	11	$0		$0	55%	$0
2015	10	$844,000	133.57%	$1,127,331	50%	$563,665
2016	9	$0	129.68%	$0	45%	$0
2017	8	$484,026	125.54%	$607,646	40%	$364,588
2018	7	$540,764	122.03%	$659,894	35%	$428,931
2019	6	$585,213	119.88%	$701,553	30%	$491,087
2020	5	$1,569,064	117.41%	$1,842,238	25%	$1,381,679
2021	4	$797,527	109.32%	$871,857	20%	$697,485
2022	3	$3,993,759	103.52%	$4,134,339	15%	$3,514,188
2023	2	$1,677,391	100.90%	$1,692,488	10%	$1,523,239
2024	1	$84,931	100.00%	$84,931	5%	$80,685
					Indexed, depreciated total	**$9,045,547**
					New Trips	**9812**
					Per Trip	**$921.89**