



Memorandum

To: John Lewis and Dayna Webb, City of Oregon City **Date:** December 21, 2017
From: John Ghilarducci and Anthony Martin, FCS GROUP
RE: Oregon City Transportation System Development Charge

Oregon Revised Statutes (ORS) 223.297 to 223.314 authorize local governments to establish system development charges (SDCs), one-time fees on new development paid at the time of development. ORS 223.299 specifies that an SDC is made up of the following fees, or either fee separately:

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

The purpose of this memo is to summarize the updated transportation system development charge (SDC). We calculate a reimbursement fee and reference the improvement fee calculation performed by DKS Associates. ORS also authorizes the expenditure of SDCs for “the costs of complying with the provisions of ORS 223.297 to 223.314....” To avoid spending monies for compliance that might otherwise be spent on growth-related projects, this report includes an estimate of compliance costs in the SDC calculation.

Exhibit 1 shows the SDC calculation in equation format.

Exhibit 1: SDC Equation				
Eligible costs of available capacity in existing facilities Units of growth in demand	+	Eligible costs of capacity-increasing capital improvements Units of growth in demand	+	Pro-rata share of costs of complying with Oregon SDC law = SDC per unit of growth in demand (trips)

1. GROWTH CALCULATION

Growth is the denominator in both the improvement and reimbursement fee calculations, and it is measured in units that most directly reflect the source of demand.

1.A Trip Types

Units that most directly reflect the source of demand for transportation, and are most defensible, are some version of the trip-end (hereafter referred to as “trip”). A trip either begins from or ends at a particular site during a specified period of time. The City explored several different trip options, explained below.

- ◆ **P.M. Peak Hour Vehicle Trips for Road Improvements, Bike/Ped Trips for Bike/Ped Improvements:** P.M. Peak Hour Vehicle Trips measure the number of vehicle trips during the

evening rush hour, generally 4 p.m. to 6 p.m. Bike/ped trips measure the trips completed by non-vehicular modes. These trip types were used in the existing methodology, with each trip basis serving as the growth for road projects and bike/ped projects, respectively.

- ◆ **Average Daily Person Trips:** Person trips are defined as the number of people that either begin or end a trip at a site, regardless of transportation mode. This includes average daily vehicle trips (multiplied by the number of people in the vehicle) as well as trips for people who utilize bicycle, pedestrian, and transit facilities. This trip type allows the road and bike/ped projects to be combined and a single SDC calculation since average daily person trips represent demand on all transportation infrastructure.
- ◆ **P.M. Peak Hour Person Trips:** This methodology includes all trips, bicycle, pedestrian, transit, and vehicle, only during the P.M. peak hour. This trip type also allows all projects to be included in one trip basis and a single SDC calculated.

After consideration of these options, the City elected to maintain its current approach – using PM peak hour vehicle trips as the basis for recovering the cost of vehicular improvements and bike/ped trips as the basis for recovering the cost of bike/ped improvements. This approach has two advantages. First, separating trip counts by mode (vehicle vs. bike/ped) recognizes that different kinds of development have different mode splits. Although data on bike/ped generation is currently scarce, the City's approach creates a mechanism by which that data can be incorporated as it becomes available. Second, a focus on vehicle trips for vehicular improvements leverages the vast database of the Institute of Transportation Engineers.

1.B Chosen Trip Methodology

We forecast P.M. peak hour vehicle trip growth, shown in **Exhibit 2**, based on the Oregon City Transportation System Plan. Trips in 2016 were interpolated based on the compound annual growth rate (CAGR).

Exhibit 2: Vehicle Trip Growth							
	2010	2016	2035	Growth (2010 to 2035)	Growth (2016 to 2035)	CAGR	Trip Growth as a % of Future
Peak-Hour Trips	33,012	37,226	54,461	21,449	17,235	2.02%	39.38%

Source: Oregon City Transportation System Plan T.M. #6 - Future Traffic Performance on Major Street Network.

Abbreviation: CAGR = Compound Annual Growth Rate

Bike/ped trips are derived based on trip growth in **Exhibit 2**. P.M. peak hour vehicle trips are converted to average daily vehicle trips using a ratio of one peak hour vehicle trip per ten average daily vehicle trips.¹ Then, average daily vehicle trips are adjusted to include bike/ped trips.² Finally, residential bike/ped trips are separated out based on further analysis of trip types by DKS. **Exhibit 3** shows the conversion from P.M. peak hour trips to bike/ped trips and the residential portion of bike/ped trips.

¹ This ratio is determined by the rounded ratio of peak hour vehicle trips to average daily vehicle trips for a single family detached home.

² Census travel data for the Portland Metro area indicate that walking, bike, and transit trips generally account for 12% of all trips. Based on the 2009 transportation SDC methodology.

Exhibit 3: Bike / Ped Trips within UGB		2010-2035 Growth
Peak-Hour Vehicle Trip Growth		21,449
Average Daily Vehicle Trip Growth (Estimate)¹		214,490
Bike/Ped % of Total Trips²		12.0%
Total Daily Trip Growth (Vehicle & Bike/Ped)		243,739
Bike/Ped Daily Trip Growth		29,249
Residential Bike/Ped Daily Trip Growth³		16,674

¹Estimate based on ratio of 10 average daily vehicle trips per 1 P.M. peak-hour trip.

²Census travel data for the Portland Metro area indicate that walking, bike, and transit trips generally account for 12% of all trips. From the 2009 transportation SDC methodology.

³DKS Estimate

2. REIMBURSEMENT FEE BASIS

The reimbursement fee cost basis is the cost of capacity in the existing system that is available for future users. Calculation of the reimbursement fee begins with the historical cost of assets that have unused capacity to serve future users. For each asset or project, the portion that is available to serve future users is identified for inclusion in the fee.

In this case, the estimated cost of unused capacity in the City transportation system is determined based on previous investment of SDCs in capacity expanding projects. Eligible reimbursement fee costs reflect the amount of current infrastructure capacity that will accommodate future growth. For this analysis, we assume that any capacity-increasing expenditure is reduced by the growth in trips since the expenditure, as a portion of total trip growth to the end of the planning period. This reflects the assumption, confirmed by staff, that SDCs were expended on capacity-increasing projects. **Exhibit 4** shows the reimbursement fee cost basis calculation (see **Appendix A** for full calculations).

Exhibit 4: Reimbursement Fee Cost Basis Calculation				
	Improvement Fee Expenditures	Percent Unused Capacity	Unused Capacity	
FY 1993	\$ 12,444	55.6%	\$ 6,924	
FY 1994	5,163	56.5%	2,917	
FY 1995	507,849	57.4%	291,615	
FY 1996	714,935	58.4%	417,404	
FY 1997	136,330	59.4%	80,978	
FY 1998	607,438	60.5%	367,325	
FY 1999	349,194	61.6%	215,126	
FY 2000	2,150,624	62.8%	1,350,785	
FY 2001	464,918	64.1%	297,944	
FY 2002	1,830,294	65.4%	1,197,786	
FY 2003	1,623,524	66.9%	1,085,929	
FY 2004	898,980	68.4%	615,158	
FY 2005	1,433,872	70.1%	1,004,799	
FY 2006	514,297	71.8%	369,474	
FY 2007	2,937,689	73.7%	2,166,099	
FY 2008	1,011,597	75.8%	766,519	
FY 2009	816,519	78.0%	636,659	
FY 2010	1,919,051	80.4%	1,541,986	
FY 2011	959,333	82.9%	795,606	
FY 2012	1,703,698	85.7%	1,460,818	
FY 2013	553,328	88.8%	491,438	
FY 2014	5,179	92.2%	4,774	
FY 2015	473,661	95.9%	454,210	
FY 2016	79,189	100.0%	79,189	
Total	\$ 21,709,104		\$ 15,701,460	

Exhibit 4: Reimbursement Fee Cost Basis Calculation			
	Improvement Fee Expenditures	Percent Unused Capacity	Unused Capacity

Source: FY1991 - FY2000 expenditures based on 2009 Transportation SDC Methodology; FY 2001-FY2016 expenditures based on City staff.

3. IMPROVEMENT FEE BASIS

The improvement fee cost basis was calculated based on analysis by DKS Associates and documented the City's Transportation SDC CIP Project List. The sources of projects in this methodology include the Transportation System Plan; South End Concept Plan; Linn Avenue, Leland Road & Meyers Road Corridor Plan; Willamette Fall Legacy Project; and Meyers Road Extension Concept Plan.

The City chose to update two project lists to reflect different modes: a roadway motor vehicle project list and a bike/ped project list. The growth for the roadway project list is measured in P.M. peak hour vehicle trips and growth for the bike/ped project list is measured in bike/ped trips. Further, the City decided to divide the bike/ped project list into projects that provide general benefit to all development areas and projects that primarily benefit residential development areas. Projects are located on local roads that primarily see residential traffic. This was done to reflect the assumption that residential development receives greater benefit from several bike projects than non-residential development.

After deducting the non-City share of costs, improvement fee eligibility is calculated based on the extent to which each project is expected to serve development from 2010 to 2035. All bike/ped projects (except one for which the City shares responsibility with another agency) were eligible based on the growth in trips as a percent of total future trips, 39.4%, in **Exhibit 2**, reflecting the assumption that bike/ped projects will serve existing and future customers proportionally. In the project list, the City differentiated between general bike/ped projects and those which primarily benefit residential projects. A summary of the improvement fee cost basis by project type is shown in **Exhibit 5**.

Exhibit 5: Improvement Fee Cost Basis			
	Total Project Cost	Total SDC-Eligible Portion	Total SDC Eligible Cost
Roadway Projects	\$ 258,730,000	64.0%	\$ 165,685,778
General Bike/Ped Projects	43,250,000	36.8%	15,912,478
Residential Bike/Ped Projects	69,975,000	39.4%	27,560,497
Total	\$ 371,955,000	56.23%	\$ 209,158,753

Source: Oregon City Transportation SDC CIP Project List

4. COMPLIANCE COST RECOVERY

The compliance cost recovery is calculated based on staff estimates of the annual cost of administering the SDC. Transportation SDC accounting and study costs equal approximately \$6,030 per year. As shown in **Exhibit 6**, administrative costs as a percent of total annual revenue, assuming level annual revenues, are 0.06 percent.

Exhibit 6: Compliance Cost Recovery Calculation

	Calculation
Annual Transportation SDC Administrative Cost	\$ 6,030
<i>Annual Revenues from Roadway Improvements Charge</i>	\$ 7,537,371
<i>Annual Revenues from General Bike/Ped Improvements Charge</i>	672,943
<i>Annual Revenues from Residential Bike/Ped Improvements Charge</i>	2,044,529
Estimated Annual Proposed SDC Revenues	\$ 10,254,843
Admin. Cost as a % of Total Ann'l Revenues	0.06%

Source: City staff.

5. CALCULATED FEE

The calculated SDC is the sum of the reimbursement fee, improvement fee, and compliance cost recovery factor. The reimbursement fee is derived by dividing the cost basis by the growth in vehicle trips from 2016 to 2035, based on the initial year of the analysis. All reimbursement fee eligible expenditures were for roadways and are therefore included in the roadway SDC fee calculation. The improvement fee is derived by first subtracting the SDC fund balance and then dividing the adjusted cost basis by the growth in trips from 2010 to 2035. We deduct the SDC fund balance to avoid double-charging for improvements that will be constructed using available monies. The adjusted improvement fee cost basis is divided by trip growth from 2010 to 2035 because the project improvement fee eligibility was calculated based on growth served from 2010 to 2035. Finally, the administrative cost recovery is added as 0.06 percent of the reimbursement and improvement fees.

Exhibit 7: Transportation SDC	Roadway Improvements	General Bike / Ped Improvements	Residential Bike / Ped Improvements
Reimbursement Fee			
Cost of Net Unused Capacity	\$ 15,701,460 (1)		
Less: Reimbursement Fee SDC Fund Balance	<u>-</u>		
Reimbursement Fee Cost Basis	\$ 15,701,460 (2)		
Growth to End of Planning Period	17,235 P.M. Peak-Hour Vehicle Trips		
Reimbursement Fee	\$ 911.04 per PMPHVT		
Improvement Fee			
Capacity Expanding Projects	\$ 165,685,778 (3)	\$ 15,912,478 (6)	\$ 27,560,497 (8)
Less: Improvement Fee SDC Fund Balance	<u>(6,997,251) (4)</u>	<u>-</u>	<u>-</u>
Improvement Fee Cost Basis	\$ 158,688,527	\$ 15,912,478	\$ 27,560,497
Citywide Growth to End of Planning Period	21,449 (5) P.M. Peak-Hour Vehicle Trips	29,249 (7) Bike / Ped Trips	16,674 (9) Bike / Ped Trips
Improvement Fee	\$ 7,398.41 per PMPHVT	\$ 544.04 per Bike/Ped Trip	\$ 1,652.90 per Bike/Ped Trip
Total System Development Charge			
Reimbursement Fee	\$ 911.04 per PMPHVT	\$ - per Bike/Ped Trip	\$ - per Bike/Ped Trip
Improvement Fee	\$ 7,398.41 per PMPHVT	\$ 544.04 per Bike/Ped Trip	\$ 1,652.90 per Bike/Ped Trip
TSDC Subtotal	\$ 8,309.45 per PMPHVT	\$ 544.04 per Bike/Ped Trip	\$ 1,652.90 per Bike/Ped Trip
plus: Administrative Cost Recovery	0.06%	\$ 0.32 per Bike/Ped Trip	\$ 0.97 per Bike/Ped Trip
Total TSDC	\$ 8,314 per PMPHVT	\$ 544 per Bike/Ped Trip	\$ 1,654 per Bike/Ped Trip

Sources:

- (1) Exhibit 4 - Total unused capacity
- (2) Exhibit 2 - Growth (2016 to 2035)
- (3) Exhibit 5 - Total SDC eligible cost for roadway projects
- (4) City staff
- (5) Exhibit 2 - Growth (2010 to 2035)
- (6) Exhibit 5 - Total SDC eligible cost for general bike/ped projects
- (7) Exhibit 3 - Bike/ped daily trip growth
- (8) Exhibit 5 - Total SDC eligible cost for residential bike/ped projects
- (9) Exhibit 3 - Residential bike/ped daily trip growth

The following table, **Exhibit 8**, shows the calculated fees for a variety of land uses.

December 21, 2017
 City of Oregon City
 Transportation SDC Methodology

Exhibit 8: Transportation SDC by Land Use			Vehicle Fee Portion						
ITE Code	Land Use	Unit	P.M. Peak Hour Vehicle Trips	Primary Trip Adjustments as a Percent of Total ¹	Adjusted P.M. Peak Hour Vehicle Trips	Reimbursement Fee	Improvement Fee	Compliance Fee	Total
110	General Light Industrial	1,000 SFGFA	1.08	100%	1.08	\$984	\$7,990	\$5	\$8,979
130	Industrial Park	1,000 SFGFA	0.84	100%	0.84	\$765	\$6,215	\$4	\$6,984
140	Manufacturing	1,000 SFGFA	0.75	100%	0.75	\$683	\$5,549	\$4	\$6,236
151	Mini-Warehouse	1,000 SFGFA	0.29	100%	0.29	\$264	\$2,146	\$1	\$2,411
160	Data Center	1,000 SFGFA	0.14	100%	0.14	\$128	\$1,036	\$1	\$1,164
210	Single-Family Detached Housing	Dwelling unit	1.02	100%	1.02	\$929	\$7,546	\$5	\$8,481
220	Apartment	Dwelling unit	0.67	100%	0.67	\$610	\$4,957	\$3	\$5,571
	Residential								
230	Condominium/Townhouse	Dwelling unit	0.52	100%	0.52	\$474	\$3,847	\$3	\$4,323
240	Mobile Home Park	ODU	0.60	100%	0.60	\$547	\$4,439	\$3	\$4,989
254	Assisted Living	Bed	0.35	100%	0.35	\$319	\$2,589	\$2	\$2,910
310	Hotel	Room	0.61	100%	0.61	\$556	\$4,513	\$3	\$5,072
320	Motel	Room	0.56	100%	0.56	\$510	\$4,143	\$3	\$4,656
417	Regional Park	Acre	0.26	100%	0.26	\$237	\$1,924	\$1	\$2,162
430	Golf Course	Acre	0.39	100%	0.39	\$355	\$2,885	\$2	\$3,243
492	Health/Fitness Club	1,000 SFGFA	4.06	100%	4.06	\$3,699	\$30,038	\$20	\$33,756
495	Recreational Community Center	1,000 SFGFA	3.35	100%	3.35	\$3,052	\$24,785	\$16	\$27,853
520	Elementary School	1,000 SFGFA	3.11	59%	1.83	\$1,672	\$13,575	\$9	\$15,256
522	Middle School/Junior High School	1,000 SFGFA	2.52	59%	1.49	\$1,355	\$11,000	\$7	\$12,362
530	High School	1,000 SFGFA	2.12	59%	1.25	\$1,140	\$9,254	\$6	\$10,400
540	Junior/Community College	1,000 SFGFA	2.64	100%	2.64	\$2,405	\$19,532	\$13	\$21,950
560	Church	1,000 SFGFA	0.94	100%	0.94	\$856	\$6,955	\$5	\$7,815
565	Day Care Center	1,000 SFGFA	13.75	33%	4.54	\$4,134	\$33,570	\$22	\$37,726
590	Library	1,000 SFGFA	7.20	100%	7.20	\$6,560	\$53,269	\$35	\$59,863
610	Hospital	1,000 SFGFA	1.16	100%	1.16	\$1,057	\$8,582	\$6	\$9,645
620	Nursing Home	1,000 SFGFA	1.01	100%	1.01	\$920	\$7,472	\$5	\$8,397
710	General Office Building	1,000 SFGFA	1.49	100%	1.49	\$1,357	\$11,024	\$7	\$12,388
720	Medical-Dental Office Building	1,000 SFGFA	4.27	100%	4.27	\$3,890	\$31,591	\$21	\$35,502

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Exhibit 8: Transportation SDC by Land Use			Vehicle Fee Portion						
ITE Code	Land Use	Unit	P.M. Peak Hour Vehicle Trips	Primary Trip Adjustments as a Percent of Total ¹	Adjusted P.M. Peak Hour Vehicle Trips	Reimbursement Fee	Improvement Fee	Compliance Fee	Total
731	State Motor Vehicles Department	1,000 SFGFA	19.93	100%	19.93	\$18,157	\$147,450	\$97	\$165,705
732	United States Post Office	1,000 SFGFA	14.67	100%	14.67	\$13,365	\$108,535	\$72	\$121,971
750	Office Park	1,000 SFGFA	1.48	100%	1.48	\$1,348	\$10,950	\$7	\$12,305
760	Research and Development Center	1,000 SFGFA	1.07	100%	1.07	\$975	\$7,916	\$5	\$8,896
770	Business Park	1,000 SFGFA	1.26	100%	1.26	\$1,148	\$9,322	\$6	\$10,476
	Building Materials and Lumber Store	1,000 SFGFA	5.56	100%	5.56	\$5,065	\$41,135	\$27	\$46,228
812	Free-Standing Discount Superstore	1,000 SFGFA	4.40	72%	3.17	\$2,886	\$23,438	\$15	\$26,340
814	Variety Store	1,000 SFGFA	6.99	48%	3.34	\$3,041	\$24,694	\$16	\$27,751
815	Free-Standing Discount Store	1,000 SFGFA	5.57	48%	2.66	\$2,423	\$19,677	\$13	\$22,113
816	Hardware/Paint Store	1,000 SFGFA	4.74	45%	2.11	\$1,922	\$15,605	\$10	\$17,537
817	Nursery (Garden Center)	1,000 SFGFA	9.04	100%	9.04	\$8,236	\$66,882	\$44	\$75,162
820	Shopping Center	1,000 SFGLA	3.71	50%	1.86	\$1,695	\$13,762	\$9	\$15,466
826	Specialty Retail Center	1,000 SFGLA	5.02	100%	5.02	\$4,573	\$37,140	\$25	\$41,738
841	Automobile Sales	1,000 SFGFA	2.80	100%	2.80	\$2,551	\$20,716	\$14	\$23,280
843	Automobile Parts Sales	1,000 SFGFA	6.44	44%	2.83	\$2,582	\$20,964	\$14	\$23,560
848	Tire Store	1,000 SFGFA	3.26	69%	2.24	\$2,039	\$16,562	\$11	\$18,612
850	Supermarket	1,000 SFGFA	8.37	39%	3.24	\$2,955	\$23,996	\$16	\$26,967
851	Convenience Market (Open 24 Hours)	1,000 SFGFA	53.42	33%	17.38	\$15,830	\$128,552	\$85	\$144,466
857	Discount Club	1,000 SFGFA	4.63	100%	4.63	\$4,218	\$34,255	\$23	\$38,495
862	Home Improvement Superstore	1,000 SFGFA	3.17	44%	1.39	\$1,271	\$10,319	\$7	\$11,597
880	Pharmacy/Drugstore without Drive-Through	1,000 SFGFA	11.07	42%	4.69	\$4,269	\$34,671	\$23	\$38,963
881	Pharmacy/Drugstore with Drive-Through	1,000 SFGFA	9.72	38%	3.69	\$3,365	\$27,327	\$18	\$30,710
890	Furniture Store	1,000 SFGFA	0.53	37%	0.19	\$177	\$1,438	\$1	\$1,616
912	Drive-in Bank	1,000 SFGFA	26.69	27%	7.30	\$6,646	\$53,973	\$36	\$60,655
931	Quality Restaurant	1,000 SFGFA	9.02	43%	3.83	\$3,492	\$28,362	\$19	\$31,873

Exhibit 8: Transportation SDC by Land Use			Vehicle Fee Portion						
ITE Code	Land Use	Unit	P.M. Peak Hour Vehicle Trips	Primary Trip Adjustments as a Percent of Total ¹	Adjusted P.M. Peak Hour Vehicle Trips	Reimbursement Fee	Improvement Fee	Compliance Fee	Total
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	18.49	40%	7.35	\$6,696	\$54,377	\$36	\$61,109
934	Fast-Food Restaurant with Drive-Through	1,000 SFGFA	47.30	41%	19.37	\$17,644	\$143,283	\$95	\$161,022
937	Coffee/Donut Shop with Drive-Through	1,000 SFGFA	36.16	41%	14.81	\$13,488	\$109,537	\$72	\$123,098
938	Coffee/Donut Kiosk	1,000 SFGFA	96.00	17%	16.32	\$14,868	\$120,742	\$80	\$135,690
944	Gasoline/Service Station	VFP	15.65	35%	5.48	\$4,990	\$40,525	\$27	\$45,542
945	Gasoline/Service Station with Convenience Market	VFP	13.57	13%	1.73	\$1,580	\$12,828	\$8	\$14,417
946	Gasoline/Service Station with Car Wash	VFP	14.52	24%	3.47	\$3,160	\$25,663	\$17	\$28,840

Exhibit 8: Transportation SDC by Land Use			General Bike/Ped Fee Portion					
ITE Code	Land Use	Unit	Bike/Ped Group	Bike/Ped Trips	Improvement Fee	Compliance Fee	Total	
110	General Light Industrial	1,000 SFGFA	1	0.10	\$54	\$0	\$54	
130	Industrial Park	1,000 SFGFA	1	0.10	\$54	\$0	\$54	
140	Manufacturing	1,000 SFGFA	2	0.20	\$109	\$0	\$109	
151	Mini-Warehouse	1,000 SFGFA	1	0.10	\$54	\$0	\$54	
160	Data Center	1,000 SFGFA	1	0.10	\$54	\$0	\$54	
210	Single-Family Detached Housing	Dwelling unit	5	1.00	\$544	\$0	\$544	
220	Apartment	Dwelling unit	4	0.60	\$326	\$0	\$327	
230	Residential Condominium/Townhouse	Dwelling unit	4	0.60	\$326	\$0	\$327	
240	Mobile Home Park	ODU	3	0.40	\$218	\$0	\$218	
254	Assisted Living	Bed	3	0.40	\$218	\$0	\$218	
310	Hotel	Room	3	0.40	\$218	\$0	\$218	
320	Motel	Room	2	0.20	\$109	\$0	\$109	
417	Regional Park	Acre	6	2.00	\$1,088	\$1	\$1,089	
430	Golf Course	Acre	1	0.10	\$54	\$0	\$54	
492	Health/Fitness Club	1,000 SFGFA	5	1.00	\$544	\$0	\$544	

Exhibit 8: Transportation SDC by Land Use			General Bike/Ped Fee Portion				
ITE Code	Land Use	Unit	Bike/Ped Group	Bike/Ped Trips	Improvement Fee	Compliance Fee	Total
495	Recreational Community Center	1,000 SFGFA	6	2.00	\$1,088	\$1	\$1,089
520	Elementary School	1,000 SFGFA	3	0.40	\$218	\$0	\$218
522	Middle School/Junior High School	1,000 SFGFA	2	0.20	\$109	\$0	\$109
530	High School	1,000 SFGFA	1	0.10	\$54	\$0	\$54
540	Junior/Community College	1,000 SFGFA	1	0.10	\$54	\$0	\$54
560	Church	1,000 SFGFA	3	0.40	\$218	\$0	\$218
565	Day Care Center	1,000 SFGFA	1	0.10	\$54	\$0	\$54
590	Library	1,000 SFGFA	6	2.00	\$1,088	\$1	\$1,089
610	Hospital	1,000 SFGFA	1	0.10	\$54	\$0	\$54
620	Nursing Home	1,000 SFGFA	1	0.10	\$54	\$0	\$54
710	General Office Building	1,000 SFGFA	6	2.00	\$1,088	\$1	\$1,089
720	Medical-Dental Office Building	1,000 SFGFA	1	0.10	\$54	\$0	\$54
731	State Motor Vehicles Department	1,000 SFGFA	4	0.60	\$326	\$0	\$327
732	United States Post Office	1,000 SFGFA	4	0.60	\$326	\$0	\$327
750	Office Park	1,000 SFGFA	4	0.60	\$326	\$0	\$327
760	Research and Development Center	1,000 SFGFA	2	0.20	\$109	\$0	\$109
770	Business Park	1,000 SFGFA	1	0.10	\$54	\$0	\$54
812	Building Materials and Lumber Store	1,000 SFGFA	1	0.10	\$54	\$0	\$54
813	Free-Standing Discount Superstore	1,000 SFGFA	1	0.10	\$54	\$0	\$54
814	Variety Store	1,000 SFGFA	6	2.00	\$1,088	\$1	\$1,089
815	Free-Standing Discount Store	1,000 SFGFA	1	0.10	\$54	\$0	\$54
816	Hardware/Paint Store	1,000 SFGFA	1	0.10	\$54	\$0	\$54
817	Nursery (Garden Center)	1,000 SFGFA	1	0.10	\$54	\$0	\$54
820	Shopping Center	1,000 SFGLA	2	0.20	\$109	\$0	\$109
826	Specialty Retail Center	1,000 SFGLA	6	2.00	\$1,088	\$1	\$1,089
841	Automobile Sales	1,000 SFGFA	1	0.10	\$54	\$0	\$54
843	Automobile Parts Sales	1,000 SFGFA	1	0.10	\$54	\$0	\$54
848	Tire Store	1,000 SFGFA	1	0.10	\$54	\$0	\$54
850	Supermarket	1,000 SFGFA	1	0.10	\$54	\$0	\$54

Exhibit 8: Transportation SDC by Land Use			General Bike/Ped Fee Portion				
ITE Code	Land Use	Unit	Bike/Ped Group	Bike/Ped Trips	Improvement Fee	Compliance Fee	Total
851	Convenience Market (Open 24 Hours)	1,000 SFGFA	6	2.00	\$1,088	\$1	\$1,089
857	Discount Club	1,000 SFGFA	1	0.10	\$54	\$0	\$54
862	Home Improvement Superstore	1,000 SFGFA	1	0.10	\$54	\$0	\$54
880	Pharmacy/Drugstore without Drive-Through	1,000 SFGFA	3	0.40	\$218	\$0	\$218
881	Pharmacy/Drugstore with Drive-Through	1,000 SFGFA	3	0.40	\$218	\$0	\$218
890	Furniture Store	1,000 SFGFA	1	0.10	\$54	\$0	\$54
912	Drive-in Bank	1,000 SFGFA	1	0.10	\$54	\$0	\$54
931	Quality Restaurant	1,000 SFGFA	1	0.10	\$54	\$0	\$54
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	3	0.40	\$218	\$0	\$218
934	Fast-Food Restaurant with Drive-Through	1,000 SFGFA	6	2.00	\$1,088	\$1	\$1,089
937	Coffee/Donut Shop with Drive-Through	1,000 SFGFA	6	2.00	\$1,088	\$1	\$1,089
938	Coffee/Donut Kiosk	1,000 SFGFA	6	2.00	\$1,088	\$1	\$1,089
944	Gasoline/Service Station	VFP	1	0.10	\$54	\$0	\$54
945	Gasoline/Service Station with Convenience Market	VFP	1	0.10	\$54	\$0	\$54
946	Gasoline/Service Station with Car Wash	VFP	1	0.10	\$54	\$0	\$54

Exhibit 8: Transportation SDC by Land Use			Residential Bike/Ped Fee Portion				
ITE Code	Land Use	Unit	Bike/Ped Group	Bike/Ped Trips	Improvement Fee	Compliance Fee	Total
210	Single-Family Detached Housing	Dwelling unit	5	1.00	\$1,653	\$1	\$1,654
220	Apartment	Dwelling unit	4	0.60	\$992	\$1	\$992
230	Residential Condominium/Townhouse	Dwelling unit	4	0.60	\$992	\$1	\$992
240	Mobile Home Park	ODU	3	0.40	\$661	\$0	\$662
254	Assisted Living	Bed	3	0.40	\$661	\$0	\$662

Exhibit 8: Total Transportation SDC by Land Use			Total			
ITE Code	Land Use	Unit	Reimbursement Fee	Improvement Fee	Compliance Fee	Total
110	General Light Industrial	1,000 SFGFA	\$984	\$8,045	\$5	\$9,034
130	Industrial Park	1,000 SFGFA	\$765	\$6,269	\$4	\$7,038
140	Manufacturing	1,000 SFGFA	\$683	\$5,658	\$4	\$6,345
151	Mini-Warehouse	1,000 SFGFA	\$264	\$2,200	\$1	\$2,466
160	Data Center	1,000 SFGFA	\$128	\$1,090	\$1	\$1,218

210	Single-Family Detached Housing	Dwelling unit	\$929	\$9,743	\$6	\$10,679
220	Apartment	Dwelling unit	\$610	\$6,275	\$4	\$6,890
230	Residential Condominium/Townhouse	Dwelling unit	\$474	\$5,165	\$3	\$5,642
240	Mobile Home Park	ODU	\$547	\$5,318	\$3	\$5,868
254	Assisted Living	Bed	\$319	\$3,468	\$2	\$3,789
310	Hotel	Room	\$556	\$4,731	\$3	\$5,289
320	Motel	Room	\$510	\$4,252	\$3	\$4,765
417	Regional Park	Acre	\$237	\$3,012	\$2	\$3,250
430	Golf Course	Acre	\$355	\$2,940	\$2	\$3,297
492	Health/Fitness Club	1,000 SFGFA	\$3,699	\$30,582	\$20	\$34,301
495	Recreational Community Center	1,000 SFGFA	\$3,052	\$25,873	\$17	\$28,942
520	Elementary School	1,000 SFGFA	\$1,672	\$13,793	\$9	\$15,474
522	Middle School/Junior High School	1,000 SFGFA	\$1,355	\$11,109	\$7	\$12,471
530	High School	1,000 SFGFA	\$1,140	\$9,308	\$6	\$10,454
540	Junior/Community College	1,000 SFGFA	\$2,405	\$19,586	\$13	\$22,004
560	Church	1,000 SFGFA	\$856	\$7,172	\$5	\$8,033
565	Day Care Center	1,000 SFGFA	\$4,134	\$33,625	\$22	\$37,781
590	Library	1,000 SFGFA	\$6,560	\$54,357	\$36	\$60,952
610	Hospital	1,000 SFGFA	\$1,057	\$8,637	\$6	\$9,699
620	Nursing Home	1,000 SFGFA	\$920	\$7,527	\$5	\$8,452
710	General Office Building	1,000 SFGFA	\$1,357	\$12,112	\$8	\$13,477
720	Medical-Dental Office Building	1,000 SFGFA	\$3,890	\$31,646	\$21	\$35,557
731	State Motor Vehicles Department	1,000 SFGFA	\$18,157	\$147,777	\$98	\$166,031
732	United States Post Office	1,000 SFGFA	\$13,365	\$108,861	\$72	\$122,298
750	Office Park	1,000 SFGFA	\$1,348	\$11,276	\$7	\$12,632
760	Research and Development Center	1,000 SFGFA	\$975	\$8,025	\$5	\$9,005
770	Business Park	1,000 SFGFA	\$1,148	\$9,376	\$6	\$10,531
812	Building Materials and Lumber Store	1,000 SFGFA	\$5,065	\$41,190	\$27	\$46,282
813	Free-Standing Discount Superstore	1,000 SFGFA	\$2,886	\$23,493	\$16	\$26,394
814	Variety Store	1,000 SFGFA	\$3,041	\$25,782	\$17	\$28,840
815	Free-Standing Discount Store	1,000 SFGFA	\$2,423	\$19,732	\$13	\$22,168
816	Hardware/Paint Store	1,000 SFGFA	\$1,922	\$15,660	\$10	\$17,592
817	Nursery (Garden Center)	1,000 SFGFA	\$8,236	\$66,936	\$44	\$75,216
820	Shopping Center	1,000 SFGLA	\$1,695	\$13,871	\$9	\$15,575
826	Specialty Retail Center	1,000 SFGLA	\$4,573	\$38,228	\$25	\$42,827
841	Automobile Sales	1,000 SFGFA	\$2,551	\$20,770	\$14	\$23,335
843	Automobile Parts Sales	1,000 SFGFA	\$2,582	\$21,019	\$14	\$23,614
848	Tire Store	1,000 SFGFA	\$2,039	\$16,616	\$11	\$18,666
850	Supermarket	1,000 SFGFA	\$2,955	\$24,050	\$16	\$27,021
851	Convenience Market (Open 24 Hours)	1,000 SFGFA	\$15,830	\$129,640	\$86	\$145,555
857	Discount Club	1,000 SFGFA	\$4,218	\$34,309	\$23	\$38,550
862	Home Improvement Superstore	1,000 SFGFA	\$1,271	\$10,374	\$7	\$11,651
880	Pharmacy/Drugstore without Drive-Through	1,000 SFGFA	\$4,269	\$34,889	\$23	\$39,181

881	Pharmacy/Drugstore with Drive-Through	1,000 SFGFA	\$3,365	\$27,544	\$18	\$30,928
890	Furniture Store	1,000 SFGFA	\$177	\$1,492	\$1	\$1,670
912	Drive-in Bank	1,000 SFGFA	\$6,646	\$54,028	\$36	\$60,710
931	Quality Restaurant	1,000 SFGFA	\$3,492	\$28,416	\$19	\$31,927
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	\$6,696	\$54,594	\$36	\$61,326
934	Fast-Food Restaurant with Drive-Through	1,000 SFGFA	\$17,644	\$144,371	\$95	\$162,110
937	Coffee/Donut Shop with Drive-Through	1,000 SFGFA	\$13,488	\$110,625	\$73	\$124,187
938	Coffee/Donut Kiosk	1,000 SFGFA	\$14,868	\$121,830	\$80	\$136,779
944	Gasoline/Service Station	VFP	\$4,990	\$40,579	\$27	\$45,596
945	Gasoline/Service Station with Convenience Market	VFP	\$1,580	\$12,883	\$9	\$14,471
946	Gasoline/Service Station with Car Wash	VFP	\$3,160	\$25,717	\$17	\$28,894

Source: ITE Trip Generation Manual, 9th Edition, and Oregon City.

¹Adjustment factor deducts pass-by and diverted/linked trips between land use types.

Abbreviations

CFD - commercial flights per day

ODU - occupied dwelling unit

SFGFA - square feet of gross floor area

SFGLA - square feet of gross leasable area

VFP - vehicle fueling position

APPENDIX A – REIMBURSEMENT FEE CALCULATION

Unused Capacity of Assets Funded by TSDC Expenditures

Construction Year	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
Improvement Fee Expenditures [Note A]	\$ 12,444	\$ 5,163	\$ 507,849	\$ 714,935	\$ 136,330	\$ 607,438	\$ 349,194	\$ 2,150,624	\$ 464,918	\$ 1,830,294	\$ 1,623,524	\$ 898,980	\$ 1,433,872
Percentage For Capacity Increasing Projects	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Applicable TSDC Expenditures	\$ 12,444	\$ 5,163	\$ 507,849	\$ 714,935	\$ 136,330	\$ 607,438	\$ 349,194	\$ 2,150,624	\$ 464,918	\$ 1,830,294	\$ 1,623,524	\$ 898,980	\$ 1,433,872
<i>Beginning Trip Total [Note B]</i>	23,487	23,962	24,447	24,941	25,446	25,961	26,486	27,021	27,568	28,125	28,694	29,275	29,867
<i>Current Trip Total (FY 2016) [Note B]</i>	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226
<i>Ending Trip Total for Study Period (FY 2035) [Note B]</i>	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461
% of Capacity Used by Growth to FY 2016	44.4%	43.5%	42.6%	41.6%	40.6%	39.5%	38.4%	37.2%	35.9%	34.6%	33.1%	31.6%	29.9%
Cost of Unused Capacity	\$ 6,924	\$ 2,917	\$ 291,615	\$ 417,404	\$ 80,978	\$ 367,325	\$ 215,126	\$ 1,350,785	\$ 297,944	\$ 1,197,786	\$ 1,085,929	\$ 615,158	\$ 1,004,799

Note [A]. Source: FY1991 - FY2000 expenditures based on 2009 Transportation SDC Methodology; FY 2001-FY2016 expenditures based on City staff.

Note [B]. Source: Historical peak-hour trips derived from rate of growth implied in trip growth forecast.

Unused Capacity of Assets Funded by TSDC Expenditures

Construction Year	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Total
Improvement Fee Expenditures [Note A]	\$ 514,297	\$ 2,937,689	\$ 1,011,597	\$ 816,519	\$ 1,919,051	\$ 959,333	\$ 1,703,698	\$ 553,328	\$ 5,179	\$ 473,661	\$ 79,189	\$ 21,709,104
Percentage For Capacity Increasing Projects	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Applicable TSDC Expenditures	\$ 514,297	\$ 2,937,689	\$ 1,011,597	\$ 816,519	\$ 1,919,051	\$ 959,333	\$ 1,703,698	\$ 553,328	\$ 5,179	\$ 473,661	\$ 79,189	\$ 21,709,104
<i>Beginning Trip Total [Note B]</i>	30,471	31,087	31,716	32,358	33,012	33,680	34,361	35,056	35,765	36,488	37,226	
<i>Current Trip Total (FY 2016) [Note B]</i>	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226	37,226	
<i>Ending Trip Total for Study Period (FY 2035) [Note B]</i>	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461	54,461	
% of Capacity Used by Growth to FY 2016	28.2%	26.3%	24.2%	22.0%	19.6%	17.1%	14.3%	11.2%	7.8%	4.1%	0.0%	
Cost of Unused Capacity	\$ 369,474	\$ 2,166,099	\$ 766,519	\$ 636,659	\$ 1,541,986	\$ 795,606	\$ 1,460,818	\$ 491,438	\$ 4,774	\$ 454,210	\$ 79,189	\$ 15,701,460

Note [A]. Source: FY1991 - FY2000 expenditures based on 2009 Transportation SDC Methodology; FY 2001-FY2016 expenditures based on City staff.

Note [B]. Source: Historical peak-hour trips derived from rate of growth implied in trip growth forecast.