

**WOODBURN CITY COUNCIL
SPECIAL MEETING AGENDA
NOVEMBER 15, 2007 – 7:00 P.M.**

1. **CALL TO ORDER AND FLAG SALUTE**
2. **ROLL CALL**
3. **GENERAL BUSINESS** – *Members of the public wishing to comment on items of general business must complete and submit a speaker's card to the City Recorder prior to commencing this portion of the Council's agenda. Comment time may be limited by Mayoral prerogative.*
 - A. **Palomar Gas Transmission Project – Response to Environmental Impact Statement** **1**
Recommended Action: Authorize Mayor Figley to sign letter to respond to the Federal Energy Regulatory Commission about the potential impacts of locating 36-inch diameter natural gas pipeline within the Woodburn Urban Growth Boundary.
4. **ADJOURN TO WORKSHOP**
5. **WORKSHOP**
 - A. **Conduct a Workshop On System Development Charges for Transportation Improvements** **6**

Habrã intérpretes disponibles para aquéllas personas que no hablan Inglés, previo acuerdo. Comuníquese al (503) 980-2485.

November 15, 2007

TO: Honorable Mayor and City Council through City Administrator
FROM: Jim Allen, Community Development Director *JA*
SUBJECT: Palomar Gas Transmission Project – Response to Environmental Impact Statement

RECOMMENDATION:

Authorize Mayor Figley sign letter to respond to the Federal Energy Regulatory Commission about the potential impacts to locating a 36-inch diameter natural gas pipeline within the Woodburn Urban Growth Boundary.

BACKGROUND:

The Federal Regulatory Energy Commission (FERC) is in the process of preparing an Environmental Impact Statement that will address the environmental impacts of the project that is proposed to include a terminal at Bradwood Landing near Wauna in Clatsop County, Oregon and a 211-mile long natural gas pipeline to the near Saniko, Wasco County. The current alignment includes bisecting the southwest and southeastern portions of the Woodburn Urban Growth Boundary, including areas designated as the Southwest Industrial Reserve (SWIR) that were adopted by the City Council after an Economic Opportunities Analysis was completed that identified industry types that would potentially locate in Woodburn due to the opportunities available to industries in the City. The industries chosen to be included in the SWIR area would typically create family-wage jobs that would increase the incomes and living conditions of the residents of the City of Woodburn.

This is a second proposed pipeline with similar routes from northwest Oregon to central Oregon that bypass the City of Woodburn. The current map available for this project continues to show the pipeline being located within the Woodburn Urban Growth Boundary.

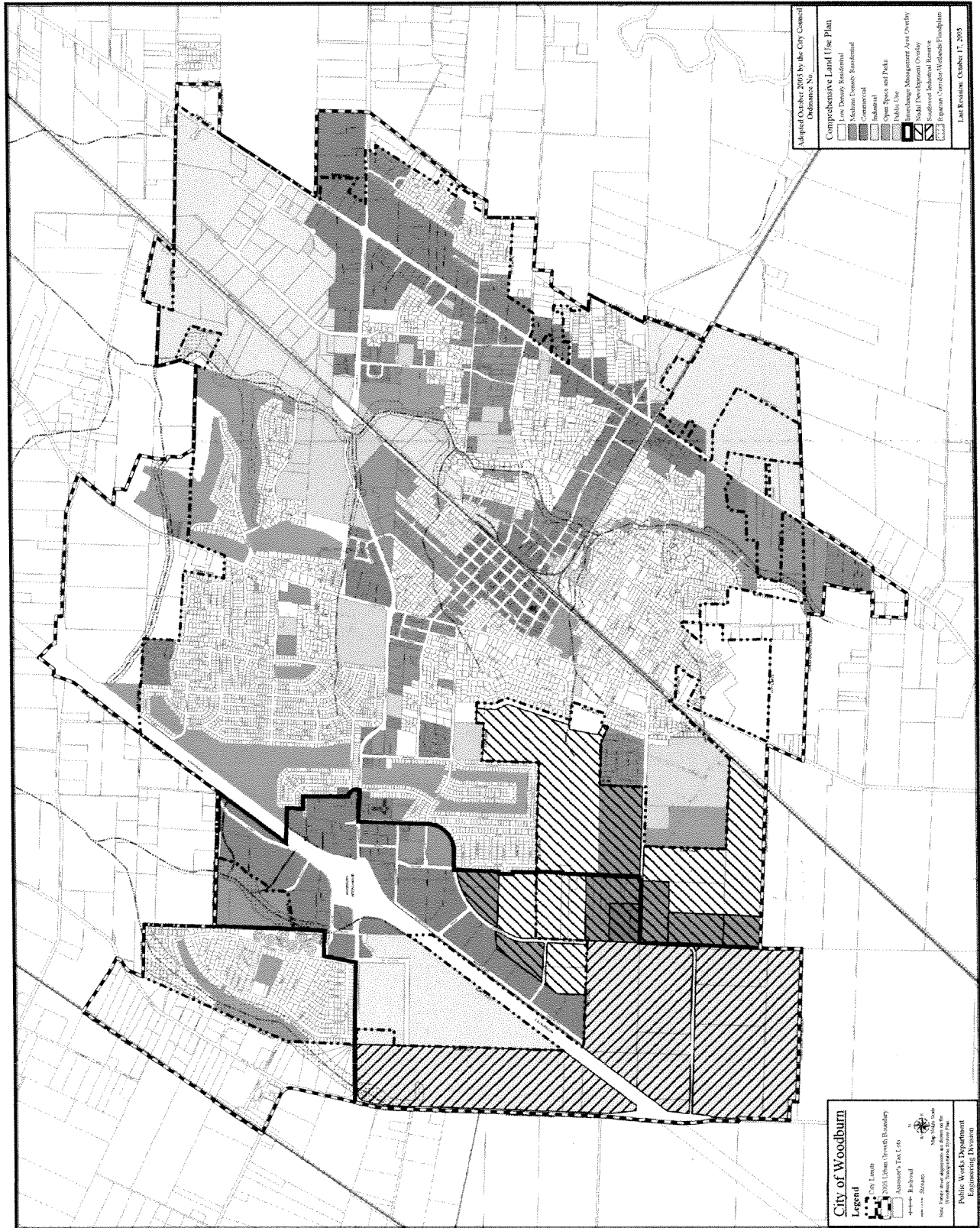
Agenda Item Review: City Administrator *JA* City Attorney *NWS* Finance *Ben*

DISCUSSION:

If located in the Woodburn Urban Growth Boundary, and specifically in the SWIR area, there could be impacts to the livability of the residents; industries could chose not to locate here as a result of not having adequate lands available that are not burdened by such a pipeline.

FINANCIAL IMPACT:

There is no identified immediate and direct impact to City budget. Indirect impacts to residents and continued socioeconomic impacts could result if the pipeline were to locate in the Urban Growth Boundary and inhibit development of family-wage jobs.





November 16, 2007

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, N.E. Room 1A
Washington DC 20426

Attention: OEP/DG2E/Gas Branch 2, PJ-11.2

Reference: **Docket No. PF07-13-000 – Palomar Gas Transmission Project
City of Woodburn Urban Growth Boundary (UGB) Impacts**

Dear Ms. Bose:

This letter serves as the official position of the City of Woodburn regarding the Palomar Gas Transmission Project and request for continued notification of the status of the project. The City of Woodburn is receptive to the task of providing alternative energy sources to the residents and businesses of the region that is proposed by Palomar Gas Transmission, LLC (PGT). However, the City has significant concerns about the location of the pipeline facility in the immediate vicinity of the City of Woodburn and impacts that would occur as a result of the pipeline being located within the City Urban Growth Boundary.

For some background, the City of Woodburn (City) recently adopted amended plans for the future growth of the City to the year 2020. The City completed this planning process as a result of statutory provisions that require the City to provide for expected growth and demands for an adequate supply of industrial, residential, and commercial lands within the City Urban Growth Boundary. The City spent 8 years and over \$1.5 million on studies and consideration of alternatives to determine the appropriate locations, amounts, and types of lands to be included in the urban growth boundary. Part of the project was an Economic Opportunities Analysis that identified possible industrial uses that would create family-wage jobs and were likely to locate in Woodburn, based on the unique qualities that Woodburn has to offer. Part of the analysis also identified the needs of such industries, including topography, natural features, parcel sizes, and access to transportation systems.

The proposed pipeline alignment would also bisect the City of Woodburn urban growth boundary near Oregon Highway 99E in a designated commercial area that contains existing development.

This background is important in that the proposed pipeline is depicted to bisect the southwestern portion of the City Urban Growth Boundary, where the industrial lands are located. The development of industrial users in the southwestern portion of the City is also critical to establish transportation improvements that will complete connections that are critical to the success of the industries and residents of the City and surrounding rural areas. Attached for reference is the City of Woodburn Comprehensive Plan Map that identifies the Woodburn Urban Growth Boundary.

Office of the Mayor

270 Montgomery Street • Woodburn, Oregon 97071

Ph. 503-982-5228 • Fax 503-982-5243

The City staff has previously had discussions with Palomar Gas Transmission, LLC regarding the location of the pipeline and impacts related to the needs of projected industrial users. Specifically, the location of the pipeline through an industrial property would limit the ability of a large industrial building to be located on the property just by virtue of the physical location of the pipeline. This would have an extraordinarily damaging impact on the economic future of the residents of the City if the contemplated industrial users that would provide family-wage jobs could not locate in the City.

For these reasons, the City of Woodburn officially requests that the Palomar Gas Transmission LLC pipeline be located in a manner that bypasses the City of Woodburn Urban Growth Boundary. In the scope of a project that is 211 miles long, the relocation approximately 2,000 feet to the south would be a minor change that would retain the planned facilities and uses associated with the City of Woodburn growth expectations to the year 2020. The location outside the Urban Growth Boundary would also minimize the land use impacts, costs to transportation systems that would not be improved if industry does not locate in the designated areas, and the socioeconomic impacts that would occur if industries that create family-wage jobs did not locate in the City.

In summary, locating the Palomar Gas Transmission, LLC pipeline outside the City of Woodburn Urban Growth Boundary would eliminate the cumulative impacts associated with the pipeline bisecting properties and transportation systems. I thank you for the opportunity to participate and comment on this matter and will be interested in working with Palomar Gas Transmission, LLC and the Federal Energy Regulatory Commission in reviewing this project to ensure that impacts to local residents, land use, transportation systems, and socioeconomics of the area are minimized.

Please find enclosed a copy of the Woodburn Comprehensive Plan Map (2005), which depicts the area included that we discussed. Please feel free to contact John Brown, the City Administrator at 503-982-5228 or Jim Allen, Community Development Director at 503-982-5246 if you have any questions relevant to the City of Woodburn or the location of the Urban Growth Boundary. Also, please continue to provide notifications to the City of activities regarding this project so that the City and citizens can continue to be informed of the project. I thank you for your consideration of this matter.

Sincerely,

Kathryn Figley
Mayor

Attachment: City of Woodburn Comprehensive Plan Map (2005)

cc: John Brown, Woodburn City Administrator
Bob Shields, Woodburn City Attorney
Randy Rohman, Woodburn Public Works Program Manager
Jim Allen, Woodburn Community Development Director
Henry Morse, Palomar Gas Transmission Company, 1400 SW Fifth Avenue, Suite 900, Portland, OR 97201



November 15, 2007

TO: Honorable Mayor and City Council

FROM: John C. Brown, City Administrator

SUBJECT: **SDC (TIF's) Workshop**

RECOMMENDATION:

It is recommended the City Council conduct a workshop to consider amendments to system development charges for transportation improvements.

BACKGROUND:

The City Council adjusted System Development Charges for transportation improvements (TIF's) in 1999. Changes have occurred since then that prompt your consideration of fee revisions. Foremost was an update of the City's Transportation System Plan (TSP) last year, including the imposition of an interchange management area and modification of the capital improvement program (CIP) associated with the TSP. Other factors include other CIP modifications since 1999, and planning for an increased City-share of increased construction cost estimates for the Woodburn interchange improvement.

DISCUSSION:

The City contracted with FCS Group (FCS), a consulting firm specializing in fee and rate studies, earlier this year. Using the updated TSP, a revised CIP, and with guidance from City staff, FCS prepared a fee analysis that recommends increasing the City's TIF's. Examples of increases for various land uses are provided on page 18 of the consultant's presentation (attached). Recommended charges take into account the value of unused capacity of the existing transportation system, and the anticipated cost of additional capacity needed in the future to support growth. They also recover one-half of the cost of the City's remaining share of interchange improvement costs. To recover the other half, from the properties that most directly benefit by interchange improvement, a separate interchange development charge is recommended. Examples of

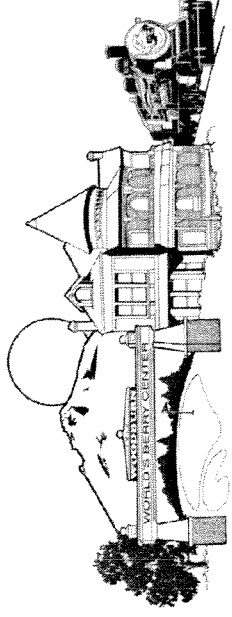
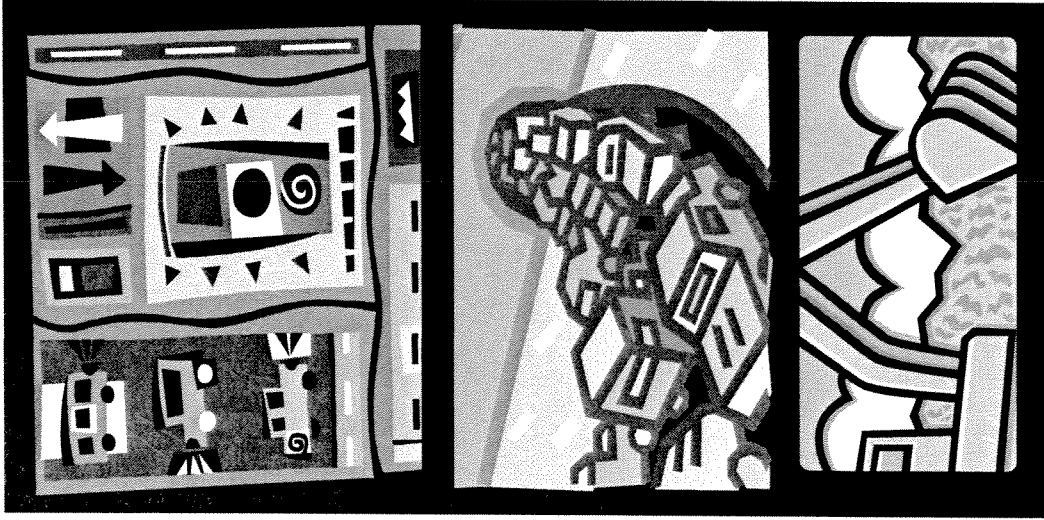
Agenda Item Review: City Administrator JCB City Attorney NLS Finance Ben

how this charge would affect various land use types are summarized on page 27 of the presentation.

Policy recommendations upon which the proposed charges are based are provided. They are summarized on pages 10 and 11 of the presentation. Proposed charges also reflect a number of assumptions. They are summarized on pages 13 and 14. One of the most significant of these anticipates developer participation, and the use of funding from other agencies and from grants, to offset capital costs. This reduction results in a lower TIF. If the assumption is overstated, the City will fail to collect enough through TIFs to construct planned facilities and will be required to abandon projects or subsidize development in order to build them. Another significant assumption reduces the size of the recommended TIF increase by splitting the cost of interchange improvement between the properties developing in the interchange management area and the remainder of the City.

A comparison of Woodburn's current and proposed TIF, and that of a select number of other communities is also provided for your information. Additional comparators can be provided upon your request.

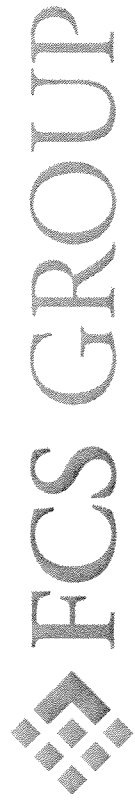
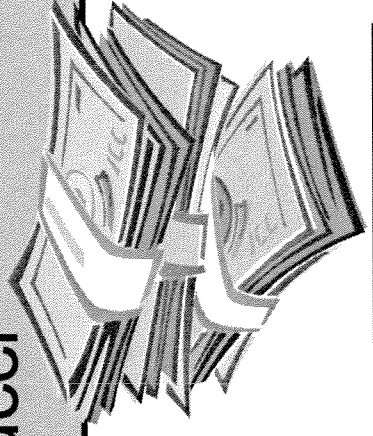
Representatives of FCS and City staff will be available at your workshop to discuss the fee study. In the meanwhile, if you have any questions, please call me on Wednesday, November 14 or Thursday, November 15, 2007.



City of Woodburn, Oregon

Transportation SDC Study

Presented by
John Ghilarducci



Solutions-Oriented Consulting



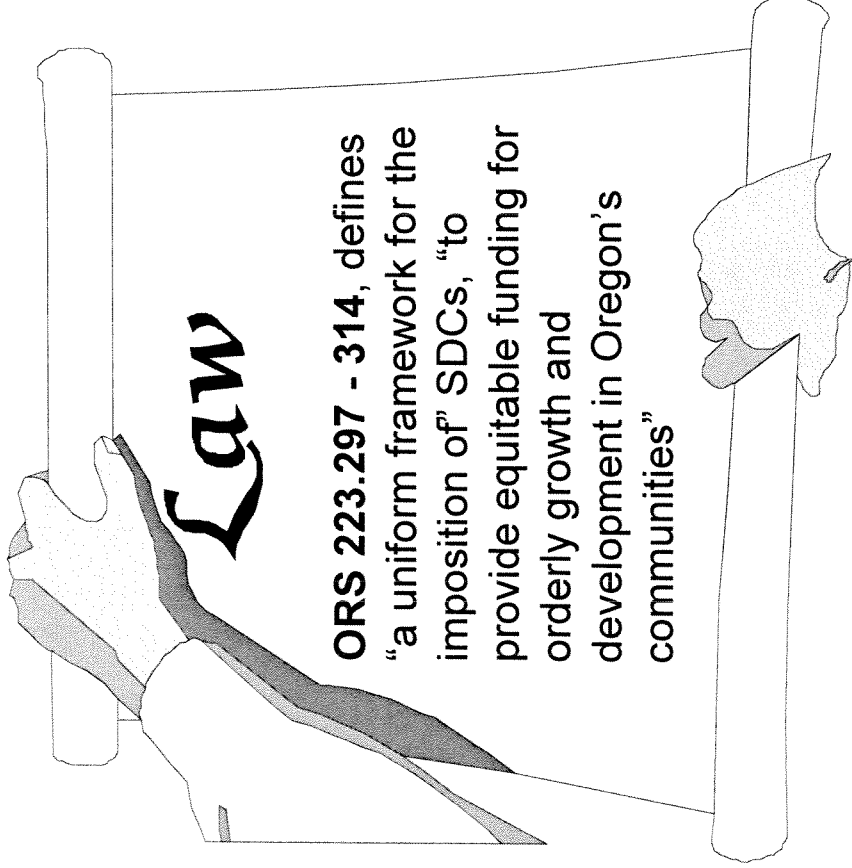
Introduction

Study Purpose

- Update City's existing transportation system development charge (SDC)
- Develop an interchange development charge (IDC) to separately recover eligible interchange project costs

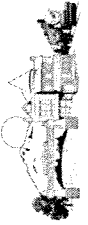


SDC Background

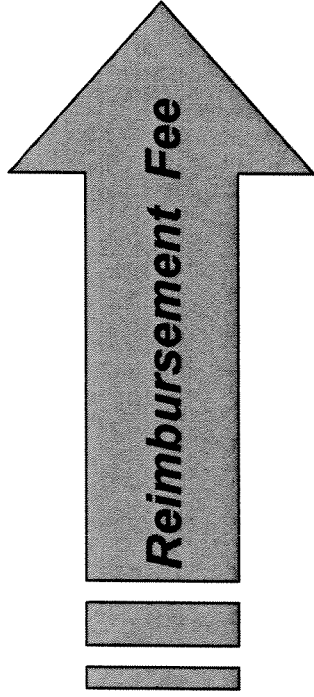


Key Characteristics

1. SDCs are one-time charges, not ongoing rates.
2. SDCs are for capital only, in both their calculation and in their use.
3. Properties which are already developed do not pay SDCs unless they “redevelop”.
4. SDCs include both future and existing cost components.
5. SDCs are for general facilities, not “local” facilities.

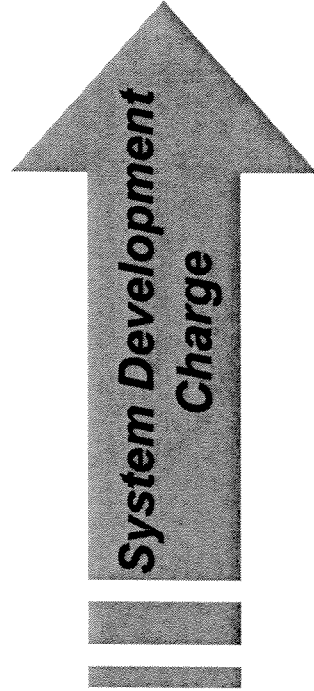


SDC Components

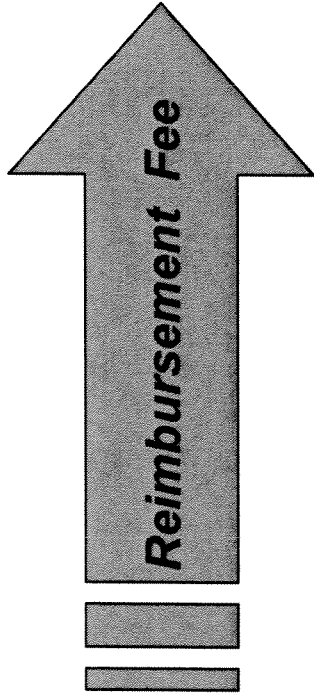


Improvement Fee

Fair share of future planned capacity for growth



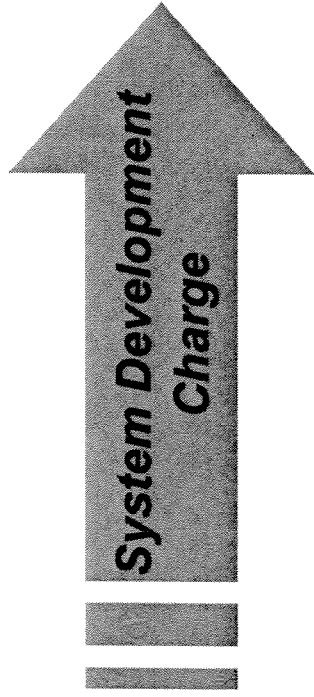
Uses of SDC Receipts



Any related capital facilities

Improvement Fee

Capacity-increasing facilities only



Depends on fee; track proceeds separately



SDC Credits

Credits against the **improvement fee** must be provided for the construction of a *qualified* capital improvement, which is:

- ✓ required as a condition of development,
- ✓ identified in an adopted capital facilities plan, and
- ✓ is either off-site or, if on-site, is required to provide more capacity than needed by the development in question.

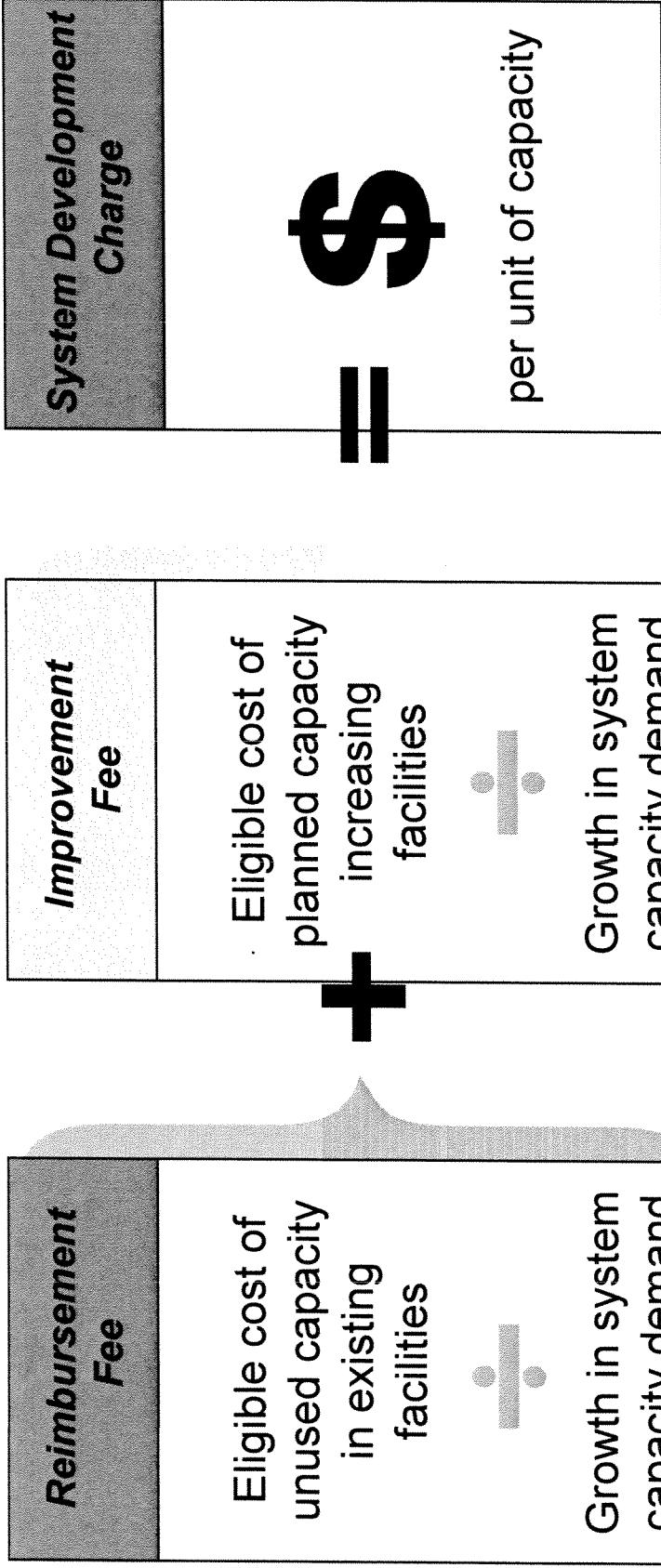


City SDC Credit Policy

- **Current SDC Credit Policy**
 - Full credit for project cost, up to 100% of the SDC, if a developer constructs a qualified public improvement
 - Credit for only the cost that exceeds street standards, up to 50% of the SDC, if project does not meet criteria of a “qualified” improvement
- **Recommended SDC Credit Policy**
 - Provide credits for the full excess capacity cost qualified public improvements
 - Provide cash reimbursement of credits from SDC paid by subsequent development on the site



The SDC Calculation



Existing Transportation SDC

- Existing charge: \$343.32 per average *daily trip (ADT)*
- Charge for a single-family residence is $9.57 \text{ ADTs} \times \$343.32 = \$3,286$
- Other individual customer types vary by land use and resulting ADT estimate



Key Policy Recommendations

Reflected in the proposed charges

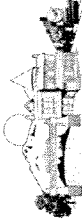
- Change the charge basis from average daily to peak-hour trips (P-HTs)
- Include the planned costs of alternate modes of transportation
 - Bicycle facilities
 - Pedestrian facilities
- Adjust trip generation estimates for retail land uses to sustain allowance for pass-by or diverted-linked trips
- Index the SDC to annual cost escalation due to inflation (ENR Construction Cost Index)



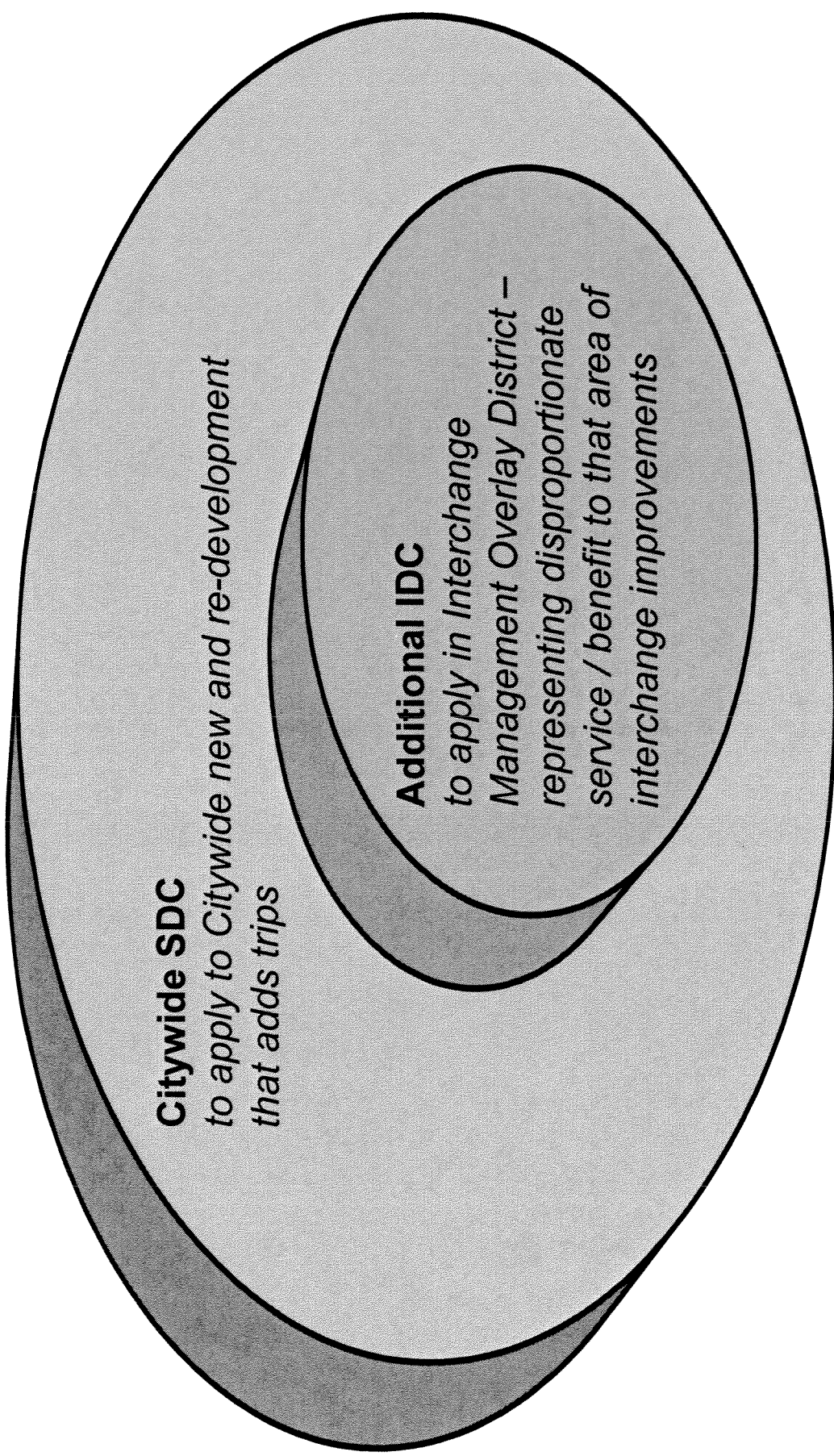
Key Policy Recommendations

Reflected in the proposed charges

- Adopt an additional SDC to apply only in the Interchange Management Overlay District
 - The Interchange Development Charge, or IDC, would be assessed to development in the Interchange Management Overlay District in addition to the Citywide SDC
 - Would recover future development's cost share for improving the I-5 Woodburn Interchange (based on trip capacity demand)



The SDC / IDC Concept



Key Assumptions

Reflected in the proposed charges

- Planned projects (from the 2005 Transportation System Plan and 2007 TIF project list) will provide system capacity to 2020 (planning horizon)
- Reimbursement fee basis limited to facilities constructed with SDCs
- Anticipated developer participation in projects, e.g., construction to local standards, is adjusted for (deducted from the SDC charge basis)



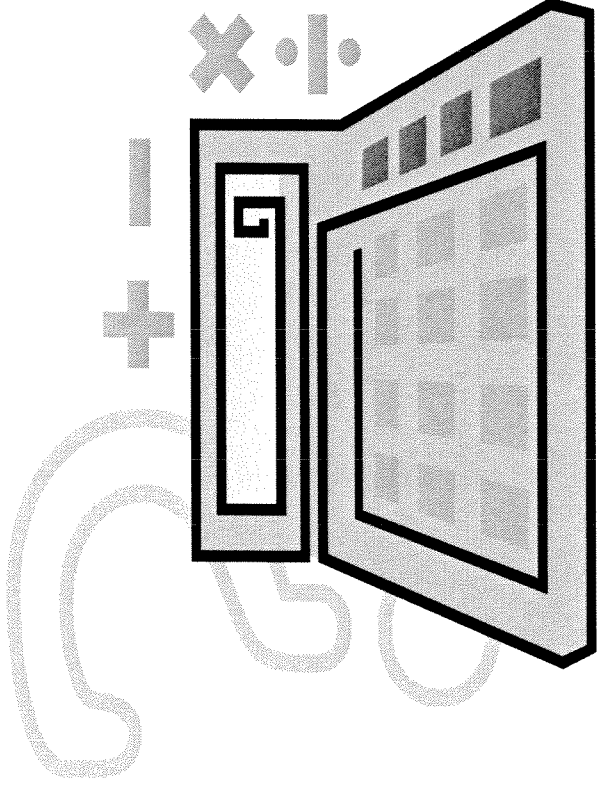
Key Assumptions (continued)

Reflected in the proposed charges

- Citywide (and UGA) trip growth (4,677 P-HTs) calculated from 2020 traffic modeling (2,177 new trips) plus additional development in Interchange Management Area (limited to 2,500 trips)
- Eligible interchange costs split 50/50 between Citywide SDC and IDC
- 49% of traffic volumes originate or end outside of City limits (deducted)



SDC Calculation Summary



SDC: Calculation

System Development Charge

Reimbursement Fee	\$ 526	per P-HT
Improvement Fee	2,764	per P-HT
Subtotal	\$ 3,290	per P-HT

plus: Administrative Cost Recovery 0.79% per P-HT

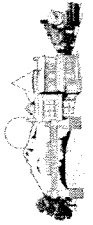
Total SDC \$ 3,315 per P-HT



SDC: Application Examples

Customer Type	Adjusted Peak-Hour Trips	SDC	Basis
SFR	1.01 per DU	\$ 3,348	per DU
Apartments	0.62 per DU	\$ 2,055	per DU
General Office Building	1.49 per 1,000 sq. ft.	\$ 4,939	per 1,000 sq. ft.
Specialty Retail	2.71 per 1,000 sq. ft.	\$ 8,984	per 1,000 sq. ft.
Movie Theater w/ Matinee	20.22 per screen	\$ 67,029	per screen
Supermarket	2.76 per 1,000 sq. ft.	\$ 9,149	per 1,000 sq. ft.
Light Industry	0.98 per 1,000 sq. ft.	\$ 3,249	per 1,000 sq. ft.
Manufacturing	0.74 per 1,000 sq. ft.	\$ 2,453	per 1,000 sq. ft.

Partial list only



SDC: Reimbursement Fee Cost Basis

	Original Cost	Unused Capacity [1]	Allocable Cost
Prior SDC Expenditures (FY 2004-2006)	\$ 2,937,550	84%	\$ 2,459,662
less: Net Debt Principal Outstanding	\$ -	0%	\$ -
less: Grant Contributions	-	0%	-
Subtotal	\$ -	0%	\$ -
Allocable Unused Capacity			\$ 2,459,662

NOTES:

(1) Unused capacity percentage determined by peak-hour trip growth since year of each SDC expenditure.



SDC: Improvement Fee Cost Basis

	2007 Project Cost Total	City Share [1]	% Serving Residents [2]	Capacity Increasing [3]	Allocable Cost
System Transportation Improvement Plan	\$ 116,702,016	40.8%	51.0%	68.8%	\$ 16,710,430
Reconstruct I-5 interchange (50%)	\$ 25,787,087	10.7%	100.0%	100.0%	\$ 2,750,000
Subtotal					\$ 19,460,430
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less: Ending FY2007 TIF / SDC Fund Balance					\$ 6,535,765
Subtotal					\$ (6,535,765)
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Allocable Capacity Increasing Cost					\$ 12,924,665

NOTES:

(1) Only City-funded project costs are eligible for SDC recovery.

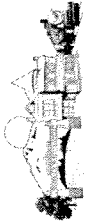
(2) Traffic modeling showed that 49% of City traffic volumes consist of trips originating or ending outside of City limits. Does not apply to the Interchange Management Area (IMA).

(3) Represents growth's utilization of added capacity funded by the City, less the share of added capacity that will correct existing system deficiencies.



SDC: Transportation Improvement Plan

#	Project Source	Project Title	% City Funding		% Local Trips		% Capacity Increasing		2005 Cost	2007 Cost	SDC Eligible Cost
			%	%	%	%					
	2005 TSP	Proposed Transportation Improvements									
1	2005 TSP	OR 214 widening from west of Broughton Way to Park Avenue	40.0%	51.0%	48.8%		11,400,000	\$	11,758,912	\$	1,171,319
2	2005 TSP	Park-and-ride near OR 214/I-5 interchange	15.0%	51.0%	100.0%		1,750,000		1,805,096		138,090
3	2005 TSP	Upgrade of Parr Road to service collector standards	30.0%	51.0%	60.0%		7,500,000		7,736,126		710,176
4	2005 TSP	Upgrade Butteville Road south of Highway 219 to minor arterial standards	30.0%	51.0%	80.2%		7,500,000		7,736,126		949,858
5	2005 TSP	Ext. Evergreen Road to Parr Road	25.0%	51.0%	56.3%		4,730,000		4,878,917		349,910
6	2005 TSP	Ext Stubb to Evergreen	40.0%	51.0%	97.5%		3,900,000		4,022,786		800,132
7	2005 TSP	Ext Ben Brown to Evergreen Extension	25.0%	51.0%	100.0%		4,700,000		4,847,972		618,116
8	2005 TSP	Service class facility between Evergreen Road and Stacy Allison Drive extensions	25.0%	51.0%	100.0%		2,260,000		2,331,153		297,222
9	2005 TSP	Ext. Stacey Allison Drive to Parr Road	25.0%	51.0%	100.0%		5,980,000		6,168,271		786,455
11	2005 TSP	Upgrade of Crosby Road to service collector standards	30.0%	51.0%	60.0%		3,300,000		3,403,895		312,478
12	2005 TSP	Upgrade Butteville Road north of Highway 219 to minor arterial standards	30.0%	51.0%	100.0%		4,900,000		5,054,269		773,303
13	2005 TSP	OR 99E widening between Lincoln Street and south city limits	15.0%	51.0%	9.3%		5,750,000		5,931,030		42,112
14	2005 TSP	5th Street upgrade to access street standards	70.0%	51.0%	82.9%		1,400,000		1,444,077		427,158
15	2005 TSP	Add northbound right, southbound left, eastbound right turn lanes and eastbound through-lane to Boones Ferry/OR 214	60.0%	51.0%	48.4%		900,000		928,335		137,501
16	2005 TSP	Signalize Meridian Drive/5th Street/OR214	40.0%	51.0%	48.8%		500,000		515,742		51,374
17	2005 TSP	Signalize Park Street/OR 214	40.0%	51.0%	39.5%		500,000		515,742		41,524
18	2005 TSP	Add eastbound right-turn lane to Parr Road/Settlemer Road	100.0%	51.0%	50.0%		380,000		391,964		99,951
19	2005 TSP	Signalize Front/OR 214 ramps	40.0%	51.0%	47.0%		600,000		618,890		59,401
20	2005 TSP	Increase service frequency on transit routes	100.0%	51.0%	26.7%		180,000		185,667		25,251



SDC: Transportation Improvement Plan

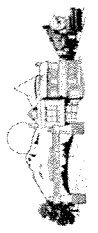
Project #	Source	Project Title	% City Funding	% Local Trips	% Capacity Increasing	2005 Cost	2007 Cost	SDC Eligible Cost
22	2005 TSP	Upgrade Front Street between Hardcastle and Harrison to minor arterial standards	70.0%	51.0%	60.0%	4,150,000 \$	4,280,656	\$ 916,917
23	2005 TSP	Upgrade Boones Ferry and Front to provide continuous sidewalks and bicycle lanes	70.0%	51.0%	2.1%	975,000	1,005,696	7,510
24	2005 TSP	Add loop ramp in southwest quadrant of OR 214/Front Street intersection	40.0%	51.0%	39.5%	1,800,000	1,856,670	149,635
25	2005 TSP	Add southbound right-turn and westbound left-turn lane to OR 99E/OR 214	15.0%	51.0%	18.3%	580,000	598,260	8,383
26	2005 TSP	Convert transit route to two-way operations	100.0%	51.0%	45.0%	180,000	185,667	42,611
27	2005 TSP	Off-street pathway along Mill and Goose Creek Corridors	100.0%	51.0%	50.0%	750,000	773,613	197,271
28	2005 TSP	OR 99E widening between south city limits and south UGB	15.0%	51.0%	44.0%	2,900,000	2,991,302	100,687
29	2005 TSP	Signalize southern Butteville Road/OR 214 intersection and add northbound right-turn lane	15.0%	51.0%	66.5%	650,000	670,464	34,085
30	2005 TSP	Signalize northern Butteville Road/OR 214 intersection and add southbound right-turn lane	15.0%	51.0%	100.0%	750,000	773,613	59,181
31	2005 TSP	Signalize Cleveland Street/OR 214	15.0%	51.0%	20.0%	500,000	515,742	7,891
32	2005 TSP	South Arterial between Parr (or Butteville) Road and OR 99E	70.0%	51.0%	100.0%	11,780,000	12,150,875	4,337,862
33	2005 TSP	Ext./Upgrade of Brown to South Arterial	30.0%	51.0%	98.3%	1,780,000	1,836,041	276,232
35	2005 TSP	Sidewalks on existing service collectors, access and local streets	70.0%	51.0%	2.1%	540,000	557,001	4,159
36	2005 TSP	Bicycle lanes on Garfield, Hardcastle, Young	70.0%	51.0%	70.0%	700,000	722,038	180,437
38	2005 TSP	Proposed Transit Improvements		51.0%			-	-
41	2005 TSP	Two Routes with One-Way Operations (alternative 3)	100.0%	51.0%	72.5%	360,000	371,334	137,301
44	2007 TIF List	2007 TIF Project List		51.0%			-	-
47	2007 TIF List	Upgrade Harrison Street between Front and Settlemier	70.0%	51.0%	40.0%	900,000	928,335	132,566



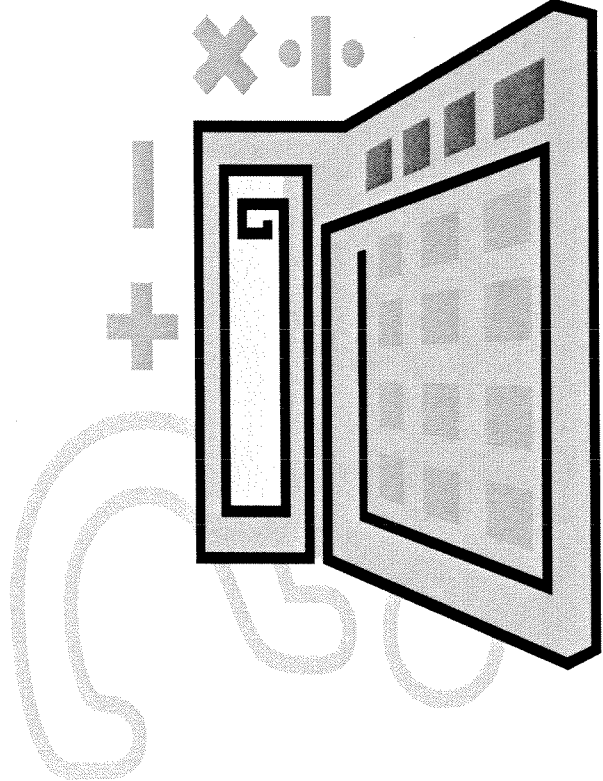
SDC: Transportation Improvement Plan

Project #	Source	Project Title	% City Funding	% Local Trips	% Capacity Increasing	2005 Cost	2007 Cost	SDC Eligible Cost
48	2007 TIF List	Upgrade Hwy 211 from Hwy 99E to east City Limits	15.0%	51.0%	32.7%	2,400,000	2,475,560	61,870
49	2007 TIF List	Upgrade Front Street from Hazelnut to the north City Limits	40.0%	51.0%	60.0%	1,900,000	1,959,819	239,882
51	2007 TIF List	Upgrade Hayes Street from Settlemier to Evergreen Road	80.0%	51.0%	40.0%	1,200,000	1,237,780	202,006
52	2007 TIF List	Upgrade Front Street between Cleveland and Harrison	80.0%	51.0%	50.0%	1,200,000	1,237,780	252,507
53	2007 TIF List	Add left turn lanes on Settlemier at Cleveland, Garfield and Harrison	100.0%	51.0%	50.0%	700,000	722,038	184,120
54	2007 TIF List	Highway 214 Environmental Assessment	20.0%	51.0%	48.8%	850,000	876,761	43,668
55	2007 TIF List	Upgrade of Boones Ferry from Hazelnut to Crosby	40.0%	51.0%	66.7%	2,100,000	2,100,000	285,600
56	2007 TIF List	Upgrade of Young Street to minor arterial standards	100.0%	51.0%	50.0%	1,100,000	1,100,000	280,500
57	2007 TIF List	Upgrade of Boones Ferry from Dahlia to south City Limits	40.0%	51.0%	60.0%	1,300,000	1,300,000	159,120
58	2007 TIF List	Extend Woodland to Butteville Road	30.0%	51.0%	100.0%	1,100,000	1,100,000	168,300
59	2007 TIF List	Upgrade Cooley road to collector standards	60.0%	51.0%	50.0%	900,000	900,000	137,700
60	2007 TIF List	Upgrade of Country Club Court to collector standards	100.0%	51.0%	83.3%	300,000	300,000	127,500
61	2007 TIF List	Upgrade of Cleveland from Front to Settlemier to collector standards	80.0%	51.0%	50.0%	900,000	900,000	183,600
Total			40.8%	51.0%	68.8%	\$ 113,375,000	\$ 116,702,016	\$ 16,710,430

less: Ending FY2007 TIF / SDC Fund Balance \$ 6,535,765
 Total Future Citywide Capital Project Costs \$ 10,174,665
 plus: Applicable Interchange Development Costs \$ 2,750,000
 Total Future Capital Projects for TIF / SDC Calculation \$ 12,924,665



IDC Calculation Summary



IDC: Fee Calculation

Capacity Analysis

Interchange Management Area 2,500 Peak-Hour Trips

Improvement Fee Calculation

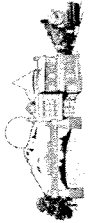
Capacity Increasing Project Costs \$ 2,750,000
Improvement Fee \$ 1,100 per P-HT



IDC: Calculation

Interchange Development Charge

Improvement Fee	\$ 1,100	per P-HT
plus: Administrative Cost Recovery	\$ 9	per P-HT
	0.79%	
Total IDC	\$ 1,109	per P-HT



IDC: Application Examples

Customer Type	Adjusted Peak-Hour Trips	IDC	Basis
SFR	1.01 per DU	\$ 1,120	per DU
Apartments	0.62 per DU	\$ 688	per DU
General Office Building	1.49 per 1,000 sq. ft.	\$ 1,652	per 1,000 sq. ft.
Specialty Retail	2.71 per 1,000 sq. ft.	\$ 3,005	per 1,000 sq. ft.
Movie Theater w/ Matinee	20.22 per screen	\$ 22,424	per screen
Supermarket	2.76 per 1,000 sq. ft.	\$ 3,061	per 1,000 sq. ft.
Light Industry	0.98 per 1,000 sq. ft.	\$ 1,087	per 1,000 sq. ft.
Manufacturing	0.74 per 1,000 sq. ft.	\$ 821	per 1,000 sq. ft.

Partial list only

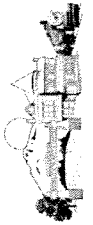


IDC: Improvement Fee Cost Basis

Project #	Source	Project Title	% City Funding	% Capacity Increasing	2005 Cost	2007 Cost	IDC Eligible Cost
2005 TSP		Proposed Transportation Improvements					
1	2005 TSP	Reconstruct I-5 interchange and improve OR 214 between Woodland Avenue and Oregon Way	10.7%	100.0%	\$ 50,000,000	\$ 51,574,173	\$ 5,500,000
			10.7%	100.0%	\$ 50,000,000	\$ 51,574,173	\$ 5,500,000
							<u>\$ 2,750,000</u>
							\$ 2,750,000

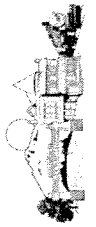
less: Interchange development costs included in TIF / SDC

Total Future Capital Projects for Interchange Development Charge (IDC) Calculation



Options Summary

% of Interchange costs in Citywide SDC	SDC	IDC
0%	\$ 2,723	\$ 2,217
50%	\$ 3,315	\$ 1,109
100%	\$ 3,908	\$ 0



SDC Comparison Survey

Transportation SDC Comparison [1]

City	SFR Home	General Office Building (10,000 sq. ft.)	Specialty Retail (2,000 sq. ft.)	Shopping Center (100,000 sq. ft.)	Fast Food With Drive-Thru (1,000 sq. ft.)
West Linn	\$ 4,897	\$ 63,716	\$ 24,594	\$ 1,229,706	\$ 12,297
Silverton	3,705	54,658	19,882	539,243	33,749
Woodburn - Proposed	3,348	49,394	17,967	487,305	30,498
Woodburn - Current [2]	3,286	40,060	18,140	609,100	22,995
Tigard [4]	3,200	47,951	6,590	539,622	8,100
Forest Grove [4]	3,200	47,951	6,590	539,622	8,100
Tualatin [4]	3,200	47,951	6,590	539,622	8,100
Wilsonville	3,147	42,510	15,463	419,391	26,248
Medford [2]	3,042	65,095	33,167	800,845	16,753
Phoenix	2,966	43,761	15,919	431,739	27,020
Newberg [3]	2,473	41,225	7,742	672,655	74,834
Albany	1,719	14,320	6,266	303,520	23,695
McMinnville	1,426	10,700	4,460	181,000	3,390
Springfield	1,058	10,952	7,348	294,452	27,418

NOTES:

[1] PM peak-hour trip and average daily trip estimates are based on land use type and adjusted for pass-by trips, as reported in Trip Generation by Institute of Transportation Engineers, Seventh Edition.

[2] Source: 1999 TIF Update. Charge based on average daily trip rates.

[3] Proposed charges. Will be effective January 1, 2008.

[4] Based on Transportation Impact Fee (TIF), determined by Washington County.

