

City of Gladstone

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE METHODOLOGY

FINAL REPORT
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Section I. INTRODUCTION

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

I.A. SYSTEM DEVELOPMENT CHARGES

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. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future growth.

ORS 223.299 defines two types of SDCs:

- 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”

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

ORS 223.304(2) states, in part, that an improvement fee must be calculated to include only the cost of projected capital improvements needed to increase system capacity for future users. In other words, the cost of planned projects that correct existing deficiencies or do not otherwise increase capacity for future users may not be included in the improvement fee calculation. An improvement fee may be spent only on capital improvements (or portions thereof) that increase the capacity of the system for which it is being charged (whether cash-financed or debt-financed) and on the costs of compliance with Oregon’s SDC law.

ORS 223.307(5) also authorizes the expenditure of SDCs for “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.” To

avoid spending monies for compliance that might otherwise have been spent on projects, a compliance cost estimate is included in the analysis.

I.B. UPDATING THE TRANSPORTATION SDC

The City of Gladstone (City) contracted with FCS GROUP to develop a transportation SDC methodology based on the recently adopted Gladstone Transportation System Plan Update. We conducted the study using the following general approach:

- **Policy Framework for Charges.** In this step, we worked with City staff to identify and agree on the approach to be used and the components to be included in the analysis.
- **Technical Analysis.** In this step, we worked with City staff to isolate the recoverable portion of facility costs and calculate SDC rates.
- **Methodology Report Preparation.** In this step, we presented findings and recommendations to the City Council and documented them in this report.

I.C. CALCULATION OVERVIEW

In general, SDCs are calculated by adding a reimbursement fee component and an improvement fee component – both with potential adjustments. Each component is calculated by dividing the eligible cost by growth in units of demand. The unit of demand becomes the basis of the charge. **Figure 1** shows this calculation in equation format.

Figure 1. SDC Equation

Eligible costs of available capacity in existing facilities	+	Eligible costs of capacity- increasing capital improvements	+	Pro-rata share of costs of complying with Oregon SDC law	=	SDC per unit of growth in demand
Units of growth in demand		Units of growth in demand				

Section II. SDC CALCULATION

This section provides the rationale and calculations supporting the proposed transportation SDCs. As discussed previously, an SDC can include three components: a reimbursement fee, an improvement fee, and compliance cost recovery. Below we provide detailed calculations for each component of the charge. The basis of the calculation is the Gladstone Transportation System Plan Update (TSP).

II.A. GROWTH

Growth is the denominator in both the improvement and reimbursement fee calculations, measured in units that most directly reflect the source of demand. For transportation SDCs, the most applicable and administratively feasible unit of growth is trips. This methodology calculates growth in terms of average daily person trip-ends (person trips). Person trips include vehicle trips during the entire day as well as trips that utilize bicycle, pedestrian, and transit facilities. These trips better account for a balanced transportation system and reflect future projects the City intends to construct.

The TSP identifies a project list for a 23 year period between 2017 and 2040 using trip forecasts from Metro as the basis for identifying projects. **Figure 2** shows person trip growth over the planning period from Metro.

Figure 2. Projected Trip Growth

	2010	2017	2040	Growth	Growth Share
Person Trips	91,198	96,989	118,736	21,747	18.32%

Source: Metro

II.B. REIMBURSEMENT FEE

The reimbursement fee is the value or cost of available capacity per unit of growth that such available capacity will serve. In order for a reimbursement fee to be calculated, unused capacity must be available to serve future growth. For facilities that do not have available capacity, no reimbursement fee may be calculated. Calculation of the reimbursement fee begins with the historical cost of assets or recently completed projects that have unused capacity to serve future users. For each asset or project, the historical cost is adjusted by that portion of the asset or project that is available to serve future users. To avoid charging growth for facilities provided at no cost to the City or its ratepayers, the reimbursement fee cost basis may be reduced by any grants or contributions used to fund the assets or projects included in the cost basis. Furthermore, unless a reimbursement fee will be specifically used to pay debt service, the reimbursement fee cost basis should be reduced by any outstanding debt related to the assets or projects included in the cost basis to avoid double charging.

The estimated cost of unused capacity in the City transportation system is determined based on previous capital expenditures paid for with SDCs. Eligible costs reflect the amount of current infrastructure capacity that will accommodate future growth. The City has not used SDCs to fund projects in several years, having most recently spent SDC monies between Fiscal Year (FY) 2006-07 and FY 2008-09. The City has not spent SDC monies since FY 2008-09. For this analysis, we assume

that the capacity of any project built with SDC monies will be exhausted 20 years after construction. **Figure 3** shows the reimbursement fee cost basis calculation.

Figure 3. Reimbursement Fee Cost Basis

Fiscal Year Ended 6/30:	Original Expenditures	Available Capacity ¹	Reimbursement Fee-Eligible Costs
2007	\$85,594	50%	\$42,797
2008	\$63,021	55%	\$34,661
2009	\$20,913	60%	\$12,548
Total	\$169,528		\$90,006

Source: City of Gladstone

¹ Assumes improvements funded with SDC expenditures achieve full capacity in 20 years.

II.C. IMPROVEMENT FEE

The improvement fee is the cost of planned capacity-increasing capital projects per unit of growth that those projects will serve. The unit of growth becomes the basis of the fee. In reality, the capacity added by many projects serves a dual purpose of both meeting existing demand and serving future growth. To compute a compliant improvement fee, growth-related costs must be isolated and costs related to meeting current demand must be excluded.

Figure 4 shows the total improvement fee eligible cost basis (see **Appendix A** for a complete list of projects and eligibility by project). The eligible portion shown below is the weighted average of all project allocations.

Figure 4. Improvement Fee Cost Basis

Priority	Project Cost
<i>Number of Projects</i>	119
Total Project Costs	\$32,720,000
Non-City Funded Portion	-\$16,439,500
Costs Borne by City	\$16,280,500
Total Eligible Portion	17.17%
SDC-Eligible Costs	\$5,616,460

Source: City of Gladstone Transportation System Plan Update

II.D. ADJUSTMENTS

Two cost basis adjustments are potentially applicable in the SDC calculation: fund balances and compliance costs. Deducting fund balance prevents a jurisdiction from double-charging for projects that were in the previous methodology's improvement fee cost basis but have not yet been constructed.

ORS 223.307(5) authorizes the expenditure of SDCs for "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." To avoid spending monies for compliance that might otherwise have been spent on growth-related projects, we includes an estimate of compliance costs in the SDC calculation. In total, the City will spend \$3,000 per year on compliance costs, described below.

- **Cost of SDC Methodology.** During the analysis period, the City estimates it will complete one SDC methodology study every ten years which costs \$10,000.
- **City Cost of Administering the SDC.** The City estimates the cost of administering the SDC at \$2,000 per year.

The total adjustment amount is based on an estimate of accounting costs associated with the SDC program as a percent of the proposed SDC. **Figure 5** shows the adjustments for the SDC, resulting in a one percent compliance fee and the outstanding fund balance.

Figure 5. Adjustments

Compliance Fee Estimate	
Avg. Annual Trip Growth	942
Avg. Annual SDC Revenue	\$42,707
SDC Updates (\$10k per study every ten years)	\$1,000
SDC Fee Administration (\$2k per year)	2,000
Total Adjustments	\$3,000
Compliance Fee	1%
SDC Fund Balance	
As of 3/31/2018	\$341,443

Source: City of Gladstone.

II.E. SDC COMPONENT SUMMARY

A summary of the SDC calculation is provided in **Figure 6**, which shows a \$4 reimbursement fee, a \$243 improvement fee, and \$3 compliance fee per person trip.

Figure 6. SDC Component Summary

Transportation SDC	Total	SDC-Eligible	Units
Reimbursement Fee			
Excess Capacity of Infrastructure	\$ 169,528	\$ 90,006	
Less: Pro-Rated Debt Principal	-	-	
Reimbursement Fee Cost Basis	\$ 169,528	\$ 90,006	
Growth to End of Planning Period		21,747	Person Trips
Reimbursement Fee		\$ 4	per Person Trip
Improvement Fee			
Capacity Expanding CIP	\$32,720,000	\$ 5,616,460	
Less: Fund Balance	(341,443)	(341,443)	
Improvement Fee Cost Basis	\$32,378,557	\$5,275,017	
Growth to End of Planning Period		21,747	Person Trips
Improvement Fee		\$ 243	per Person Trip
Total System Development Charge			
Reimbursement Fee		\$ 4	per Person Trip
Improvement Fee		\$ 243	per Person Trip
Compliance Fee	1%	\$ 3	per Person Trip
Total SDC per		\$ 250	per Person Trip

Section III. CONCLUSION

This section explains the SDC fee basis. It also addresses indexing the charge and a comparison to regional SDCs.

III.A. FEE BASIS

The transportation SDC is based on the number of person trips that a land use generates. The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* contains vehicle trip rates based on studies conducted nationwide and provides trip ends generated by various types of land use. The *Trip Generation Manual* also has information on the percentage of trips that interrupt a primary trip between the origin and destination (called pass-by trips), which are deducted from total trips to arrive at the net impact of development on the transportation system. Where person trip information is available, a vehicle to person trip ratio is calculated to arrive at person trips for a given land use. For land uses in the ITE Manual that do not contain person trips, a ratio of 1.52 person trips to vehicle trips is used based on Metro's trip data for Gladstone.

Figure 7 shows the trips and SDC by land use. It is important to note that the *Trip Generation Manual* may not contain some land use categories or may not include trip rates or number of net new trips generated. For such land use categories with insufficient or no data, the City SDC Administrator shall use her/his judgment to calculate the transportation SDC.

Figure 7. SDC Schedule

ITE Code	Name	Unit	Average Daily Vehicle Trips	Person Trip Factor	Person Trips	Percent Non-Pass-By Trips	Net Person Trips	Improvement Fee	Compliance Fee	Total SDC
90	Park and Ride Lot with Bus or Light Rail Service	Parking Spaces	2.81	3.41	9.58	100%	9.58	\$2,324	\$30	\$2,394
110	General Light Industrial	1,000 SFGFA	4.54	1.52 *	6.89	100%	6.89	\$1,671	\$22	\$1,722
130	Industrial Park	1,000 SFGFA	2.95	1.52 *	4.47	100%	4.47	\$1,085	\$14	\$1,117
140	Manufacturing	1,000 SFGFA	4.45	1.52 *	6.75	100%	6.75	\$1,638	\$21	\$1,687
150	Warehousing	1,000 SFGFA	1.27	1.52 *	1.93	100%	1.93	\$468	\$6	\$483
151	Mini-Warehouse	1,000 SFGFA	1.63	1.52 *	2.47	100%	2.47	\$599	\$8	\$617
154	High-Cube Transload and Short-Term Storage Warehouse	1,000 SFGFA	1.26	1.52 *	1.91	100%	1.91	\$463	\$6	\$477
155	High-Cube Fulfillment Center Warehouse	1,000 SFGFA	8.18	1.52 *	12.41	100%	12.41	\$3,010	\$39	\$3,101
156	High-Cube Parcel Hub Warehouse	1,000 SFGFA	7.75	1.52 *	11.76	100%	11.76	\$2,852	\$37	\$2,938
157	High-Cube Cold Storage Warehouse	1,000 SFGFA	2.12	1.52 *	3.22	100%	3.22	\$780	\$10	\$804
160	Data Center	1,000 SFGFA	0.99	1.52 *	1.50	100%	1.50	\$364	\$5	\$375
170	Utility	1,000 SFGFA	13.24	1.52 *	20.09	100%	20.09	\$4,872	\$64	\$5,019
180	Specialty Trade Contractor	1,000 SFGFA	10.22	1.52 *	15.50	100%	15.50	\$3,761	\$49	\$3,874
210	Single-Family Detached Housing	Dwelling Units	9.33	1.52 *	14.15	100%	14.15	\$3,432	\$45	\$3,536
220	Multifamily Housing (Low-Rise)	Dwelling Units	7.29	1.38	10.06	100%	10.06	\$2,440	\$32	\$2,513
221	Multifamily Housing (Mid-Rise)	Dwelling Units	5.17	2.02	10.45	100%	10.45	\$2,534	\$33	\$2,610
222	Multifamily Housing (High-Rise)	Dwelling Units	4.34	3.62	15.71	100%	15.71	\$3,810	\$50	\$3,924
231	Mid-Rise Residential with 1st-Floor Commercial	Dwelling Units	3.44	4.5	15.48	100%	15.48	\$3,755	\$49	\$3,868
240	Mobile Home Park	Dwelling Units	4.84	1.52 *	7.34	100%	7.34	\$1,779	\$23	\$1,833
251	Senior Adult Housing - Detached	Dwelling Units	3.77	1.52 *	5.72	100%	5.72	\$1,388	\$18	\$1,430
252	Senior Adult Housing - Attached	Dwelling Units	3.55	1.52 *	5.39	100%	5.39	\$1,307	\$17	\$1,347
253	Congregate Care Facility	Dwelling Units	2.02	2.11	4.26	100%	4.26	\$1,034	\$14	\$1,065

ITE Code	Name	Unit	Average Daily Vehicle Trips	Person Trip Factor	Person Trips	Percent Non-Pass-By Trips	Net Person Trips	Improvement Fee	Compliance Fee	Total SDC
254	Assisted Living	1,000 SFGFA	4.19	1.52 *	6.36	100%	6.36	\$1,542	\$20	\$1,588
255	Continuing Care Retirement Community	Units	2.28	1.52 *	3.46	100%	3.46	\$840	\$11	\$865
265	Timeshare	Dwelling Units	8.07	1.52 *	12.25	100%	12.25	\$2,970	\$39	\$3,060
270	Residential Planned Unit Development	Dwelling Units	6.97	1.52 *	10.58	100%	10.58	\$2,566	\$34	\$2,643
310	Hotel	Rooms	7.99	3.77	30.13	100%	30.13	\$7,308	\$96	\$7,528
311	All Suites Hotel	Rooms	4.46	1.52 *	6.77	100%	6.77	\$1,641	\$21	\$1,691
312	Business Hotel	Rooms	4.33	2.2	9.53	100%	9.53	\$2,311	\$30	\$2,381
320	Motel	Rooms	3.35	1.52 *	5.08	100%	5.08	\$1,233	\$16	\$1,270
411	Public Park	Acres	1.15	1.52 *	1.74	100%	1.74	\$423	\$6	\$436
420	Marina	Berths	2.59	1.52 *	3.93	100%	3.93	\$954	\$12	\$983
430	Golf Course	Holes	27.24	1.02	27.78	100%	27.78	\$6,740	\$88	\$6,943
432	Golf Driving Range	Tees/Driving Positions	14.30	1.52 *	21.69	100%	21.69	\$5,262	\$69	\$5,421
444	Movie Theater	Movie Screens	313.70	1.52 *	475.91	100%	475.91	\$115,438	\$1,510	\$118,918
452	Horse Racetrack	Seats	0.60	1.52 *	0.91	100%	0.91	\$221	\$3	\$227
462	Professional Baseball Stadium	Attendees	1.24	1.52 *	1.88	100%	1.88	\$456	\$6	\$470
480	Amusement Park	Acres	93.66	1.52 *	142.10	100%	142.10	\$34,467	\$451	\$35,506
488	Soccer Complex	Fields	112.90	1.52 *	171.28	100%	171.28	\$41,546	\$543	\$42,799
490	Tennis Courts	Tennis Courts	30.32	1.52 *	46.00	100%	46.00	\$11,157	\$146	\$11,494
495	Recreational Community Center	1,000 SFGFA	23.83	1.59	37.89	100%	37.89	\$9,190	\$120	\$9,467
520	Elementary School	1,000 SFGFA	15.07	1.52 *	22.86	100%	22.86	\$5,546	\$73	\$5,713
522	Middle School/Junior High School	1,000 SFGFA	15.57	1.52 *	23.62	100%	23.62	\$5,730	\$75	\$5,903
530	High School	1,000 SFGFA	10.86	3.09	33.57	100%	33.57	\$8,142	\$106	\$8,387
538	School District Office	1,000 SFGFA	14.37	1.52 *	21.80	100%	21.80	\$5,288	\$69	\$5,447
540	Junior/Community College	1,000 SFGFA	16.24	2.74	44.50	100%	44.50	\$10,794	\$141	\$11,120
550	University/College	1,000 SFGFA	26.04	2.02	52.60	100%	52.60	\$12,759	\$167	\$13,143
560	Church	1,000 SFGFA	9.77	3.02	29.50	100%	29.50	\$7,155	\$94	\$7,370
565	Day Care Center	1,000 SFGFA	35.74	1.52 *	54.22	100%	54.22	\$13,151	\$172	\$13,547
566	Cemetery	Acres	7.58	1.52 *	11.49	100%	11.49	\$2,788	\$36	\$2,872

ITE Code	Name	Unit	Average Daily Vehicle Trips	Person Trip Factor	Person Trips	Percent Non-Pass-By Trips	Net Person Trips	Improvement Fee	Compliance Fee	Total SDC
590	Library	1,000 SFGFA	68.92	1.52 *	104.56	100%	104.56	\$25,361	\$332	\$26,126
610	Hospital	1,000 SFGFA	9.73	1.55	15.08	100%	15.08	\$3,657	\$48	\$3,767
620	Nursing Home	1,000 SFGFA	6.64	1.26	8.37	100%	8.37	\$2,029	\$27	\$2,091
630	Clinic	1,000 SFGFA	38.16	3.8	145.01	100%	145.01	\$35,173	\$460	\$36,233
640	Animal Hospital/Veterinary Clinic	1,000 SFGFA	21.50	1.52 *	32.62	100%	32.62	\$7,912	\$103	\$8,150
650	Free-Standing Emergency Room	1,000 SFGFA	24.94	1.52 *	37.84	100%	37.84	\$9,178	\$120	\$9,454
710	General Office Building	1,000 SFGFA	7.37	1.62	11.94	100%	11.94	\$2,897	\$38	\$2,984
712	Small Office Building	1,000 SFGFA	16.19	1.69	27.36	100%	27.36	\$6,637	\$87	\$6,837
714	Corporate Headquarters Building	1,000 SFGFA	7.95	1.52 *	12.06	100%	12.06	\$2,926	\$38	\$3,014
715	Single Tenant Office Building	1,000 SFGFA	11.25	1.52 *	17.07	100%	17.07	\$4,140	\$54	\$4,265
720	Medical-Dental Office Building	1,000 SFGFA	26.28	1.15	30.23	100%	30.23	\$7,332	\$96	\$7,553
730	Government Office Building	1,000 SFGFA	22.59	1.52 *	34.27	100%	34.27	\$8,313	\$109	\$8,563
731	State Motor Vehicles Department	1,000 SFGFA	11.21	1.52 *	17.01	100%	17.01	\$4,125	\$54	\$4,249
732	United States Post Office	1,000 SFGFA	84.28	1.52 *	127.86	100%	127.86	\$31,013	\$406	\$31,948
733	Government Office Complex	1,000 SFGFA	33.98	1.52 *	51.55	100%	51.55	\$12,504	\$164	\$12,881
750	Office Park	1,000 SFGFA	8.25	3.11	25.66	100%	25.66	\$6,224	\$81	\$6,411
760	Research and Development Center	1,000 SFGFA	8.47	1.18	10.00	100%	10.00	\$2,425	\$32	\$2,498
770	Business Park	1,000 SFGFA	9.41	1.52 *	14.27	100%	14.27	\$3,461	\$45	\$3,566
812	Building Materials and Lumber Store	1,000 SFGFA	23.77	1.52 *	36.06	100%	36.06	\$8,746	\$114	\$9,010
813	Free-Standing Discount Superstore	1,000 SFGFA	53.34	1.52 *	80.93	73%	59.38	\$14,404	\$188	\$14,838
814	Variety Store	1,000 SFGFA	63.47	1.52 *	96.29	66%	63.55	\$15,415	\$202	\$15,880
815	Free-Standing Discount Store	1,000 SFGFA	56.65	1.52 *	85.95	81%	69.70	\$16,907	\$221	\$17,416
816	Hardware/Paint Store	1,000 SFGFA	7.99	1.52 *	12.12	75%	9.03	\$2,191	\$29	\$2,257
817	Nursery (Garden Center)	1,000 SFGFA	82.86	1.52 *	125.70	100%	125.70	\$30,491	\$399	\$31,410
818	Nursery (Wholesale)	1,000 SFGFA	35.92	1.52 *	54.50	100%	54.50	\$13,219	\$173	\$13,617
820	Shopping Center	1,000 SFGLA	36.57	1.91	69.84	67%	46.63	\$11,309	\$148	\$11,650

ITE Code	Name	Unit	Average Daily Vehicle Trips	Person Trip Factor	Person Trips	Percent Non-Pass-By Trips	Net Person Trips	Improvement Fee	Compliance Fee	Total SDC
823	Factory Outlet Center	1,000 SFGFA	28.58	1.52 *	43.36	100%	43.36	\$10,518	\$138	\$10,835
840	Automobile Sales (New)	1,000 SFGFA	30.45	1.85	56.34	100%	56.34	\$13,665	\$179	\$14,077
841	Automobile Sales (Used)	1,000 SFGFA	27.06	1.52 *	41.05	100%	41.05	\$9,958	\$130	\$10,258
842	Recreational Vehicle Sales	1,000 SFGFA	5.00	1.52 *	7.59	100%	7.59	\$1,840	\$24	\$1,895
843	Automobile Parts Sales	1,000 SFGFA	55.34	1.52 *	83.96	57%	47.86	\$11,608	\$152	\$11,958
848	Tire Store	1,000 SFGFA	28.52	1.52 *	43.27	72%	31.01	\$7,521	\$98	\$7,748
849	Tire Superstore	1,000 SFGFA	20.15	1.52 *	30.57	100%	30.57	\$7,414	\$97	\$7,638
850	Supermarket	1,000 SFGFA	125.43	1.59	199.43	64%	128.30	\$31,120	\$407	\$32,058
851	Convenience Market	1,000 SFGFA	828.11	1.35	1,117.94	49%	547.79	\$132,873	\$1,738	\$136,878
853	Convenience Market w/Gasoline Pumps	1,000 SFGFA	624.20	1.52 *	946.97	35%	333.26	\$80,836	\$1,057	\$83,273
854	Discount Supermarket	1,000 SFGFA	95.14	1.52 *	144.33	79%	114.33	\$27,732	\$363	\$28,568
857	Discount Club	1,000 SFGFA	42.35	2.04	86.39	67%	57.62	\$13,976	\$183	\$14,397
861	Sporting Goods Superstore	1,000 SFGFA	35.02	1.52 *	53.13	100%	53.13	\$12,886	\$169	\$13,275
862	Home Improvement Superstore	1,000 SFGFA	38.03	1.72	65.41	58%	37.78	\$9,163	\$120	\$9,439
863	Electronic Superstore	1,000 SFGFA	43.74	1.52 *	66.36	60%	39.82	\$9,658	\$126	\$9,949
868	Book Superstore	1,000 SFGFA	143.60	1.52 *	217.86	100%	217.86	\$52,843	\$691	\$54,436
869	Discount Home Furnishing Superstore	1,000 SFGFA	22.22	1.52 *	33.70	100%	33.70	\$8,175	\$107	\$8,421
875	Department Store	1,000 SFGFA	23.30	1.52 *	35.35	100%	35.35	\$8,574	\$112	\$8,833
876	Apparel Store	1,000 SFGFA	66.40	2.86	189.90	100%	189.90	\$46,063	\$603	\$47,452
879	Arts and Crafts Store	1,000 SFGFA	56.55	1.52 *	85.79	100%	85.79	\$20,810	\$272	\$21,437
880	Pharmacy/Drugstore without Drive-Through Window	1,000 SFGFA	90.08	4.48	403.56	47%	188.33	\$45,681	\$598	\$47,058
881	Pharmacy/Drugstore with Drive-Through Window	1,000 SFGFA	100.89	1.52 *	153.07	51%	78.57	\$19,059	\$249	\$19,634
882	Marijuana Dispensary	1,000 SFGFA	253.80	1.52 *	385.04	100%	385.04	\$93,396	\$1,222	\$96,211
890	Furniture Store	1,000 SFGFA	6.48	1.25	8.09	47%	3.78	\$916	\$12	\$944
897	Medical Equipment Store	1,000 SFGFA	6.00	1.52 *	9.10	100%	9.10	\$2,208	\$29	\$2,274
899	Liquor Store	1,000 SFGFA	101.49	1.98	200.95	100%	200.95	\$48,743	\$638	\$50,212
912	Drive-in Bank	1,000 SFGFA	88.37	1.52 *	134.07	67%	89.68	\$21,754	\$285	\$22,409
930	Fast Casual Restaurant	1,000 SFGFA	315.75	1.52 *	479.02	100%	479.02	\$116,190	\$1,520	\$119,693

ITE Code	Name	Unit	Average Daily Vehicle Trips	Person Trip Factor	Person Trips	Percent Non-Pass-By Trips	Net Person Trips	Improvement Fee	Compliance Fee	Total SDC
931	Quality Restaurant	1,000 SFGFA	83.03	1.84	152.78	56%	85.17	\$20,659	\$270	\$21,282
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	121.32	1.16	140.73	57%	80.80	\$19,600	\$256	\$20,190
933	Fast-Food Restaurant without Drive-Through Window	1,000 SFGFA	418.16	1.14	476.71	100%	476.71	\$115,630	\$1,513	\$119,116
934	Fast-Food Restaurant with Drive-Through Window	1,000 SFGFA	491.92	1.63	801.83	50%	401.58	\$97,409	\$1,274	\$100,345
935	Fast-Food Restaurant with Drive-Through Window and No Indoor Seating	1,000 SFGFA	459.20	1.52 *	696.65	100%	696.65	\$168,980	\$2,210	\$174,074
937	Coffee/Donut Shop with Drive-Through Window	1,000 SFGFA	820.38	1.52 *	1,244.60	100%	1,244.60	\$301,890	\$3,949	\$310,990
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	1,000 SFGFA	2,000.00	1.52 *	3,034.20	13%	379.27	\$91,997	\$1,203	\$94,770
941	Quick Lubrication Vehicle Shop	1,000 SFGFA	69.57	1.52 *	105.54	100%	105.54	\$25,601	\$335	\$26,373
943	Automobile Parts and Service Center	1,000 SFGFA	16.28	1.52 *	24.70	100%	24.70	\$5,991	\$78	\$6,171
944	Gasoline/Service Station	Vehicle Fueling Positions	172.73	1.35	233.18	52%	120.32	\$29,186	\$382	\$30,065
945	Gasoline/Service Station with Convenience Market	Vehicle Fueling Positions	205.36	1.52 *	311.55	41%	127.24	\$30,864	\$404	\$31,795
947	Self-Service Car Wash	Wash Stalls	112.13	1.52 *	170.12	100%	170.12	\$41,264	\$540	\$42,508
949	Car Wash and Detail Center	Wash Stalls	156.20	1.52 *	236.97	100%	236.97	\$57,480	\$752	\$59,212
950	Truck Stop	1,000 SFGFA	455.53	1.52 *	691.08	100%	691.08	\$167,630	\$2,193	\$172,683
960	Super Convenience Market/Gas Station	1,000 SFGFA	814.65	1.52 *	1,235.90	100%	1,235.90	\$299,782	\$3,921	\$308,818

Source: ITE Trip Generation Manual, 10th Edition

*Person trips calculated with 1.52 person trips per average daily trip from Metro trip data for Gladstone.

Abbreviations

SFGFA - square feet of gross floor area

SFGLA - square feet of gross leasable area

III.B. INDEXING

Oregon law (ORS 223.304) also allows for the periodic indexing of system development charges for inflation, as long as the index used is:

- “(A) A relevant measurement of the average change in prices or costs over an identified time period for materials, labor, real property or a combination of the three;
- (B) Published by a recognized organization or agency that produces the index or data source for reasons that are independent of the system development charge methodology; and
- (C) Incorporated as part of the established methodology or identified and adopted in a separate ordinance, resolution or order.”

We recommend that the City index its charges to the Engineering News Record Construction Cost Index for the City of Seattle and adjust its charges annually. There is no comparable Oregon-specific index.

III.C. SDC COMPARISONS

Figure 8 compares the City’s proposed SDC compared to surrounding jurisdictions. The City’s SDC is currently one of the lowest in the region. The proposed SDC is slightly higher than the current SDC, but lower than most jurisdictions in the metro region and lower than most immediately surrounding jurisdictions.

Figure 8. Single Family Transportation SDC Fee Comparison by Jurisdiction

Jurisdiction	Total
Tigard	\$16,494
Wilsonville	\$11,760
Sherwood	\$10,065
West Linn	\$9,777
Oregon City	\$9,524
Lake Oswego	\$8,760
Happy Valley	\$8,537
Beaverton	\$8,458
Hillsboro	\$8,458
Tualatin	\$8,458
Portland	\$5,140
Uninc. Clackamas County	\$4,374
Gresham	\$3,868
Gladstone (Proposed)	\$3,536
Sandy	\$3,396
Canby	\$3,274
Milwaukie	\$1,983
Gladstone (Current)	\$1,359

Source: Respective cities, survey conducted by FCS GROUP updated May 2018.

APPENDIX A – IMPROVEMENT FEE PROJECT LIST

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
P1	OR 99E	Sidewalks - Fill in gaps: Fill in the gap on the west side of the roadway, south of Glen Echo Avenue	\$50,000	\$35,000	\$15,000	18.32%	\$9,158	6-10 Years
P2	OR 99E	Landscaping: Plant street trees on both sides of OR 99E within the existing landscape strips. (Note: ODOT Permits are required for street trees)	\$0	\$0	\$0	0.00%	\$0	6-10 Years
P3	OR 99E	Speed Reduction: Reduce the posted speed limit to 35 mph, subject to ODOT approval	\$0	\$0	\$0	0.00%	\$0	6-10 Years
P4	Oatfield Road	Sidewalks - Fill in gaps: Fill in the gaps on the north side of the roadway from Park Way to the north city limits	\$130,000	\$0	\$130,000	18.32%	\$23,810	0-5 Years
P5	Oatfield Road	Sidewalks - Fill in gaps: Fill in the gaps on the south side of the roadway from Kenmore Street to the north city limits	\$485,000	\$0	\$485,000	18.32%	\$88,830	6-10 Years
P6	Portland Avenue	Widen Sidewalks: Widen the sidewalks on both sides of the roadway from Arlington Street to Abernathy Lane	\$1,005,000	\$703,500	\$301,500	18.32%	\$184,071	0-5 Years
P7	Portland Avenue	Sidewalks - Fill in gaps: Fill in the gaps on the east side of the roadway from Nelson Lane to north city limits	\$235,000	\$0	\$235,000	18.32%	\$43,042	11-20 Years
P8	Portland Avenue	Sidewalks - Fill in gaps: Fill in the gaps on the west side of the roadway from Nelson Lane and north city limits	\$50,000	\$0	\$50,000	18.32%	\$9,158	11-20 Years
P9	Webster Road	Sidewalks - Fill in gaps: Fill in the gaps on the east side of the roadway from Charolais Drive to the north city limits	\$55,000	\$0	\$55,000	18.32%	\$10,074	11-20 Years
P10	Abernathy Lane	Lighting: Install pedestrian-scale lighting on the shared-use path	\$175,000	\$0	\$175,000	18.32%	\$32,052	11-20 Years
P11	Dartmouth Street	Sidewalks - Fill in gaps: Fill in the gaps on the north side of the roadway from Chicago Avenue to Harvard Street and from Yale Avenue to Oatfield Road	\$260,000	\$0	\$260,000	18.32%	\$47,620	11-20 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
P12	Glen Echo Avenue	Sidewalks - Fill in gaps: Fill in the gaps on the north side of the roadway from OR 99E to Oatfield Road	\$515,000	\$0	\$515,000	18.32%	\$94,325	11-20 Years
P13	Glen Echo Avenue	Sidewalks - Fill in gaps: Fill in the gaps on the south side of the roadway from OR 99E to Oatfield Road	\$460,000	\$0	\$460,000	18.32%	\$84,251	11-20 Years
P14	Los Verdes Drive/ Valley View Road	Sidewalks - Fill in gaps: Fill in the gaps on the north side of the roadway from Valley View Road to Jennings Avenue	\$120,000	\$0	\$120,000	18.32%	\$21,979	11-20 Years
P15	Los Verdes Drive/ Valley View Road	Sidewalks - Fill in gaps: Fill in the gaps on the south side of the roadway from Valley View Road to Jennings Avenue	\$15,000	\$0	\$15,000	18.32%	\$2,747	11-20 Years
P16	Beatrice Avenue	New Sidewalks: Install sidewalks on the east side of the roadway from Clackamas Boulevard to Ipswich Street	\$240,000	\$0	\$240,000	18.32%	\$43,957	6-10 Years
P17	Beatrice Avenue	New Sidewalks: Install sidewalks on the west side of the roadway from Clackamas Boulevard to Ipswich Street	\$215,000	\$0	\$215,000	18.32%	\$39,378	6-10 Years
P18	Beverly Lane	Sidewalks - Fill in gaps: Fill in the gaps on the south side of the roadway from Harvard Avenue to Beverly Drive	\$35,000	\$0	\$35,000	18.32%	\$6,410	11-20 Years
P19	Chicago Avenue	Sidewalks - Fill in gaps: Fill in the gaps on the east side of the roadway from Hereford Street and Exeter Street	\$60,000	\$0	\$60,000	18.32%	\$10,989	6-10 Years
P20	Chicago Avenue	Sidewalks - Fill in gaps: Fill in the gaps on the west side of the roadway from Hereford Street and Exeter Street	\$95,000	\$0	\$95,000	18.32%	\$17,400	6-10 Years
P22	Clackamas Boulevard	Mixed-Use Shoulder: Install a mixed-use shoulder on the south side of the roadway from Portland Avenue to Arlington Street	\$310,000	\$0	\$310,000	18.32%	\$56,778	11-20 Years
P23	Clayton Way	Sidewalks - Fill in gaps: Fill in the gaps on both sides of the roadway from roadway terminus to Webster Road	\$135,000	\$0	\$135,000	18.32%	\$24,726	11-20 Years
P24	Cornell Avenue	New Sidewalks: Install new sidewalks on the east side of the roadway from Clackamas Boulevard to Collins Crest Street	\$390,000	\$0	\$390,000	18.32%	\$71,431	6-10 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
P25	Cornell Avenue	New Sidewalks: Install new sidewalks on the west side of the roadway from Clackamas Boulevard to Collins Crest Street	\$455,000	\$0	\$455,000	18.32%	\$83,336	6-10 Years
P26	Fairfield Street	Sidewalks - Fill in gaps: Fill in the gaps on the south side of the roadway from Portland Avenue and Chicago Avenue	\$50,000	\$0	\$50,000	18.32%	\$9,158	11-20 Years
P27	Harvard Avenue	Sidewalks - Fill in gaps: Fill in the gaps on the east side of the roadway from Hereford Street and Beverly Lane and adjacent to Gladstone High School	\$145,000	\$0	\$145,000	18.32%	\$26,558	6-10 Years
P28	Harvard Avenue	Sidewalks - Fill in gaps: Fill in the gaps on the west side of the roadway from Hereford Street and Beverly Lane and adjacent to Gladstone High School	\$175,000	\$0	\$175,000	18.32%	\$32,052	6-10 Years
P29	Oakridge Drive	Sidewalks - Fill in gaps: Fill in gaps on both sides of the roadway from Quail Court to Valley View Road	\$70,000	\$0	\$70,000	18.32%	\$12,821	11-20 Years
P30	SE 82nd Drive/ I-205 SB Ramp Terminal	Enhanced crossing: Install an enhanced pedestrian crossing in the southwest corner of the intersection with high visibility pavement markings and signs and RRFBs or traffic signal	\$0	\$0	\$0	0.00%	\$0	0-5 Years
P31	Cason Road/ Ohlson Road	Enhanced crossing: Install an enhanced pedestrian crossing	\$25,000	\$0	\$25,000	0.00%	\$0	0-5 Years
P32	Jennings Avenue/ Valley View Road	Enhanced crossing: Install an enhanced pedestrian crossing	\$25,000	\$0	\$25,000	0.00%	\$0	0-5 Years
P33	Oatfield Road/ Hull Road	Enhanced crossing: Install an enhanced pedestrian crossing with high visibility pavement markings and signs and RRFBs – Coordinate with Project P47	\$65,000	\$0	\$65,000	0.00%	\$0	0-5 Years
P34	Oatfield Road/ Glen Echo Avenue	Enhanced crossing: Install an enhanced pedestrian crossing with raised median islands, high visibility pavement markings and signs, and RRFBs	\$85,000	\$0	\$85,000	0.00%	\$0	0-5 Years
P35	Oatfield Road/ Shared-use Path	Enhanced crossing: Install an enhanced pedestrian crossing with raised median islands, high visibility pavement markings and signs, and RRFBs	\$85,000	\$0	\$85,000	0.00%	\$0	0-5 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
P36	Oatfield Road/ Gloucester Street	Enhanced crossing: Install an enhanced pedestrian crossing with high visibility pavement markings and signs and RRFBs	\$65,000	\$0	\$65,000	0.00%	\$0	0-5 Years
P37	Portland Avenue/ Arlington Street	Enhanced crossing: Install an enhanced pedestrian crossing	\$25,000	\$0	\$25,000	0.00%	\$0	0-5 Years
P38	Portland Avenue/ Glen Echo Avenue (North)	Enhanced crossing: Install an enhanced pedestrian crossing – Coordinate with Project B37	\$25,000	\$0	\$25,000	0.00%	\$0	0-5 Years
P39	Portland Ave/ Glen Echo Ave (South)	Enhanced crossing: Install an enhanced pedestrian crossing – Coordinate with Project B38	\$25,000	\$0	\$25,000	0.00%	\$0	0-5 Years
P40	Webster Road/ Cason Road	Enhanced crossing: Install an enhanced pedestrian crossing with raised median islands, high visibility pavement markings and signs, and RRFBs. Also, reduce curb radii in the northeast corner of the intersection	\$85,000	\$0	\$85,000	0.00%	\$0	0-5 Years
P41	Webster Road/ Clayton Way	Enhanced crossing: Install an enhanced pedestrian crossing with high visibility pavement markings and signs and RRFBs	\$65,000	\$0	\$65,000	0.00%	\$0	0-5 Years
P42	Webster Road/ Los Verdes Drive	Enhanced crossing: Install an enhanced pedestrian crossing with high visibility pavement markings and signs and RRFBs	\$65,000	\$0	\$65,000	0.00%	\$0	0-5 Years
P43	SE 82nd Drive/ Arlington Street	Enhanced crossing: Install an enhanced pedestrian crossing with raised median islands, high visibility pavement markings and signs, and RRFBs	\$85,000	\$0	\$85,000	0.00%	\$0	0-5 Years
P44	OR 99E/ Arlington Street	Enhanced crossing: Modify the signal timing to provide leading pedestrian intervals at all protected approaches	\$0	\$0	\$0	0.00%	\$0	0-5 Years
P45	Portland Ave	Enhanced crossing: Install curb extensions along Portland Avenue at every major intersection and mid-block between Arlington Street and Nelson Lane (up to 15 locations)	\$375,000	\$0	\$375,000	0.00%	\$0	0-5 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
P45	Beatrice Avenue Accessway	Accessway: Install a new accessway that connects Beatrice Avenue from Ipswich Street to W Jersey Street	\$25,000	\$0	\$25,000	18.32%	\$4,579	11-20 Years
P46	Duniway Avenue Accessway	Accessway: Install a new accessway that connects Duniway Avenue (east) and Duniway Avenue (west)	\$25,000	\$0	\$25,000	18.32%	\$4,579	11-20 Years
P47	Hull Avenue Accessway	Accessway: Install a new accessway that connects Hull Road to Oatfield Road – Coordinate with Project P34	\$50,000	\$0	\$50,000	18.32%	\$9,158	11-20 Years
P48	Jenson Road Shared-use Path	Shared-use path: Maintain the shared-use path on the Jenson Road right-of-way and install wayfinding signs and pedestrian scale lighting	\$5,000	\$0	\$5,000	18.32%	\$916	0-5 Years
P49	Shared-use Path under OR 99E	Shared-use path: Install a shared-use path from Clackamas Boulevard to Dahl Park Road	\$150,000	\$0	\$150,000	18.32%	\$27,473	0-5 Years
P50	Olson Wetlands Shared-use Path	Shared-use path: Install a shared-use path from Abernathy Court to Risley Avenue.	\$115,000	\$0	\$115,000	18.32%	\$21,063	0-5 Years
P51	Trolley Trail Bridge	Bridge: Install a pedestrian bridge across the Clackamas River to Oregon City – Coordinate with City of Oregon City on design and development of Bridge	\$22,000,000	\$15,400,000	\$6,600,000	18.32%	\$4,029,418	0-5 Years
B1	SE 82nd Drive	Buffered bike lanes/ Cycle Tracks: Reduce the travel lane width and install buffered bike lanes OR cycle tracks on both sides of the roadway from Oatfield Road to the north city limits	\$15,000	\$10,500	\$4,500	18.32%	\$2,747	0-5 Years
B2	OR 99E	Buffered bike lanes/ Cycle Tracks: Reduce the travel lane width and install buffered bike lanes OR cycle tracks on both sides of the roadway	\$15,000	\$10,500	\$4,500	18.32%	\$2,747	0-5 Years
B3	Arlington Street	Alternative route: Establish an alternative route along Clackamas Boulevard with wayfinding signs and pavement markings – this project is an interim improvement until implementation of Project B4 is	\$5,000	\$0	\$5,000	0.00%	\$0	0-5 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
B4	Arlington Street	Bike lanes: Remove parking from both sides of the roadway from OR 99E to Clackamas Boulevard and install on-street bike lanes	\$10,000	\$0	\$10,000	18.32%	\$1,832	6-10 Years
B5	Arlington Street	Bike lanes: Widen the roadway OR remove on-street parking and install on-street bike lanes on both sides of the roadway from Clackamas Boulevard to SE 82nd Drive	\$50,000	\$0	\$50,000	18.32%	\$9,158	6-10 Years
B6	Oatfield Road	Speed reduction: Reduce the posted speed limit to 30 mph	\$5,000	\$0	\$5,000	0.00%	\$0	6-10 Years
B7	Oatfield Road	Bike lanes: Reduce the travel lane width and install wider bike lanes on both sides of the roadway	\$75,000	\$0	\$75,000	18.32%	\$13,737	0-5 Years
B8	Portland Avenue	Bike lanes: Remove the center two-way left-turn lane and install on-street bike lanes on both sides of the roadway from Clackamas Boulevard to Arlington Street	\$5,000	\$0	\$5,000	18.32%	\$916	0-5 Years
B9	Portland Avenue	Buffered bike lanes/ Cycle Tracks: Remove the center two-way left-turn lane and install on-street buffered bike lanes OR cycle tracks on both sides of the roadway from Arlington Street to Abernathy Lane	\$50,000	\$0	\$50,000	18.32%	\$9,158	0-5 Years
B10	Portland Avenue	Bike lanes: Remove the center two-way left-turn lane and install on-street bike lanes on both sides of the roadway from Abernathy Lane to Nelson Lane	\$15,000	\$0	\$15,000	18.32%	\$2,747	0-5 Years
B11	Portland Avenue	Bike lanes: Widen the roadway and install on-street bike lanes on both sides of the roadway from Nelson Lane to the north city limits	\$265,000	\$0	\$265,000	18.32%	\$48,536	0-5 Years
B12	Webster Road	Speed reduction: Reduce the posted speed limit to 30 mph	\$5,000	\$0	\$5,000	0.00%	\$0	6-10 Years
B13	Webster Road	Bike lanes: Reduce the travel lane width and install wider bike lanes on both sides of the roadway	\$55,000	\$0	\$55,000	18.32%	\$10,074	0-5 Years
B14	Abernathy Lane	Bike lanes: Install bike lanes on the north side of the roadway adjacent to the parking lane	\$25,000	\$0	\$25,000	18.32%	\$4,579	0-5 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
B15	Cason Road	Bike lanes: Restripe the on-street bike lanes at the east leg of the Webster Road/Cason Road intersection and install bike symbols	\$5,000	\$0	\$5,000	0.00%	\$0	0-5 Years
B16	Dartmouth Street	Shared lane: Install shared lane pavement marking and signs from OR 99E to Portland Avenue	\$20,000	\$0	\$20,000	0.00%	\$0	11-20 Years
B17	Dartmouth Street	Bike lanes: Install on-street bike lanes from Portland Avenue to Oatfield Road	\$55,000	\$0	\$55,000	18.32%	\$10,074	0-5 Years
B18	Gloucester Street	Bike lanes: Widen the roadway OR remove on-street parking and install on-street bike lanes on both sides of the roadway	\$70,000	\$0	\$70,000	18.32%	\$12,821	0-5 Years
B19	Glen Echo Avenue	Speed Reduction: Reduce the posted speed limit to 25 mph	\$5,000	\$0	\$5,000	0.00%	\$0	6-10 Years
B20	Glen Echo Avenue	Bike lanes: Widen the roadway and/or remove on-street parking and install on-street bike lanes on both sides of the roadway	\$650,000	\$0	\$650,000	18.32%	\$119,051	0-5 Years
B21	Los Verdes Drive/Valley View Road	Shared lane: Install shared lane pavement markings and signs from Webster Road to Jennings Avenue	\$20,000	\$0	\$20,000	0.00%	\$0	11-20 Years
B22	River Road	Signage: Install a "Bike Lane Ends" sign at the south-eastbound approach to OR 99E	\$5,000	\$0	\$5,000	0.00%	\$0	6-10 Years
B23	Beatrice Avenue	Shared lane: Install shared lane pavement markings and signs from Abernathy Lane to Clackamas Boulevard – Coordinate with Project P43	\$20,000	\$0	\$20,000	0.00%	\$0	0-5 Years
B24	Beverly Lane/Collins Crest	Shared lane: Install shared lane pavement markings and signs from Harvard Avenue to Oatfield Road	\$5,000	\$0	\$5,000	0.00%	\$0	6-10 Years
B25	Chicago Avenue	Shared lane: Install shared lane pavement markings and signs from Hereford Street to Arlington Street	\$15,000	\$0	\$15,000	0.00%	\$0	6-10 Years
B26	Clackamas Boulevard	Shared lane/ Advisory Lane: Install shared lane pavement markings and signs OR advisory lanes from Arlington Road to 82nd Drive	\$15,000	\$0	\$15,000	0.00%	\$0	0-5 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
B27	Cornell Avenue	Shared lane: Install shared lane markings and signs from Clackamas Boulevard to Collins Crest	\$35,000	\$0	\$35,000	0.00%	\$0	0-5 Years
B28	Duniway Avenue	Shared lane: Install shared lane markings and signs from Abernathy Lane to Portland Avenue – Coordinate with Project P42	\$5,000	\$0	\$5,000	0.00%	\$0	0-5 Years
B29	Fairfield Street	Shared lane: Install shared lane markings and signs from Cornell Avenue to Oatfield Road	\$5,000	\$0	\$5,000	0.00%	\$0	11-20 Years
B30	Hereford Street	Shared lane: Install shared lane markings and signs from Beatrice Avenue to Oatfield Road	\$25,000	\$0	\$25,000	0.00%	\$0	6-10 Years
B31	Nelson Lane/ Harvard Avenue	Shared lane: Install shared lane markings and signs from Portland Avenue to Hereford Street	\$15,000	\$0	\$15,000	0.00%	\$0	6-10 Years
B32	Ridgegate Drive/ Penny Court/ Clayton Way	Shared lane: Install shared lane markings and signs from Oatfield Road to Webster Road	\$10,000	\$0	\$10,000	0.00%	\$0	6-10 Years
B33	OR 99E	Enhanced crossing: Install skip striping along OR 99E through all major intersections with green paint in all conflict areas	\$0	\$0	\$0	0.00%	\$0	0-5 Years
B34	SE 82nd Drive	Enhanced crossing: Install skip striping along 82nd Drive through all major intersections with green paint in all conflict areas	\$0	\$0	\$0	0.00%	\$0	0-5 Years
B36	Oatfield Road/ Webster Road	Enhanced crossing: Reconfigure the intersection to facilitate bicycle turning movements. Also, reduce the curb radii in the northeast corner of the intersection.	\$35,000	\$0	\$35,000	18.32%	\$6,410	0-5 Years
B37	Oatfield Road	Enhanced crossing: Install skip striping along Oatfield Road through all major intersections with green paint in all conflict areas	\$15,000	\$0	\$15,000	0.00%	\$0	0-5 Years
B37	Portland Ave/ Glen Echo Ave (North)	Enhanced crossing: Install an enhanced bicycle crossing to facilitate travel along Glen Echo Avenue across Portland Avenue	\$15,000	\$0	\$15,000	0.00%	\$0	0-5 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
B38	Portland Ave/ Glen Echo Ave (South)	Enhanced crossing: Install an enhanced bicycle crossing to facilitate travel along Glen Echo Avenue across Portland Avenue	\$15,000	\$0	\$15,000	0.00%	\$0	0-5 Years
B39	Portland Ave/ Abernathy Ln	Enhanced crossing: Install an enhanced bicycle crossing to facilitate travel to/from the Trolley Trail along Abernathy Lane	\$15,000	\$0	\$15,000	0.00%	\$0	0-5 Years
T1	City-wide	Coordinate with TriMet on new and rerouted fixed-route service identified in the TriMet Service Enhancement Plan for Southeast	\$0	\$0	\$0	0.00%	\$0	6-10 Years
T2	City-wide	Coordinate with TriMet to install shelter and other amenities at bus stops consistent with TriMet Bus Stop Guidelines	\$25,000	\$0	\$25,000	18.32%	\$4,579	6-10 Years
T3	City-wide	Identify a location for a new park-and-ride facility	\$50,000	\$0	\$50,000	18.32%	\$9,158	6-10 Years
T4	99E/Arlington Street	Relocate the southbound transit stop to the far side of the intersection	\$5,000	\$0	\$5,000	0.00%	\$0	6-10 Years
T5	Webster Road/Clayton Way	Install a no-parking/bus zone sign along the west side of Webster Road	\$5,000	\$0	\$5,000	0.00%	\$0	6-10 Years
TSM1	Signal Retiming and Optimization	Update signal timing plans and coordinate signals to better match prevailing traffic conditions	\$115,000	\$0	\$115,000	0.00%	\$0	0-20 Years
TSM2	Transit Signal Priority	Work with ODOT to implement transit signal priority on OR 99E and SE 82nd Drive as needed	\$150,000	\$105,000	\$45,000	18.32%	\$27,473	6-10 Years
TSM3	Truck signal priority	Work with ODOT to implement truck signal priority on OR 99E and SE 82nd Drive as needed	\$150,000	\$105,000	\$45,000	18.32%	\$27,473	11-20 Years
TDM1	Carpool Match Services Service	Work with Metro to coordinate a rideshare/carpool program that regional commuters can use to find other commuters with similar routes to work	\$115,000	\$0	\$115,000	0.00%	\$0	0-20 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
TDM2	Collaborative Marketing	Work with nearby cities, employers, transit service providers, and developers to collaborate on marketing for transportation options that provide an alternative to single-occupancy vehicles	\$115,000	\$0	\$115,000	0.00%	\$0	0-20 Years
TDM3	Limited and/or Flexible parking Requirements	Refine the City's current parking policy to include strategies that encourage multi-modal transportation	\$25,000	\$0	\$25,000	0.00%	\$0	11-20 Years
TDM4	Parking Management	Modify the City's current parking policy to impose time limits in commercial areas and allow for the potential to charge for parking	\$10,000	\$0	\$10,000	0.00%	\$0	11-20 Years
LU1	Commercial Nodes	Revise existing zoning map to include more commercial nodes in residential areas	\$25,000	\$0	\$25,000	0.00%	\$0	6-10 Years
LU2	Mixed Use Development	Modify city policies and/or development code to encourage mixed use developments in commercial areas and/or future town centers	\$25,000	\$0	\$25,000	0.00%	\$0	6-10 Years
LU3	Alternative Mobility Standards	Work with ODOT to develop alternative mobility standards on OR 99E and at the I-205 interchanges ramps in order to accommodate higher density development patterns along the corridors	\$25,000	\$0	\$25,000	0.00%	\$0	6-10 Years
AM1	Access Spacing Standard Modification	Modify city-wide access spacing standards according to a roadway's jurisdiction and functional classification	\$25,000	\$0	\$25,000	0.00%	\$0	11-20 Years
AM2	Access Variance Process	Define a variance process for when the standard cannot be met	\$25,000	\$0	\$25,000	0.00%	\$0	11-20 Years
AM3	Access Consolidation	Establish an approach for access consolidation that focuses on incremental improvements that can occur over time	\$25,000	\$0	\$25,000	0.00%	\$0	11-20 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
S1	OR 99E/Arlington Street	Reconfigure the westbound approach to include a separate left-turn lane with protected phasing and a shared through right-turn lane and reconfigure the eastbound approach to restrict the left-turn movement.	\$25,000	\$17,500	\$7,500	18.32%	\$4,579	0-5 Years
S2	I-205 Southbound Ramp Terminal/SE 82nd Drive	Reconfigure the southbound approach to the intersection to improve sight distance for the southbound right-turn movement – Coordinate with Project M3	\$25,000	\$17,500	\$7,500	18.32%	\$4,579	0-5 Years
S3	City-wide	Evaluate traffic safety along OR 99E, Oatfield Road, and SE 82nd Drive to identify appropriate countermeasures	\$50,000	\$0	\$50,000	0.00%	\$0	6-10 Years
M1	OR 99E/ E Arlington Street	Restrict eastbound movements at the intersection (See Tech Memo 8 in the Volume II: Technical Appendix for design considerations)	\$0	\$0	\$0	0.00%	\$0	11-20 Years
M2	OR 99E/ Glen Echo Avenue	Install a separate right-turn lane on the westbound approach	\$50,000	\$35,000	\$15,000	18.32%	\$9,158	6-10 Years
M3	I-205 Ramp Terminals/ SE 82nd Drive	I-205 Interchange Refinement Plan (See Tech Memo 8 in the Volume II: Technical Appendix for design considerations)	\$0	\$0	\$0	0.00%	\$0	6-10 Years
M4	Oatfield Road/ Glen Echo Avenue	Install a traffic signal when warranted	\$250,000	\$0	\$250,000	18.32%	\$45,789	6-10 Years
M5	Oatfield Road/ Gloucester Street	Install a traffic signal when warranted	\$250,000	\$0	\$250,000	18.32%	\$45,789	6-10 Years
M6	Oatfield Road/ Dartmouth Street	Install a median along Oatfield Road to restrict left-turn movements to/from Dartmouth Street as well as other local street connections – this project will require coordination with TriMet.	\$35,000	\$0	\$35,000	0.00%	\$0	6-10 Years
M7	SE 82nd Drive/ Oatfield Road	Install skip striping through the intersection to define turning paths for vehicles	\$0	\$0	\$0	0.00%	\$0	0-5 Years

Project #	Location	Type: Project	Project Cost	Non-City Funded Portion ¹	Costs Borne By City	SDC Eligible Percent	SDC Eligible Costs	Timeline
M8	OR 99E	OR 99E Refinement Plan – this plan will provide a system-wide solution for OR 99E that eliminates the need for alternative mobility target at the OR 99E/Arlington Road and OR 99E/Glen Echo Road intersections (See Tech Memo 8 in the Volume II: Technical Appendix for design considerations)	\$50,000	\$0	\$50,000	0.00%	\$0	6-10 Years
Total			\$32,720,000	\$16,439,500	\$16,280,500		\$5,616,460	

Source: City of Gladstone Transportation System Plan Update

¹ Non-City funded portion of projects assumes all projects with a \$0 project cost in the Master Plan and updated by City staff will be funded 70% by outside sources. Percentage is based on Oregon Department of Transportation Connect Oregon Program which requires a 30% cash match from local governments.