



RESOLUTION NO. 2024-17

A RESOLUTION ADOPTING AN UPDATED METHODOLOGY FOR TRANSPORTATION SYSTEM DEVELOPMENT CHARGES

WHEREAS, Section 15.28.050 of the Sandy Municipal Code requires that methodologies used to establish systems development charges be approved by a Resolution adopted by the Council; and

WHEREAS, the City Council engaged FCS Group, Inc. to review the 2023 City of Sandy Transportation System Plan and develop a methodology to calculate and collect Transportation System Development Charges to fund the improvements it describes; and

WHEREAS, the methodology developed by FCS Group, attached as Exhibit A, equitably apportions the cost of the projects attributable to new development; and

WHEREAS, the existing Transportation System Development Charges currently in effect are less in amount than said methodology would support; and

WHEREAS, the Sandy City Council desires to adopt said methodology at this time but will consider associated revisions to Transportation System Development Charges at a later time.

NOW, THEREFORE, THE CITY OF SANDY RESOLVES AS FOLLOWS:

Section 1. The methodology for establishment of Transportation System Development Charges as set forth in Exhibit A, attached hereto and incorporated herein by this reference, is hereby adopted. Any associated revisions to the system development charge amounts will be established by a separate resolution of the City Council.

Section 2. The methodology adopted by this Resolution replaces the methodology previously established through Resolution 2016-10.

This Resolution shall be effective on the date it is adopted by the City Council. This resolution is adopted by the City Council of the City of Sandy this 3rd day of September, 2024.

Stan Pulliam, Mayor

ATTEST:

Jeffrey Aprati, City Recorder

City of Sandy

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE UPDATE

Methodology Report

July 12, 2024

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FCS GROUP
Solutions-Oriented Consulting

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Section I. INTRODUCTION

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

I.A. PROJECT BACKGROUND

The City of Sandy (City) imposes a system development charge (SDC) to provide partial funding for the capital needs of its transportation system. The current SDC is charged to all new developments in the City at a rate of \$4,826.00 per single-family dwelling unit and \$304.10 per average daily person trip for all other developments.

In 2023, the City engaged both DKS Associates and FCS GROUP to update the City's transportation SDC based on the City's updated Transportation System Plan and the long-range forecasts that are consistent with the City's most current Housing Needs Analysis and Economic Opportunities Analysis.

I.B. POLICY

SDCs are enabled by state statutes, authorized by local ordinance, and constrained by the United States Constitution.

I.B.1. State Statutes

Oregon Revised Statutes (ORS) 223.297 to 223.316 enable local governments to establish SDCs, which are one-time fees on development that are paid at the time of development or redevelopment that creates additional demand for park facilities. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future users -- growth.

ORS 223.299 defines two types of SDC:

- A reimbursement fee that is 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 that is 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).

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 that 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).

In addition to the reimbursement and improvement fees, ORS 223.307(5) states, in part, that “system development charge revenues may be expended on the costs of complying” with state statutes concerning SDCs, including “the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures.”

I.B.2. Local Ordinance

Chapter 15.28 of the Sandy Municipal Code authorizes and governs the imposition and expenditure of transportation SDCs in Sandy. The City may need to modify its code to allow for the proposed changes to the transportation SDCs.

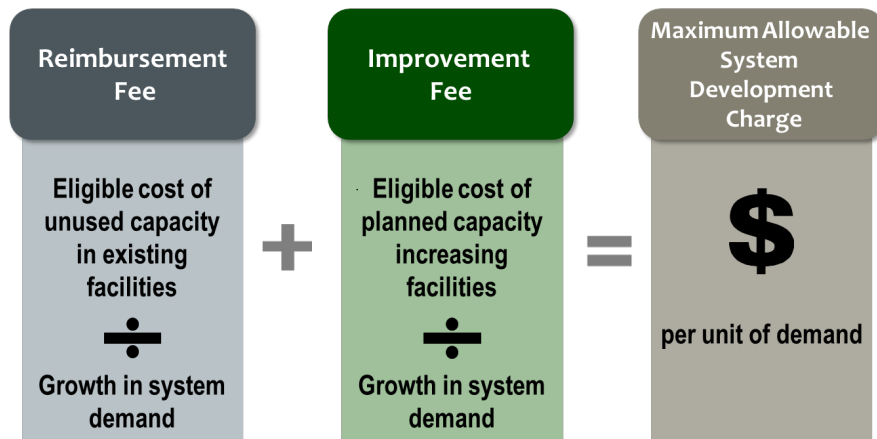
I.B.3. United States Constitution

The United States Supreme Court has determined that SDCs, impact fees, or other exactions that comply with state and/or local law may still violate the United States Constitution if they are not proportionate to the impact of the development. The SDCs calculated in this report are designed to meet all constitutional and statutory requirements.

Section II. SDC ANALYSIS

This section provides the detailed calculations of the maximum allowable transportation SDC.

In general, SDCs are calculated by adding a reimbursement fee component (if applicable) 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. Below is an illustration of this calculation:



II.A. GROWTH

The calculation of projected growth begins with defining the units by which current and future demand will be measured. Then, using the best available data, we quantify the current level of demand and estimate a future level of demand. The difference between the current level and the future level is the growth in demand that will serve as the denominator in the SDC calculations.

II.A.1. Unit of Measurement

A good unit of measurement allows an agency to quantify the incremental demand of development or redevelopment that creates additional demand for transportation facilities. A great unit of measurement allows an agency to distinguish different levels of demand added by different kinds of development or redevelopment.

For transportation SDCs, demand that can be attributed to individual developments is usually measured in the number of “trips” that will be generated by development. A “trip,” more properly described as a “trip end,” represents one transportation system user entering or exiting a particular development.

Trips can be measured in a variety of ways. The City’s current practice is to use estimated “average daily person trips,” which is a common way of measuring trips for SDC purposes. Under such a system of counting trips, a particular property’s total trip count represents the average number of trips per weekday. In the City’s case, a trip refers to people – not vehicles – entering or exiting the

property. For example, a property with five average daily person trips would, on an average weekday, see five people enter or exit the property, regardless of if all those people walked or arrived in a single van.

II.A.2. Growth in Demand

The City of Sandy’s Housing Needs Analysis and Economic Opportunity Analysis provide a forecast for the growth in jobs by land use type and dwelling units by type (either single-family or multi-family) expected between 2023 and 2043.

The Institute of Transportation Engineers publishes the expected number of average daily vehicle trips per job and per dwelling unit in its *Trip Generation Manual, 11th Edition*. These trip rates can be applied to the growth in number of jobs and dwelling units to estimate the total growth in average daily vehicle trip ends. As shown below, the projected growth in jobs and dwelling units within the City of Sandy equates to an estimate for total growth in average daily vehicle trip ends is 44,576.

The U.S. Department of Transportation publishes the *National Household Travel Survey*, which can be used to estimate the number of person trips given the number of vehicle trips. This conversion factor is 1.68 person trips per vehicle trip, meaning that the expected growth in average daily person trip ends in the City between 2023 and 2043 is 74,887. These calculations are shown in Table 1 below.

Table 1 – Growth in Average Daily Person Trips

Land Use	2023 Est.	2043 Proj.	Growth (20 years)	Trip Rate (Average Daily)	Est. Average Daily Trip Ends in 2023	Est. Average Daily Trip Ends in 2043	20-year Growth in Average Daily Trip Ends
Industrial	802 jobs	1,245 jobs	443 jobs	3.71	2,972	4,613	1,641
Retail Commercial	1,349 jobs	1,567 jobs	218 jobs	18.62	25,112	29,170	4,058
Office & Services	2,783 jobs	4,461 jobs	1,678 jobs	10.28	28,618	45,873	17,255
Government	580 jobs	764 jobs	184 jobs	7.45	4,321	5,692	1,371
Single-family	3,572 DUs	5,026 DUs	1,454 DUs	9.43	33,684	47,399	13,715
Multi-family (3+ units per structure)	745 DUs	1,715 DUs	970 DUs	6.74	5,021	11,556	6,535
Total (Vehicle Trips)					99,728	144,304	44,576
Total (Person Trips)					167,543	242,430	74,887

Source: Growth assumptions derived from Sandy HNA and EOA, draft report. Trip rates from Institute of Transportation Engineers, *Trip Generation Manual, 11th Edition*. Person trip conversion factor of 1.68 from U.S. Department of Transportation, 2017 *National Household Travel*

The growth estimate of 74,887 average daily person trips will serve as the denominator for the transportation SDC calculation. Based on these estimates, the calculated “growth share” percentage equates to 30.89 percent (74,887 / 242,430). This growth share estimate is an important figure for use in the improvement fee cost basis.

II.B. IMPROVEMENT FEE

An improvement fee is the eligible cost of planned projects per unit of growth that such projects will serve. Since we have already calculated growth (denominator) above, we will focus here on the improvement fee cost basis (numerator).

II.B.1. Eligibility

A project's eligible cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users. Where possible, specific details about a project can provide an eligibility percentage. However, when this is not possible, projects can still be sorted into three broad categories.

The first category is for projects that do not provide capacity for future users. Such projects may be purely replacement projects, or they may be solving a deficiency in the transportation system. Projects in this category are zero percent eligible. The second category is for projects that are purely for future users, such as when a new local road is laid to provide for a new development. These projects are 100 percent eligible. Finally, projects that provide capacity that will be roughly equally shared between current and future users are eligible at the growth share percentage discussed in **Section II.A**, or 30.89 percent.

II.B.2. Improvement Fee Cost Basis

The project list for the transportation SDC is included in **Appendix A**. Each project has a project ID, priority, proposed funding source, and total cost in 2024 dollars. This capital project list is derived directly from the City's most recent Transportation System Plan (TSP) developed by DKS Associates. More information on each project can be found by referencing the project IDs in the TSP.

Each project was assigned a local cost share percentage, representing the proportion of the project cost that the City is expected to pay for. Based on the TSP assumptions, each project has been assigned to a category based on relative priority.

Consideration is also given to the potential for outside funding, such as state or federal grants or other City funding resources. This was captured in the "Other Funding" column. For example, some outside funding was estimated for trails projects which are expected to be completed by the City's parks program. Finally, the SDC-eligible cost was calculated by multiplying the SDC-eligibility percentage by the total cost and applying any outside funding to the non-eligible portion of the cost. Where projects have more outside funding than non-eligible costs, the SDC eligible cost was adjusted down by the difference.

This method of calculating the improvement fee cost basis resulted in a total Improvement Fee cost basis of \$180.5 million.

II.C. REIMBURSEMENT FEE

A reimbursement fee is the eligible cost of available capacity in the system per unit of growth that such capacity will serve. Since Table 1 provides a forecast of calculated growth (denominator) in net new person trips over the next 20 years, this section focuses on the reimbursement fee cost basis (numerator in the SDC equation).

II.C.1. Reimbursement Fee Cost Basis

The City provided an accounting of historical transportation improvement fee expenditures going back to Fiscal Year 2009-10. Because improvement fees can only legally be spent on capital expenditures that provide capacity for future users, it can be assumed that those prior expenditures

created capacity for future growth in the local transportation system. Further, since available capacity tends to be slowly used up as growth occurs, it is reasonable to assume that at least some of the capacity provided by those expenditures is available.

Using the calculated historic annual average trip growth rate of 2.353 percent that occurred between 2010 and 2023, the annual absorption of capacity added by historical improvement fee expenditures can be estimated. As shown in Table 2, this method results in an estimated remaining capacity of 73.9 percent for expenditures in Fiscal Year 2009-10 – and remaining capacity slowly increases as the expenditures get closer to the current fiscal year. This method of calculating the improvement fee cost basis resulted in a total Reimbursement Fee Cost Basis of \$7,525,668.

Table 2 – Reimbursement Fee Cost Basis Scenarios

Fiscal Year	Capacity Improvement Expenditures	Estimated Remaining Capacity	SDC-Eligible Cost
2010	\$ 243,994	67.1%	\$ 163,611
2011	258,055	69.4%	179,112
2012	82,800	71.8%	59,419
2013	-	74.1%	-
2014	85,961	76.5%	65,732
2015	360,885	78.8%	284,454
2016	-	81.2%	-
2017	28,108	83.5%	23,478
2018	-	85.9%	-
2019	-	88.2%	-
2020	501,866	90.6%	454,627
2021	290,020	92.9%	269,546
2022	361,816	95.3%	344,787
2023	4,581,044	97.6%	4,473,244
2024	1,207,656	100.0%	1,207,656
Total	\$ 8,002,205		\$ 7,525,668

*Source: * City staff (annual improvement fee expenditures); reduced by estimated annual avg. change in trip growth between 2010 and 2023 (2.353%).*

II.D. CALCULATED SDC

This section calculates the transportation SDC using the growth and the cost basis discussed above. The resulting SDC per average daily person trip can then be applied to new developments using the schedule provided in **Section III.C**.

II.D.1. Adjustments

The City estimates that it has no remaining fund balance in its improvement fee fund as of January 1, 2024. Therefore, no adjustment for outstanding fund balances are necessary.

ORS 223.307(5) authorizes the expenditure of SDCs on “the costs of complying with the provisions of ORS 223.297 to 223.316, 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, this report also includes compliance costs as a separate cost basis. This cost basis is calculated based on the cost of the SDC methodology, once every five years for the full 20 years of the planning horizon, for a total of \$159,520.

II.D.2. Calculated SDC

The table below shows the fully calculated SDC given the improvement fee cost basis discussed in **Section II.B.2** and the reimbursement fee cost basis discussed in **Section II.C.1**.

Table 3 – Sandy Transportation SDC Scenarios and Fee Calculations

Calculated TSDC per Person Trip End	
Cost Basis:	
Improvement Fee	\$ 180,451,425
Reimbursement Fee	7,525,668
Compliance Costs	159,520
Total Cost Basis	\$ 188,136,613
Proj. Growth in Daily Person-Trip Ends	74,887
Improvement Fee per Trip End	\$ 2,409.65
Reimbursement Fee per Trip End	100.49
Compliance Fee per Trip End	2.13
Total SDC per Trip End (rounded)	\$ 2,512.27
Equivalent New TSDC Rate per SFR:	\$ 39,800
Equivalent New TSDC Rate per Multi-family Unit:	\$ 28,447

Source: City staff, previous tables

As shown above, the maximum defensible charge (Scenario D) is \$2,512.27 per average daily person trip end.

Section III. IMPLEMENTATION

This section addresses practical aspects of implementing the proposed transportation SDC.

III.A. INDEXING

ORS 223.304 allows for the periodic indexing of SDCs 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.

In accordance with Oregon statutes, the City should use the *Engineering News-Record* (ENR) Construction Cost Index (CCI) 20-City Average as the basis for adjusting SDCs annually.

III.B. COMPARISONS

This section provides comparisons for the City's current and proposed SDCs against those of comparable jurisdictions. As shown in Table 4, adopting the maximum defensible SDC calculated in this report would increase the average transportation SDC for new single-family homes from its current level (\$4,826) to \$39,800 per dwelling unit. It should be noted that this rate represents the maximum defensible rate that the city can legally charge. City Council, by policy, may charge any rate that they see fit so long as it is below the maximum defensible rate.

Table 4 – Transportation SDC per Single Family Dwelling Comparison

Transportation SDC per SFR	
Sandy (Maximum)	\$39,800
Wilsonville	\$16,823
Oregon City	\$13,939
North Plains	\$13,705
Sherwood	\$12,719
Happy Valley	\$12,304
Forest Grove	\$10,599
Molalla	\$8,722
Woodburn	\$6,988
McMinnville	\$6,266
Sandy (Current)	\$4,826
Gladstone	\$4,440
Canby	\$4,013
Estacada	\$3,827
Milwaukie	\$2,470
Troutdale	\$1,297

Source: FCS GROUP Survey, 1/4/2024

III.C. SCHEDULE OF SDCS

Table 5 below provides a schedule of the charges based on maximum defensible transportation SDC.

Table 5 – Transportation SDC Schedule

Development Type	ITE		Average	Calculated TSDC
	Code	Unit of Measure	Daily Person Trip Ends	
Single Family Detached Housing	210	Dwelling Units	15.84	\$39,800.38
Multifamily (Low-Rise)	220	Dwelling Units	11.32	\$28,446.93
Mobile Home	240	Dwelling Units	11.96	\$30,050.76
Other (non Residential)		Person Trip	1.00	\$2,512.27

Source: ITE, Trip Generation Manual, 11th Edition. Person trip conversion factor of 1.68 from U.S. Department of Transportation, 2017 National Household Travel Survey.

APPENDIX A: TRANSPORTATION PROJECT LIST AS IDENTIFIED IN THE TSP

ID	Priority	Source	Total Cost (2024)	Local Share	Assumed		SDC Eligibility	Total Other		SDC-Eligible Cost
					Developer Share	Funding Share				
P1	FC	Local	\$ 1,003,905	100.00%	0.00%	30.89%	0.00%	\$	310,108	
P2	Medium	Local	903,515	100.00%	0.00%	30.89%	0.00%		279,097	
P3	FC	Local	878,417	100.00%	0.00%	30.89%	0.00%		271,344	
P4	Medium	Local	652,538	100.00%	0.00%	30.89%	0.00%		201,570	
P5	Medium	Local	1,756,834	100.00%	0.00%	30.89%	0.00%		542,689	
P6	Medium	Local	3,965,426	100.00%	0.00%	30.89%	0.00%		1,224,926	
P7	High	Local	50,195	100.00%	0.00%	30.89%	0.00%		15,505	
P8	Medium	Local	2,208,592	100.00%	0.00%	30.89%	0.00%		682,237	
P9	Medium	Local	250,976	100.00%	0.00%	30.89%	0.00%		77,527	
P10	Medium	Local	-	100.00%	0.00%	30.89%	0.00%		-	
P11	High	Local	100,391	100.00%	0.00%	30.89%	0.00%		31,011	
P12	Medium	Local	1,154,491	100.00%	0.00%	30.89%	0.00%		356,624	
P13	Medium	Local	150,586	100.00%	0.00%	30.89%	0.00%		46,516	
P14	High	Local	250,976	100.00%	0.00%	30.89%	0.00%		77,527	
P15	Medium	Local	75,293	100.00%	0.00%	30.89%	0.00%		23,258	
P16	High	Local	225,879	100.00%	0.00%	30.89%	0.00%		69,774	
P17	High	Local	351,367	100.00%	0.00%	30.89%	0.00%		108,538	
P19	Medium	ODOT	552,148	20.00%	0.00%	30.89%	80.00%		110,430	
P20	Medium	ODOT	1,204,686	20.00%	0.00%	30.89%	80.00%		240,937	
P22	High	ODOT	-	20.00%	0.00%	30.89%	80.00%		-	
P23	Medium	Local	-	100.00%	0.00%	30.89%	0.00%		-	
P24	Medium	Local	125,488	100.00%	0.00%	30.89%	0.00%		38,763	
P25	Medium	Local	-	100.00%	0.00%	100.00%	0.00%		-	
P26	Medium	Local	627,441	100.00%	0.00%	30.89%	0.00%		193,817	
P27	Medium	Local	2,233,689	100.00%	0.00%	30.89%	0.00%		689,990	
C1	High	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C2	High	Local	125,488	100.00%	0.00%	0.00%	0.00%		-	
C3	Medium	Local	125,488	100.00%	0.00%	0.00%	0.00%		-	
C4	Medium	Local	125,488	100.00%	0.00%	0.00%	0.00%		-	
C5	FC	Local	125,488	100.00%	0.00%	0.00%	0.00%		-	
C6	FC	Local	125,488	100.00%	0.00%	0.00%	0.00%		-	
C7	FC	ODOT	125,488	20.00%	0.00%	0.00%	80.00%		-	
C8	FC	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C9	FC	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C10	FC	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C11	FC	Local	351,367	100.00%	0.00%	0.00%	0.00%		-	
C12	FC	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C13	FC	Local	351,367	100.00%	0.00%	0.00%	0.00%		-	
C14	FC	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C15	FC	Local	125,488	100.00%	0.00%	0.00%	0.00%		-	
C16	Medium	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C17	Medium	ODOT	25,098	20.00%	0.00%	0.00%	80.00%		-	
C18	High	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C19	High	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C20	High	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C21	High	Local	25,098	100.00%	0.00%	0.00%	0.00%		-	
C22	Medium	Local	6,023,432	100.00%	0.00%	30.89%	0.00%		1,860,647	
C23	FC - Funded	Local	501,953	100.00%	0.00%	30.89%	0.00%		155,054	

(continued)

ID	Priority	Source	Total Cost (2024)	Local Share	Assumed		Total Other		SDC-Eligible Cost
					Developer Share	SDC Eligibility	Funding Share		
C24	High	Local	75,293	100.00%	0.00%	30.89%	0.00%	23,258	
B1	High	Local	1,505,858	100.00%	0.00%	30.89%	0.00%	465,162	
B2	High	Local	50,195	100.00%	0.00%	30.89%	0.00%	15,505	
B3	High	Local	2,559,959	100.00%	0.00%	30.89%	0.00%	790,775	
B4	High	Local	50,195	100.00%	0.00%	30.89%	0.00%	15,505	
B5	High	Local	50,195	100.00%	0.00%	30.89%	0.00%	15,505	
B6	High	Local	75,293	100.00%	0.00%	30.89%	0.00%	23,258	
B7	High	Local	75,293	100.00%	0.00%	30.89%	0.00%	23,258	
B8	High	Local	25,098	100.00%	0.00%	30.89%	0.00%	7,753	
B9	High	Local	50,195	100.00%	0.00%	30.89%	0.00%	15,505	
B10	High	Local	3,011,716	100.00%	0.00%	30.89%	0.00%	930,324	
B12	High	ODOT	7,755,168	20.00%	0.00%	30.89%	80.00%	1,551,034	
B13	Medium	Local	2,283,885	100.00%	0.00%	30.89%	0.00%	705,495	
B14	Medium	Local	3,940,328	100.00%	0.00%	30.89%	0.00%	1,217,174	
B15	Medium	Local	2,083,104	100.00%	0.00%	30.89%	0.00%	643,474	
T03	Medium	Local	125,488	100.00%	0.00%	100.00%	0.00%	125,488	
T04	Medium	Local	200,781	100.00%	0.00%	100.00%	100.00%	-	
T05	Medium	Local	50,195	100.00%	0.00%	100.00%	100.00%	-	
T06	Medium	Local	100,391	100.00%	0.00%	100.00%	100.00%	-	
T08	Medium	Local	150,586	100.00%	0.00%	100.00%	100.00%	-	
T09	Medium	Local	50,195	100.00%	0.00%	100.00%	100.00%	-	
T10	Medium	Local	75,293	100.00%	0.00%	100.00%	100.00%	-	
T11	Medium	Local	50,195	100.00%	0.00%	100.00%	100.00%	-	
T12	Medium	Local	100,391	100.00%	0.00%	100.00%	100.00%	-	
T13	Medium	Local	50,195	100.00%	0.00%	100.00%	100.00%	-	
T17	Medium	Local	25,098	100.00%	0.00%	100.00%	100.00%	-	
T19	Medium	Local	5,020	100.00%	0.00%	100.00%	100.00%	-	
T21	Medium	Local	50,195	100.00%	0.00%	100.00%	0.00%	50,195	
T28	Medium	Local	75,293	100.00%	0.00%	100.00%	100.00%	-	
T30	Medium	Local	15,059	100.00%	0.00%	100.00%	100.00%	-	
T31	Medium	Local	100,391	100.00%	0.00%	100.00%	100.00%	-	
T32	Medium	Local	15,059	100.00%	0.00%	100.00%	100.00%	-	
T33	Medium	Local	50,195	100.00%	0.00%	100.00%	100.00%	-	
T35	Medium	Local	75,293	100.00%	0.00%	100.00%	100.00%	-	
T38	Medium	Local	451,757	100.00%	0.00%	100.00%	100.00%	-	
T39	Medium	Local	125,488	100.00%	0.00%	100.00%	0.00%	125,488	
T40	Medium	Local	100,391	100.00%	0.00%	100.00%	100.00%	-	
T41	Medium	Local	50,195	100.00%	0.00%	100.00%	100.00%	-	
T42	Medium	Local	50,195	100.00%	0.00%	100.00%	0.00%	50,195	
T44	Medium	Local	75,293	100.00%	0.00%	100.00%	0.00%	75,293	
T50	Medium	Local	401,562	100.00%	0.00%	100.00%	0.00%	401,562	
T54	Medium	Local	30,117	100.00%	0.00%	100.00%	0.00%	30,117	
D1	Medium	Local	140,547	100.00%	0.00%	30.89%	0.00%	43,415	
D2	Medium	Local	1,430,565	100.00%	0.00%	30.89%	0.00%	441,904	
D3	FC - Funded	Local	6,550,482	100.00%	0.00%	30.89%	0.00%	2,023,454	
D4	Low	ODOT	953,710	20.00%	0.00%	30.89%	80.00%	190,742	
D5	Medium	ODOT	953,710	20.00%	0.00%	30.89%	80.00%	190,742	
D6	FC	ODOT	15,059	20.00%	0.00%	30.89%	80.00%	3,012	
D8	Low	ODOT	1,505,858	20.00%	0.00%	30.89%	80.00%	301,172	
D9	FC	Local	501,953	100.00%	0.00%	30.89%	0.00%	155,054	
D11	Low	Local	125,488	100.00%	0.00%	30.89%	0.00%	38,763	
D12	Low	Local	13,226,452	100.00%	66.00%	100.00%	66.00%	4,496,994	
D13	Low	Local	7,479,095	100.00%	66.00%	100.00%	66.00%	2,542,892	
D14a	FC - Funded	Local	9,988,858	100.00%	66.00%	100.00%	66.00%	3,396,212	
D14b	Low	Local	9,938,663	100.00%	66.00%	100.00%	66.00%	3,379,145	
D15a	FC - Funded	Local	3,011,716	100.00%	66.00%	100.00%	66.00%	1,023,983	
D15b	Very low	Local	14,054,674	100.00%	66.00%	100.00%	66.00%	4,778,589	
D16	Medium	Local	9,035,148	100.00%	66.00%	100.00%	66.00%	3,071,950	

(continued)

ID	Priority	Source	Total Cost (2024)	Local Share	Assumed		Total Other		SDC-Eligible Cost
					Developer Share	SDC Eligibility	Funding Share		
D17	Very low	Local	4,693,257	100.00%	66.00%	100.00%	66.00%	1,595,707	
D18	Low	Local	5,270,503	100.00%	66.00%	100.00%	66.00%	1,791,971	
D19	Low	Local	5,973,237	100.00%	66.00%	100.00%	66.00%	2,030,900	
D20	FC	Local	3,915,231	100.00%	66.00%	100.00%	66.00%	1,331,178	
D21a	Very low	Local	24,445,094	100.00%	66.00%	100.00%	66.00%	8,311,332	
D21b	Very low	Local	13,803,698	100.00%	66.00%	100.00%	66.00%	4,693,257	
D21c	Low	Local	2,032,908	100.00%	66.00%	100.00%	66.00%	691,189	
D21d	Medium	Local	2,183,494	100.00%	66.00%	100.00%	66.00%	742,388	
D21e	Very low	Local	33,681,023	100.00%	66.00%	100.00%	66.00%	11,451,548	
D21f	FC	Local	878,417	100.00%	66.00%	100.00%	66.00%	298,662	
D21g	Very low	Local	4,015,621	100.00%	66.00%	100.00%	66.00%	1,365,311	
D22	Very low	Local	20,078,106	100.00%	66.00%	100.00%	66.00%	6,826,556	
D23	Very low	Local	391,523,070	20.00%	0.00%	30.89%	80.00%	78,304,614	
D24	FC	Local	1,003,905	100.00%	0.00%	0.00%	0.00%	-	
D25	Medium	Local	22,085,917	100.00%	0.00%	30.89%	0.00%	6,822,374	
D26	High	Local	11,042,958	100.00%	0.00%	30.89%	0.00%	3,411,187	
D27	FC	Local	50,195	100.00%	0.00%	0.00%	0.00%	-	
D28	Low	Local	4,166,207	100.00%	0.00%	0.00%	0.00%	-	
D29	Medium	Local	3,714,450	100.00%	0.00%	0.00%	0.00%	-	
D30	Low	Local	175,683	100.00%	0.00%	0.00%	0.00%	-	
D31	FC	Local	1,003,905	100.00%	0.00%	30.89%	0.00%	310,108	
D32	Very low	Local	19,174,591	100.00%	66.00%	100.00%	66.00%	6,519,361	
D33	Low	Local	8,533,195	100.00%	66.00%	100.00%	66.00%	2,901,286	
S1	FC	ODOT	200,781	20.00%	0.00%	30.89%	80.00%	40,156	
S2	FC	ODOT	50,195	20.00%	0.00%	30.89%	80.00%	10,039	
S3	FC	ODOT	75,293	20.00%	0.00%	30.89%	80.00%	15,059	
Total			\$ 716,055,538					\$ 180,451,425	