

# SUPPORTING DOCUMENTATION FOR ATTACHMENT C

## Transportation

### Transportation Improvements Funding

Facility Name	Project	Total Capital Cost (2023\$)	Local Elements (non creditable) %	TSDC Credit %	CIP Funds %	Developer Cost \$	TSDC Credit \$	City Cost \$	Total Cost \$
STAFFORD ROAD (East Side)	Urban Upgrade	\$ 3,421,575	82.9%	17.1%	0.0%	\$ 2,836,486	\$ 585,089	\$ -	\$ 3,421,575
STAFFORD ROAD/ KAHLE ROAD	Roundabout	\$ 4,500,000	60.0%	40.0%	0.0%	\$ 2,700,000	\$ 1,800,000	\$ -	\$ 4,500,000
STAFFORD ROAD/ BRISBAND STREET	Roundabout	\$ 4,500,000	65.0%	35.0%	0.0%	\$ 2,925,000	\$ 1,575,000	\$ -	\$ 4,500,000
ADVANCE ROAD/60TH AVENUE	Roundabout	\$ 2,900,000	55.0%	45.0%	0.0%	\$ 1,595,000	\$ 1,305,000	\$ -	\$ 2,900,000
ADVANCE ROAD (North Side)	Urban Upgrade	\$ 4,306,140	79.1%	20.9%	0.0%	\$ 3,406,157	\$ 899,983	\$ -	\$ 4,306,140
ADVANCE ROAD (South Side)	Urban Upgrade	\$ 3,791,489	53.1%	11.2%	35.7%	\$ 2,012,287	\$ 425,098	\$ 1,354,104	\$ 3,791,489
60th AVENUE (North Side)	Neighborhood Collect	\$ 2,235,840	82.9%	17.1%	0.0%	\$ 1,853,511	\$ 382,329	\$ -	\$ 2,235,840
60th AVENUE (South Side)	Neighborhood Collect	\$ 6,839,040	44.4%	5.6%	50.0%	\$ 3,036,534	\$ 382,986	\$ 3,419,520	\$ 6,839,040
<b>TOTAL COST</b>		<b>\$32,494,084</b>				<b>\$20,364,975</b>	<b>\$ 7,355,485</b>	<b>\$ 4,773,624</b>	<b>\$32,494,084</b>

### Transportation Improvements Funding Assumptions:

#### STAFFORD ROAD (EAST SIDE)



Total Right of Way Width (East Side) = 41 feet

Developer Responsibility (Local Portion)

20 feet of Pavement  
 Travel Lane = 11 feet  
 Bike Lane = 7 feet  
 Median = 2 feet  
 9 feet of Planter  
 5 feet of Sidewalk

Total = 34 feet (82.9%)

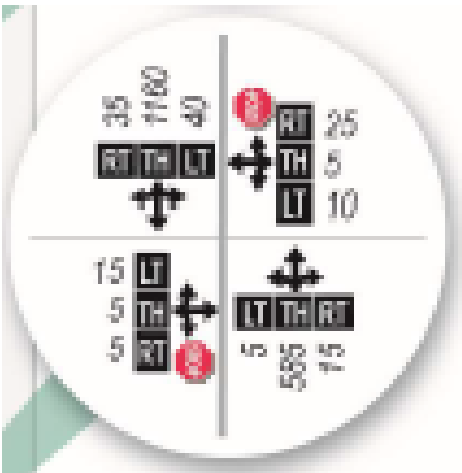
Oversized Portion (SDC Credit Eligible)

4 feet of Median  
 3 feet of Sidewalk

Total = 7 feet (17.1%)

**STAFFORD/KAHLE ROUNDABOUT**

STAFFORD RD/KAHLE RD	LOS D	0.65	>120	B/F
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Kahle West Traffic = 65 trips  
 Kahle East Traffic = 95 trips  
 Total Traffic = 160

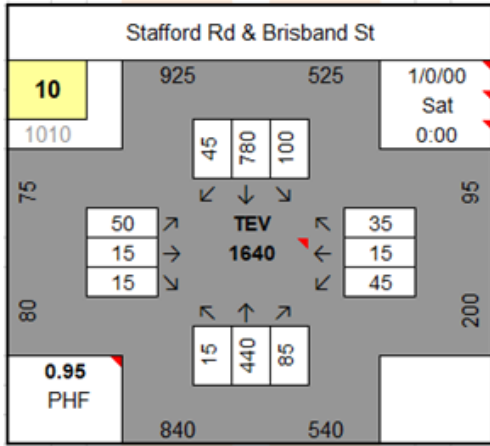
Frog Pond East Developer Responsibility = 95/160 (60%)

Frog Pond West Responsibility = 65/160 (40%)

Note: Not included in Frog Pond West Infrastructure Fee, so eligible for TSDC Credit.

**STAFFORD/BRISBAND ROUNDABOUT**

STAFFORD RD/BRISBAND ST	LOS D	0.85	>120	A/F
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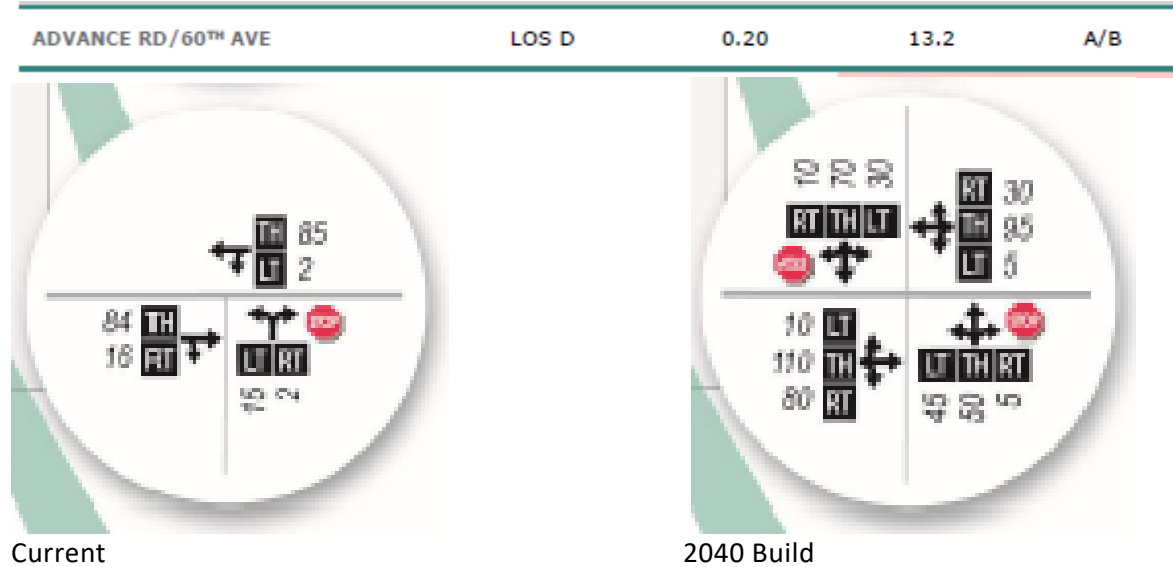
Brisband West Traffic = 140 trips  
 Brisband East Traffic = 260 trips  
 Total Traffic = 400 trips

Frog Pond East Developer Responsibility 260/400 (65%)

Frog Pond West Responsibility 140/400 (35%)

Note: Not included in Frog Pond West Infrastructure Fee, so eligible for TSDC Credit.

ADVANCE/60TH ROUNDABOUT



Frog Pond East New Development Traffic = 150 trips  
 Frog Pond South New Development Traffic = 150 trips  
 Frog Pond South Existing Traffic = 35 trips  
 Advance Road Through Traffic = 205 trips

Roundabout is for safety and circulation, not for capacity. As a result, the portion of the roundabout serving existing traffic unrelated to development can be eligible for TSDC Credit.

Frog Pond East Developer Responsibility 150/540 (27.5%)  
 Frog Pond South Developer Responsibility 150/540 (27.5%)  
 Frog Pond Developer Responsibility Total 300/540 (55.0%)

TSDC Credit Eligible 240/540 (45.0%)

ADVANCE ROAD (NORTH SIDE)

**Figure 22. Cross Section of SW Advance Road**

\*A protected bike lane adjacent to the sidewalk is an option to be determined by City Engineer at the time of design.



Total Right of Way Width (North Side) = 43 feet

Developer Responsibility (Local Portion)

20 feet of Pavement  
     Travel Lane = 11 feet  
     Bike Lane = 9 feet  
 9 feet of Planter  
 5 feet of Sidewalk

Total = 34 feet (79.1%)

Oversized Portion (SDC Credit Eligible)

6 feet of Median  
 3 feet of Sidewalk

Total = 9 feet (20.9%)

ADVANCE ROAD (SOUTH SIDE)

**Figure 22. Cross Section of SW Advance Road**

\*A protected bike lane adjacent to the sidewalk is an option to be determined by City Engineer at the time of design.



Total Right of Way Width (South Side) = 47 feet

Developer Responsibility (Local Portion)

Oversized Portion (SDC Credit Eligible)

20 feet of Pavement  
     Travel Lane = 11 feet  
     Bike Lane = 9 feet  
 9 feet of Planter  
 5 feet of Sidewalk

6 feet of Median  
 7 feet of Sidewalk

Total = 34 feet (72.3%)

Total = 13 feet (27.7%)

Undeveloped Property West of 63<sup>rd</sup> Avenue – Advance Road Frontage = 500 feet  
 Frontage already improved with Meridian Creek Middle School Construction  
 However, Advance Road Crosssection Modified with Frog Pond East and South Master Plan  
 Advance Road Frontage Modifications are Anticipated with Development, but not oversized.  
 Developer responsible for 100% of Advance Road Frontage

Planned Frog Pond Park – Advance Road Frontage = 750 feet  
 City responsible for 100% of Advance Road Frontage

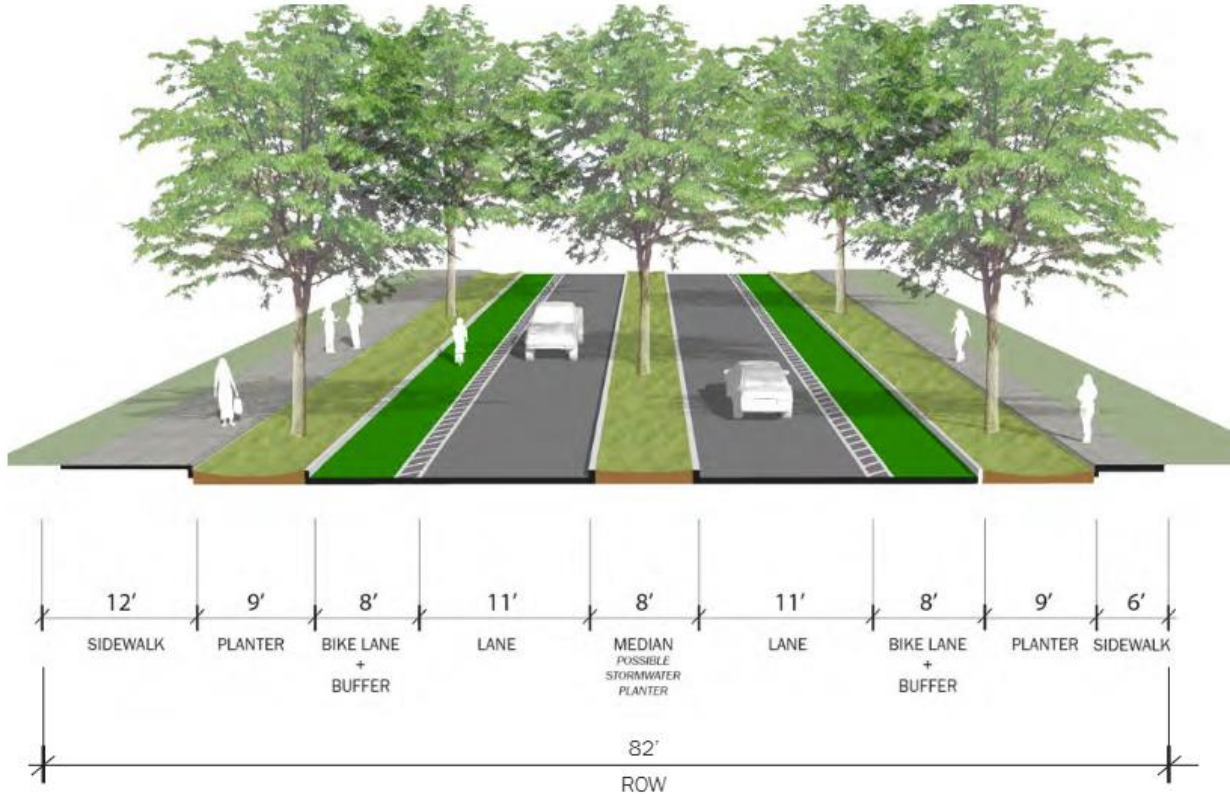
Remainder of Advance Road Frontage = 850 feet  
 Developer responsible for Local Portion, with Oversized Portion Eligible for SDC Credit

City Transportation CIP = 750/2100 (35.7143%)

Developer Responsibility =  $(500/2100)*100\% + (850/2100)*72.3\% = (53.07381\%)$   
 Oversized Portion (SDC Credit Eligible =  $(850/2100)*27.7\% = (11.2119\%)$

60<sup>TH</sup> AVENUE (NORTH OF ADVANCE ROAD)

Figure 23. Cross Section of SW 60th Avenue North of SW Advance Road



## SW 60TH AVENUE

Total Right of Way Width (West Side) = 44 feet

Developer Responsibility (Local Portion)

20 feet of Pavement  
 Travel Lane = 11 feet  
 Bike Lane = 8 feet  
 Median = 1 feet

9 feet of Planter  
 5 feet of Sidewalk

Total = 34 feet (77.3%)

Oversized Portion (SDC Credit Eligible)

3 feet of Median  
 7 feet of Sidewalk

Total = 10 feet (22.7%)



Total Right of Way Width (East Side) = 38 feet

Developer Responsibility (Local Portion)

20 feet of Pavement  
Travel Lane = 11 feet  
Bike Lane = 8 feet  
Median = 1 feet  
9 feet of Planter  
5 feet of Sidewalk

Total = 34 feet (89.5%)

Oversized Portion (SDC Credit Eligible)

3 feet of Median  
1 feet of Sidewalk

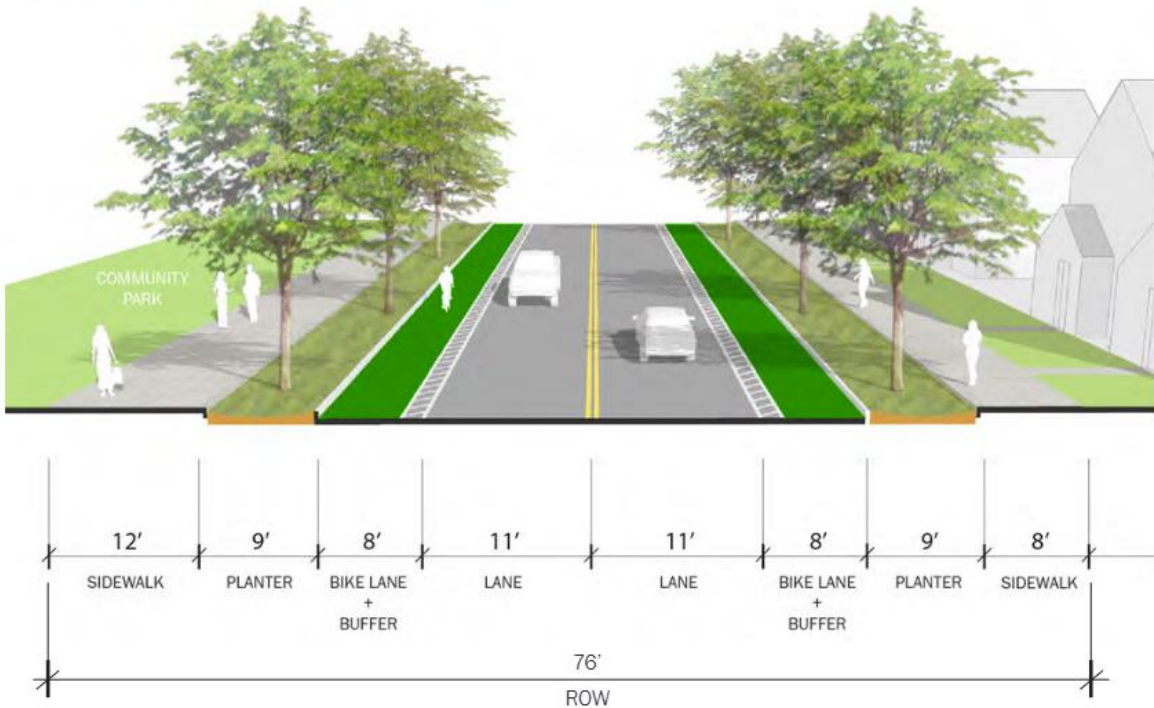
Total = 4 feet (10.5%)

Total Developer Responsibility (Local Portion) = 68/82 (82.9%)

Total Oversized Portion (SDC Credit Eligible) = 14/82 (17.1%)

60<sup>TH</sup> AVENUE (SOUTH OF ADVANCE ROAD)

Figure 24. Cross Section of SW 60th Avenue Collector



## SW 60TH AVENUE COLLECTOR

The entirety of the west half of the 60<sup>th</sup> Avenue fronts the Planned Frog Pond Park owned by the City of Wilsonville and the already developed Meridian Creek Middle School property owned by the

West Linn-Wilsonville School District. For the purposes of this analysis, it is assumed that the City will be 100% responsible of the 60<sup>th</sup> Avenue Road Frontage.

Total Right of Way Width (East Side) = 36 feet

**Developer Responsibility (Local Portion)**

- 20 feet of Pavement
  - Travel Lane = 11 feet
  - Bike Lane = 8 feet
  - Sidewalk = 1 feet
- 9 feet of Planter
- 5 feet of Sidewalk

Total = 34 feet (94.4%)

**Oversized Portion (SDC Credit Eligible)**

- 2 feet of Sidewalk

Total = 2 feet (5.6%)

**Total**

City Transportation CIP = 50%

Developer Responsibility = 44.4%

Oversized Portion (SDC Credit Eligible = 5.6%

**Parks**

**Parks Improvements Funding**

Facility Name	Project	Total Capital Cost (2023\$)	Local Elements (non creditable) %	Parks SDC Credit %	CIP Funds %	Developer Cost \$	Parks SDC Credit \$	City Cost \$	Total Cost \$
FROG POND EAST NEIGHBORHOOD	Trails	\$ 2,373,525	0.0%	100.0%	0.0%	\$ -	\$ 2,373,525	\$ -	\$ 2,373,525
FROG POND SOUTH NEIGHBORHOOD	Trails	\$ 2,244,060	0.0%	100.0%	0.0%	\$ -	\$ 2,244,060	\$ -	\$ 2,244,060
<b>TOTAL COST</b>		<b>\$ 4,617,585</b>				<b>\$ -</b>	<b>\$ 4,617,585</b>	<b>\$ -</b>	<b>\$ 4,617,585</b>

**Parks Improvements Funding Assumptions:**

**FROG POND EAST NEIGHBORHOOD TRAILS**

BPA Trail is 100% Parks SDC Credit Eligible.

Connections between the BPA Trail and neighborhood is 100% developer responsibility.

**FROG POND SOUTH NEIGHBORHOOD TRAILS**

Main Trail is 100% Parks SDC Credit Eligible.

Connections between the Main Trail and neighborhood is 100% developer responsibility.

**Sanitary Sewer**

**Sanitary Sewer Improvements Funding**



Facility Name	Project	Total Capital Cost (2023\$)	Local Elements (non creditable) %	Sewer SDC Credit %	CIP Funds %	Developer Cost \$	Sewer SDC Credit \$	City Cost \$	Total Cost \$
ADVANCE ROAD	10" Sewer Main	\$ 492,230	90.62%	9.38%	0.00%	\$ 446,059	\$ 46,171	\$ -	\$ 492,230
STAFFORD ROAD	12" Sewer Main	\$ 1,447,380	85.29%	14.71%	0.00%	\$ 1,234,470	\$ 212,910	\$ -	\$ 1,447,380
KAHLE WEST NEIGHBORHOOD	Lift Station & Force M	\$ 3,178,660	100.00%	0.00%	0.00%	\$ 3,178,660	\$ -	\$ -	\$ 3,178,660
KAHLE EAST NEIGHBORHOOD	Lift Station & Force M	\$ 2,485,400	100.00%	0.00%	0.00%	\$ 2,485,400	\$ -	\$ -	\$ 2,485,400
ADVANCE EAST NEIGHBORHOOD	Lift Station & Force M	\$ 2,485,400	100.00%	0.00%	0.00%	\$ 2,485,400	\$ -	\$ -	\$ 2,485,400
SOUTH NEIGHBORHOOD	Lift Station & Force M	\$ 2,764,064	100.00%	0.00%	0.00%	\$ 2,764,064	\$ -	\$ -	\$ 2,764,064
<b>TOTAL COST</b>		<b>\$12,853,134</b>				<b>\$12,594,053</b>	<b>\$ 259,081</b>	<b>\$ -</b>	<b>\$12,853,134</b>

**Sanitary Sewer Improvements Funding Assumptions:**

The oversize portion of a pipeline that is eligible for Sewer SDC Credit for the purposes of this analysis is based on the linear foot cost difference for different sizes of sewer pipe according 2022 Oregon Department of Transportation average construction bid pricing as follows. Sewer SDC Credits will be based on actual oversize costs at the time of construction.

- 8" Sanitary Sewer Pipe - \$145.00 per linear foot (Developer Responsibility – Local Portion)
- 10" Sanitary Sewer Pipe - \$160.00 per linear foot (9.38% Oversize)
- 12" Sanitary Sewer Pipe - \$170.00 per linear foot (14.71% Oversize)

**Water**

**Water Improvements Funding**

Facility Name	Project	Total Capital Cost (2023\$)	Local Elements (non creditable) %	Water SDC Credit %	CIP Funds %	Developer Cost \$	Water SDC Credit \$	City Cost \$	Total Cost \$
STAFFORD ROAD	12" main	\$ 1,170,620	67.0%	33.0%	0.0%	\$ 784,315	\$ 386,305	\$ -	\$ 1,170,620
ADVANCE ROAD	12" main	\$ 425,680	67.0%	33.0%	0.0%	\$ 285,206	\$ 140,474	\$ -	\$ 425,680
KAHLE WEST NEIGHBORHOOD	12" main - Kahle Roa	\$ 585,310	67.0%	33.0%	0.0%	\$ 392,158	\$ 193,152	\$ -	\$ 585,310
KAHLE WEST NEIGHBORHOOD	12" main - Interior	\$ 601,800	67.0%	33.0%	0.0%	\$ 403,206	\$ 198,594	\$ -	\$ 601,800
KAHLE EAST NEIGHBORHOOD	12" main	\$ 1,311,720	67.0%	33.0%	0.0%	\$ 878,852	\$ 432,868	\$ -	\$ 1,311,720
60th AVENUE, BRISBAND	12" main	\$ 1,504,500	67.0%	33.0%	0.0%	\$ 1,008,015	\$ 496,485	\$ -	\$ 1,504,500
FROG POND WEST EXTENSION	12" main	\$ 372,470	67.0%	33.0%	0.0%	\$ 249,555	\$ 122,915	\$ -	\$ 372,470
BOECKMAN CREEK X-ING (Frog Pond Ln)	12" main	\$ 1,360,000	0.0%	0.0%	100.0%	\$ -	\$ -	\$ 1,360,000	\$ 1,360,000
60th AVENUE (South of Advance)	12" main	\$ 1,755,250	67.0%	33.0%	0.0%	\$ 1,176,018	\$ 579,233	\$ -	\$ 1,755,250
MERIDIAN CREEK X-ING	12" main	\$ 340,000	67.0%	33.0%	0.0%	\$ 227,800	\$ 112,200	\$ -	\$ 340,000
<b>TOTAL COST</b>		<b>\$ 9,427,350</b>				<b>\$ 5,405,125</b>	<b>\$ 2,662,226</b>	<b>\$ 1,360,000</b>	<b>\$ 9,427,350</b>

**Water Improvements Funding Assumptions:**

The oversize portion of a pipeline that is eligible for Water SDC Credit for the purposes of this analysis is based on the linear foot cost difference for different sizes of water pipe according 2022 Oregon Department of Transportation average construction bid pricing as follows. Water SDC Credits will be based on actual oversize costs at the time of construction.

- 8" Water Pipe - \$146.41 per linear foot (Developer Responsibility – Local Portion)

12" Water Pipe - \$218.52 per linear foot (67% Oversize)

## Storm Drainage

### Storm Drainage Improvements Funding

Facility Name	Project	Total Capital Cost (2023\$)	Local Elements (non creditable) %	Storm SDC Credit %	CIP Funds %	Developer Cost \$	Storm SDC Credit \$	City Cost \$	Total Cost \$
<b>K1 / Advance/60th</b>	30" Storm Main	\$ 249,008	100.0%	0.0%	0.0%	\$ 249,008	\$ -	\$ -	\$ 249,008
<b>K1 / Advance/60th</b>	24" Storm Main	\$ 1,359,925	100.0%	0.0%	0.0%	\$ 1,359,925	\$ -	\$ -	\$ 1,359,925
<b>K1 / Advance/60th</b>	18" Storm Main	\$ 837,795	100.0%	0.0%	0.0%	\$ 837,795	\$ -	\$ -	\$ 837,795
<b>K1 / East of 60th, South of Advance</b>	24" Storm Main	\$ 796,670	100.0%	0.0%	0.0%	\$ 796,670	\$ -	\$ -	\$ 796,670
<b>K1 / East of 60th, South of Advance</b>	18" Storm Main	\$ 2,903,600	100.0%	0.0%	0.0%	\$ 2,903,600	\$ -	\$ -	\$ 2,903,600
<b>K1 / East of 60th, South of Advance</b>	Regional Facility	\$ 475,125	100.0%	0.0%	0.0%	\$ 475,125	\$ -	\$ -	\$ 475,125
<b>K1</b>	30" Outfall	\$ 131,250	100.0%	0.0%	0.0%	\$ 131,250	\$ -	\$ -	\$ 131,250
<b>K2</b>	Storm Mains	\$ 1,304,256	100.0%	0.0%	0.0%	\$ 1,304,256	\$ -	\$ -	\$ 1,304,256
<b>M1</b>	Storm Mains, Outfall	\$ 4,021,918	100.0%	0.0%	0.0%	\$ 4,021,918	\$ -	\$ -	\$ 4,021,918
<b>M2</b>	Storm Mains, Outfall	\$ 767,575	100.0%	0.0%	0.0%	\$ 767,575	\$ -	\$ -	\$ 767,575
<b>M3</b>	24" Storm Main	\$ 609,140	100.0%	0.0%	0.0%	\$ 609,140	\$ -	\$ -	\$ 609,140
<b>M3</b>	18" Storm Main	\$ 369,600	100.0%	0.0%	0.0%	\$ 369,600	\$ -	\$ -	\$ 369,600
<b>M3</b>	18" Storm Main	\$ 1,924,808	100.0%	0.0%	0.0%	\$ 1,924,808	\$ -	\$ -	\$ 1,924,808
<b>M3</b>	24" Outfall	\$ 131,250	100.0%	0.0%	0.0%	\$ 131,250	\$ -	\$ -	\$ 131,250
<b>N1</b>	St. Mains, Reg. Facility	\$ 659,225	100.0%	0.0%	0.0%	\$ 659,225	\$ -	\$ -	\$ 659,225
<b>N1</b>	18" Storm Main	\$ 1,924,808	100.0%	0.0%	0.0%	\$ 1,924,808	\$ -	\$ -	\$ 1,924,808
<b>N2</b>	St. Mains, Reg. Facility	\$ 2,485,196	100.0%	0.0%	0.0%	\$ 2,485,196	\$ -	\$ -	\$ 2,485,196
<b>N3</b>	Storm Mains, Outfall	\$ 2,279,571	100.0%	0.0%	0.0%	\$ 2,279,571	\$ -	\$ -	\$ 2,279,571
<b>N4</b>	Storm Mains, Outfall	\$ 2,127,148	100.0%	0.0%	0.0%	\$ 2,127,148	\$ -	\$ -	\$ 2,127,148
<b>N5</b>	Storm Mains, Outfall	\$ 350,259	100.0%	0.0%	0.0%	\$ 350,259	\$ -	\$ -	\$ 350,259
<b>TOTAL COST</b>		<b>\$25,708,127</b>				<b>\$25,708,127</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$25,708,127</b>

### Storm Drainage Improvements Funding Assumptions:

All identified storm drainage facilities do not provide additional capacity and only serve the Frog Pond East and South development areas. As a result, the identified storm drainage facilities are 100% developer responsibility.