

RESOLUTION NO. 574

A RESOLUTION APPROVING A TRANSPORTATION SYSTEMS PLAN AND ESTABLISHING A METHODOLOGY FOR A TRANSPORTATION SYSTEMS DEVELOPMENT CHARGE.

WHEREAS, the Canby City Council has determined, by Ordinance No. 867, as amended by Ordinance No. 928, that a charge shall be imposed upon new development for acquiring funds for capital acquisition and improvements for transportation facilities; and

WHEREAS, said Ordinance No. 867, as amended by Ordinance No. 928, provides that a methodology and charges for capital acquisition and improvements be established by resolution; and

WHEREAS, Kittleson and Associates has prepared a Transportation Systems Plan dated August 18, 1994, and a methodology for calculation for a Transportation Systems Plan dated August 18, 1994; and

WHEREAS, on September 21, 1994 and October 5, 1994 the Canby City Council held a public hearing at which time it reviewed the proposed Transportation Systems Plan and adopted the plan with some modifications to the original; and

WHEREAS, ORS 310.145 requires that a governing body, when adopting a new fee resolution imposing new rates, may include a provision classifying said fees as subject to or not subject to the limitations set in Section 11(b), Article XI of the Oregon Constitution; and

WHEREAS, the City Council has determined that the methodology and rates hereinafter specified and established are just, reasonable, and necessary; now therefore it is hereby

RESOLVED that the Transportation System Plan, as modified by the attached Exhibit "A", is hereby adopted as an Interim Plan until the proposed Highway 99-E Access Management Study is prepared and incorporated; and

RESOLVED that the following methodology for transportation development charges, dated August 18, 1994, for the City of Canby, including a revised page 13 dated September 12, 1994, attached hereto as Exhibit "A", be adopted, effective immediately, and

BE IT FURTHER RESOLVED that the Canby City Council hereby classified the charges imposed herein as not being subject to the limitations imposed by Section 11(b), Article XI of the Oregon Constitution and that the City Recorder is hereby directed to publish notice in accordance with ORS 310.145.

ADOPTED by the Canby City Council on the 19th day of October, 1994.

ATTEST:


Marilyn K. Perkett, City Recorder

Scott Taylor, Mayor

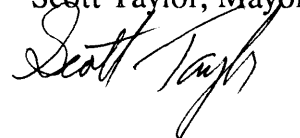


EXHIBIT "A"

The proposed Interim Transportation Systems Plan, dated August 18, 1994, is hereby revised as follows:

1. The proposed new "signal" and related improvements for 13th Avenue and S. Ivy Street is moved from the 6-10 year phase to the 1-5 year phase, as shown on Figure 4-2.
2. N. Ivy is proposed to be a "collector" street from N.W. 1st Avenue to N.W. 10th Avenue, with a "collector" street connection proposed for N.W. 4th Avenue, between N. Holly and N. Ivy, as shown on Figure 4-1.
3. The related text and maps of the proposed Plan are revised to be consistent with the above described proposals.

Methodology for Calculating

Transportation Systems Development Charge

City of Canby, Oregon

DRAFT

KITTELSON & ASSOCIATES, INC.
Transportation Planning/Traffic Engineering

August 18, 1994

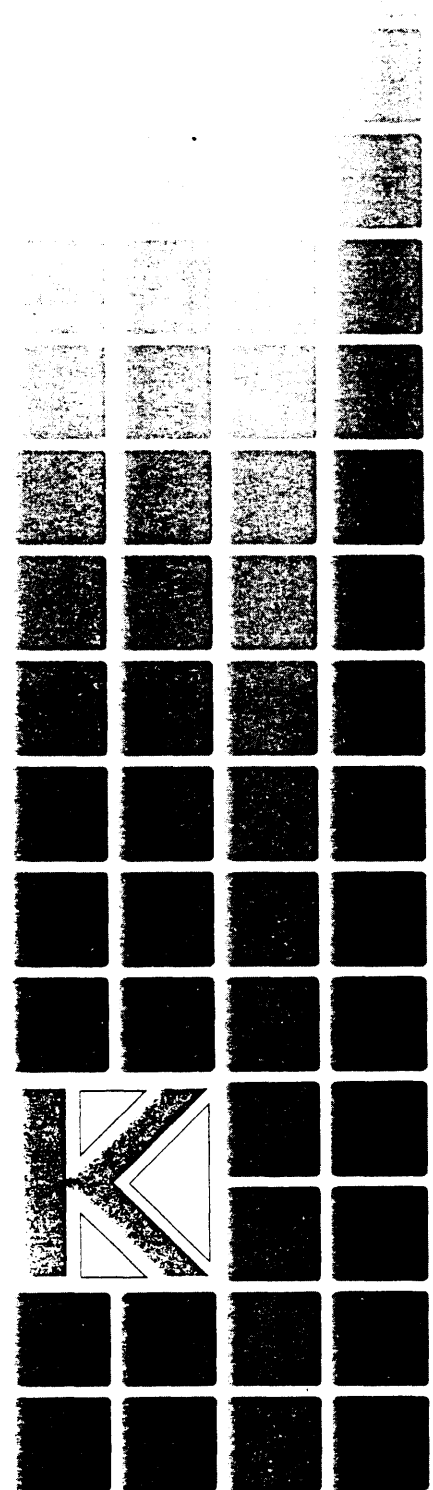


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INTRODUCTION

Background

The City of Canby has recently developed a Draft Transportation System Plan (TSP) that outlines existing traffic conditions, expected growth within the Canby Urban Growth Boundary (UGB), needed transportation system improvements to accommodate the growth, and a financial plan to fund the needed improvements. Based on the expected growth in the Canby urban area, several existing arterial and collector streets will need to be reconstructed, and new arterial and collector streets will need to be constructed.

The Draft TSP includes standards for local, collector, and arterial streets to meet the future needs of all travelers in the City.

Needed Improvements

Canby's Draft Transportation System Plan lists 23 street and traffic signal capital improvement projects that are directly attributed to future growth within the Canby Urban Growth Boundary (UGB), and thus are relevant to the proposed Transportation Systems Development Charge (SDC) program. These projects are identified as needed capacity improvements to be constructed over the next twenty years at a total estimated cost of \$13.7 million¹. Figure 1 illustrates the location and anticipated schedule of street and traffic signal improvements to be funded by the proposed Transportation SDC, while Figure 2 illustrates the proposed schedule of all transportation improvements for the City of Canby. Appendix A lists the SDC-related transportation improvements and costs in summary while Appendix B contains the full details of all transportation system improvement projects from the Draft TSP.

Undeveloped Lands

The City's current Comprehensive Plan Map, together with a recent aerial photograph, was utilized to determine the amount of "developable" land within the Canby UGB. These lands were summarized by land use category in the Canby Comprehensive Land Use Plan. For each land use category the maximum zoning potential was used to determine the total number of new trips generated, resulting in new travel demand on Canby's transportation system. This developable lands inventory is solely intended for use in the trip generation estimation procedure. It should also be noted that some existing lands are expected to be redeveloped to their Comprehensive Plan uses over the next 20 years. Hence new trips generated by currently undeveloped lands represent only part of the total generated trips for the future scenario.

This report contains the assumptions and calculations used in the development of Canby's Transportation SDC.

¹ Canby Transportation SDC projects are estimated at \$10.3 million in 1994 dollars. These estimates were adjusted with an average bi-annual compounded growth of 2% based on the anticipated improvement schedules of the Canby TSP. Appendix C lists the inflation factors used to adjust 1994 project cost estimates.

SECTION 1: DEVELOPABLE ACREAGE

RESIDENTIAL

Low Density

There are approximately 735 buildable acres for single family units within the Canby UGB. If constructed at various densities ranging between 1 unit per 17,000 sq ft and 1 unit per 9,500 sq ft, these lands will contain approximately 3,220 single-family dwelling units.

Medium/High Density

There are approximately 90 buildable acres (70 acres medium-density and 20 acres high density) for multi-family residential units within the Canby UGB. If constructed at densities ranging from 8.0 to 25.0+ dwelling units per acre (average medium density at 18 units/acre; average high density at 22 units/acre), these lands will contain approximately 955 multi-family dwelling units.

COMMERCIAL

There are approximately 24 buildable acres available for retail development in the Canby downtown. At 75% lot coverage, these lands will contain an estimated 784,000 square feet of retail development. There are approximately 37 buildable acres for highway commercial development within the Canby UGB. Assuming 35% lot coverage, these lands will contain an estimated 560,100 square feet of highway retail development.

Total developable commercial space within the Canby UGB is estimated at 1,348,200 square feet.

INDUSTRIAL

Light

There are approximately 395 buildable acres for light industrial uses within the Canby UGB. At 25% lot coverage, these lands will contain an estimated 4,301,550 square feet of industrial development.

Mix

There are approximately 115 buildable acres for mix commercial/industrial development within the Canby UGB. Assuming that 25% of the "mix" land uses will develop at 25% lot coverage, these lands will contain an estimated 1,252,350 square feet of commercial/industrial development.

PUBLIC**Schools**

There are approximately 50 buildable acres for public use within the Canby UGB. It is assumed that this acreage will be developed for elementary school use.

SECTION 2: TRIP GENERATION ADJUSTMENTS

The methodology used to determine the transportation system development charge fee in Canby, Oregon, was based upon *equivalent length new trips* to be generated by future development. This methodology used the best available trip generation, trip length, and linked trip information. Due to the relatively limited nature of trip data of this type, it was necessary to use data based on studies conducted in Sarasota, Florida², to assure a statistically reliable sample. It would be more desirable to base the traffic impact fee upon travel data from Canby. However, in order to obtain travel data specific to Canby, a relatively expensive travel survey would need to be administered to existing residents and business owners. This survey would need to be administered to a sufficient number of travelers in Canby to assure that the results are reliable. Even with an extensive survey, it is questionable whether the travel behaviors of existing residents and businesses is directly comparable to that of future Canby travelers. The character of Canby is expected to change significantly at build out of the Canby urban area, and it is reasonable to expect that a marked change in travel behaviors will follow. Thus, even if it were feasible to gather travel data specific to Canby, it is doubtful whether this data would provide an improved basis for determining the traffic impact fee. Therefore, the Sarasota data which has been used provides the most defensible and credible basis for determining the transportation system development charge.

The travel data upon which the traffic impact fee is based, uses average trip length for each major land use category. As described above, these trip lengths are based upon studies conducted in Sarasota, Florida. Recognizing that travel generated by Canby land uses is not self-contained, these average trip lengths do not differentiate between the mileage that is spent upon the Canby road system and that mileage that is spent either in surrounding jurisdictions or on roadways within Canby under other jurisdiction (Oregon state highways). For example, the average trip length for residential trips is 6.07 miles, as reported in the Sarasota County Technical Report. It is clear that all of the mileage of these trips cannot take place within the city limits of Canby. Also, it is clear that not all of the 2.99 miles for an average trip for retail purposes occurs within Canby on city streets. It would be a copious task to differentiate travel miles accordingly. Moreover, without an arduous (and costly) travel survey as described above, it would be impossible to determine this split. In any case, it is reasonable to assume that the relationship between trip lengths for each land use, as based on total trip length, are relatively the same as trip lengths for each land use on Canby roadways. Thus, the methodology used in the determination of the traffic impact fee provides a reasonable basis for equitably determining the relative impact of each land use category.

² Sarasota County: Sarasota County Road Impact Fee Ordinance, Technical Report, September, 1991.

Trip generation rates for each of the general land use categories listed in Section 1 were adjusted using trip generation rates reported in Trip Generation, Fifth Edition (published by the Institute of Transportation Engineers, 1991). Table 1 lists these trip generation rates and the adjustment factors used to determine the *equivalent length new daily trip* generation rate for each general land use category listed in the current Canby Comprehensive Land Use Plan.

Equivalent length new daily trip generation rates listed in Table 1 were then applied to the developable lands listed in Section 1 to determine the total number of new daily trips generated by each of the land use categories in the current Canby Comprehensive Land Use Plan. Table 2 shows the future demand placed on the Canby transportation system by each type of land use. The total daily trips, by land use category, are adjusted for trip length and linked trips to ensure equity in determining the equivalent number of new trips among the land uses within the Canby UGB. It is expected that a total of 156,805 *equivalent length new daily trips (ELNDT)* will be generated on the Canby transportation system upon development of land use within the Canby UGB.

Residential lands (low, medium, and high density) are estimated to generate 23% of the total ELNDT, commercial 31%, industrial 21%, and "mix" (commercial/industrial) 23%, and schools 2%.

TABLE 1
Equivalent Length New Daily Trips

Land Use	Average Daily Trips/Unit	Trip Length Factor ¹	Linked Trip Factor ²	Equivalent Length New Daily Trips
Single-Family Residential (LDR)	9.55 per Dwelling	1.00	1.00	9.55 per Dwelling
Multi-Family Residential (MDR & HDR)	6.47 per Dwelling	.97	1.00	6.47 per Dwelling
Commercial	100 per 1000 gsf	0.49	0.75	36.75 per 1000 gsf
"Mix" (2/3 commercial/1/3 industrial)	38 per 1000 gsf	0.91	.84	29.05 per 1000 gsf
Industrial	7 per 1000 gsf	1.12	1.00	7.84 per 1000 gsf
Public School	1.09 per student	1.08	1.00	1.18 per student

Footnotes:

1. The average trip length for residential trips is 6.07 miles per trip (Sarasota County Road Impact Fee Ordinance Technical Report, 1991). Using this as a benchmark, trip lengths for all other land uses were compared. According to this same source, the average trip length for "shopping" trips is 2.99 miles. Thus, in order to determine the Trip Length Factor for the Commercial use, 2.99 was divided into 6.07, resulting in a Trip Length Factor of 0.49. To determine the "Mix" (commercial/industrial) trip length factor, it was assumed that two-thirds of trips made to "mix" uses are made for industrial purposes (6.78 miles per trip average) and one-third are made for retail purposes (2.99 miles average). Thus, the overall (weighted) average trip length for "mix" uses is 5.53 miles, resulting in a Trip Length Factor of 0.91.
2. It was assumed that for commercial retail uses, on average (unless otherwise specified in the ITE Trip Generation Manual, 5th Edition), approximately 25 percent of entering trips are "drop-in" trips that would have been on the road anyway. Thus, only 75 percent of commercial retail trips actually have an additional impact on the road system. All other uses have a Linked Trip Factor of one.

TABLE 2
Developable Land Use and Trip Rate Assumptions

Land Use	Equivalent Length New Daily Trip Rate	Total Developable Units	Equivalent Length New Daily Trips
Single Family Units (LDR)	9.55 per unit	3,220 dwellings	30,750
Multi-Family Units (MDR)	6.28 per unit	945 dwellings	5,935
Residential (Total)		4,165 dwellings	36,685
Commercial	36.75 per 1000 sq ft	1,348,200 sq ft	49,545
"Mix"	29.05 per 1000 sq ft	1,252,350 sq ft	36,380
Light Industrial	7.84 per 1000 sq ft	4,301,550 sq ft	33,725
School	1.18 per student	2,400 students	2,830
Total Future Generated Equivalent Length New Trips			159,165

SECTION 3: TRANSPORTATION SDC UNIT COST

The City of Canby transportation systems development charge is calculated by dividing the total cost of SDC-related transportation improvements (\$13.7 million) by the number of *ELNDT* (159,165), resulting in \$86 per *ELNDT*. The Canby transportation SDC unit cost is summarized in Table 3.

Table 4 lists the estimated transportation SDC cost per unit of land for the various land uses in Canby's current Comprehensive Land Use Plan. These unit costs were then multiplied with the total number of developable units, by land use category, to derive the total estimated revenue as summarized in Table 5. Table 6 identifies the Canby SDC fee, as applied to various land use developments such as single-family and multi-family homes, commercial shopping centers (100,000 sq ft), fast food restaurants (3,000 sq ft), and industrial centers (100,000 sq ft). Table 6 also compares the proposed Canby SDC rates with other SDC or Transportation Impact Fee (TIF) rates in other Oregon jurisdictions.

TABLE 3
Transportation SDC Unit Cost

SDC-Related Transportation Improvement Costs	Equivalent Length New Daily Trips (ELNDT)	Cost/ ELNDT
\$13,655,000	159,165	\$86

TABLE 4
SDC Cost For Each Land Use

Type of Development	ELNDT/ unit	Cost/ ELNDT	Estimated* SDC per unit
Single-Family per unit	9.55	\$86	\$819
Multi-Family (MDR) per unit	6.28	\$86	\$539
Commercial per 1000 s	36.75	\$86	\$3,153
"Mix" (Commercial/Industrial) per 1000 s	29.05	\$86	\$2,492
Industrial per 1000 s	7.84	\$86	\$673
Schools per student	1.18	\$86	\$101

* Rounded to nearest whole number.

TABLE 5
Developable Land Use and Trip Rate Assumptions

Land Use	Developable Units	SDC Per Unit*	Total Revenue
Single Family (LDR)	3220 dwelling units	\$819 per dwelling	\$2,638,200
Multi-Family (MDR)	945 dwelling units	\$539 per dwelling	\$509,100
Commercial	1,348,200 s	\$3,153 per 1,000 sq ft	\$4,250,700
"Mix"	1,252,350 s	\$2,492 per 1,000 sq ft	\$3,121,200
Industrial	4,301,550 s	\$673 per 1,000 sq ft	\$2,893,200
Schools	50 acres (2400 students)	\$101 per student	\$243,000
Total			\$13,655,400

* Rounded to nearest whole number.

TABLE 6
Systems Development Charge/Traffic Impact Fee Comparison

Typical Development	Proposed Canby SDC
Single-Family (LDR) Dwelling Unit	\$820
Multi-Family (MDR) Dwelling Unit	\$540
Retail 100,000 sq ft	\$147,930
Fast Food 3,000 sq ft	\$9,290
Industrial 100,000 sq ft	\$66,970

Other Jurisdictions ^A								
Typical Development	Clackamas County	Washington County	West Linn ^B	Wilsonville	Newberg	Lake Oswego	Oregon City	Eugene
Single Family Dwelling Unit	\$1,220	\$1,380	\$790 (City) \$2,660 (FDA)	\$1,810	\$990	\$1,370	\$1,000	\$520
Multi-Family Dwelling Unit	\$ 830	\$ 840	\$540 (City) \$1,800 (FDA)	\$1,290	\$670	\$830	\$660	\$290
Retail (100,000 sq ft)	\$449,960	\$233,170	\$304,300 (City) \$1,021,900 (FDA)	\$354,000	\$179,300	\$958,710 ^C	\$197,800	\$314,400
Fast Food (3,000 sq ft)	\$40,730	\$10,500	\$9,130 (City) \$30,660 (FDA)	N/A	\$11,300	\$257,260 ^C	N/A	\$15,150
Industrial (100,000 sq ft)	\$94,500	\$92,700	N/A	N/A	\$81,200	\$94,560	N/A	\$45,400

N/A Not Available

^A All fee amounts have been rounded to nearest \$10.

^B West Linn has one fee structure for the city proper and another for the Future Development Area (FDA).

^C Assumes no reduction for pass-by and trip length.

SECTION 4: CANBY TRANSPORTATION SDC CALCULATION

The Canby transportation SDC is applicable to all new land development within the Canby UGB and is calculated at \$86 per *equivalent length new daily trip (ELNDT)*. The Trip Generation, Fifth Edition (published by the Institute of Transportation Engineers, 1991) is to be used for all SDC calculations. The ITE trip generation rates and ELNDT adjustment factors are provided in Table 7.

Exceptions

1. Those uses, or combinations of uses, that are not specifically identified in Table 7 (ITE *Trip Generation, Fifth Edition*, 1991), shall be categorized by the City of Canby as the use (or uses) identified in Table 7 that is most similar in trip generation; or,
2. In the event trip rates calculated by the Institute of Transportation Engineers are felt to inadequately reflect an individual development's trips, the Public Works Director will consider, at the applicant's expense, traffic generation studies performed by a registered traffic engineer, or other data performed in a credible manner to show traffic data in the calculation of transportation SDC's.

Where the ITE average daily trip rate is based on less than five studies or the fitted relationship based on the unit employed in ITE *Trip Generation, Fifth Edition* (1991) exhibits an R^2 (correlation) less than 0.70, the applicant is strongly encouraged to submit, at the applicant's expense, the traffic generation studies noted above. In Table 7, these two cases are noted for each of the land uses cited.

ITE TRIP GENERATION RATE REFINEMENTS (Table 7)

Additional Land Use Categories

The ITE Trip Generation Manual (Fifth Addition) identifies the **Convenience Market with Gasoline Pump** (Land Use Code #853) land use category that will likely appear in review of development applications. This use is exemplified by typical Gas Pump/"Mini-Mart" developments throughout Oregon. A daily trip generation rate is not provided by the ITE Trip Generation Manual for this specific land use, but is estimated in Table 7 (see below) based upon the p.m. peak hour/daily trip generation rate data for the ITE Service Station land use category (#844). The "linked" trip rate ("pass-by" and "diverted") for Service Station land use is identified in the Institute of Transportation Engineers Journal (June 1990) as 78%, and is applied in Table 7 for calculating the linked trip reduction factor. The average trip length for this use is estimated in the Sarasota, Florida Study.

The ITE Trip Generation Manual does not include trip generation rates for all types of development. Additional land use/trip generation rates were borrowed from the San Diego Traffic Generators (San Diego Association of Governments, March 1993) manual, including:

Parks (city, neighborhood and amusement)	Racquetball/tennis courts
Bus Depots	Transit Stations (rail)
Park-And-Ride Lots	U.S. Post Offices

Linked Trip ("Pass-By") Adjustment Factor to ELNDT

The ITE Trip Generation Manual (Fifth Edition) lists a series of case studies that identify the "pass-by" trip rates for specific commercial uses. The Canby Transportation SDC includes the weighted average "pass-by" trip rates for the following uses:

<u>LAND USE</u>	<u>PASS-BY TRIP RATES</u>
Shopping Center	
< 50,000 GLA	72%
50,000-99,999 GLA	50%
100,000-199,999 GLA	39%
200,000-299,999 GLA	33%
300,000-399,999 GLA	29%
400,000-499,999 GLA	27%
500,000-599,999 GLA	20%
Quality Restaurant	28%
Fast Food Restaurant	49%
Service Station	23%
Supermarket	54%
Convenience Market	65%
Convenience Market with Gas Pump	78%
Banks/Savings & Loans (Drive-In)	45%

These pass-by rates were used to modify the "Linked Trip" adjustment factors (from the Sarasota study) and are summarized in Table 7.

Trip Length Adjustment Factor to ELND

Average trip lengths for certain land uses were calculated using data from the Sarasota, Florida, case study, and were used to develop the trip length adjustment factors listed in Table 7, particularly for the "Business and Commercial" land uses. These adjusted average trip lengths adjustments are also summarized in Table 7.

CREDITS

Credits against the calculated SDC will be given for the cost of improvements, in whole or in part, identified on the "Transportation Systems Development Charge Project Schedule" (Figure 2). The value of right-of-way owned by the applicant will be included in the costs of an improvement eligible for credit. Costs not included in the calculation of the SDC shall *not* be eligible for SDC credit.

TABLE 7
ITE Trip Generation Rates/ELNDT Adjustment Factors

ITE Land Use	ITE Land Use Code	Average Weekday ITE Trip Rate		Equivalent Length New Daily Trip Adjustment Factor	
		Rate	Unit (a)	Trip Length	Linked Trip
RESIDENTIAL					
Single Family Detached	210	9.55	Dwelling Unit	1.0	1.0
Multi-Family Attached	220	6.47	Dwelling Unit	0.97	1.0
Residential Condominium	230	5.86	Dwelling Unit	0.97	1.0
Recreational Home/Condo	260	3.16	Dwelling Unit	1.0	1.0
INSTITUTIONAL					
Truck Terminals (b)	030	9.85	1,000 sf GFA	1.12	1.0
Bus Depot		25.00	1,000 sf GFA		
Transit Station (Rail)		300.00	Acres		
Park and Ride Lots		500.00	Acres		
Park (b)	411	2.23	Acres	0.90	1.0
City (developed)		50.00	Acres		
Neighborhood (undeveloped)		5.00	Acres		
Amusement (Theme)		80	Acres		
Marina	420	2.96	Docking Berths	0.91	1.0
Golf Course (c)	430	37.59	Holes	0.91	1.0
Movie Theater (b)	443	1.76	Seats	0.46	1.0
Racquet Club (c)	492	17.14	1,000 sf GFA	0.51	1.0
Racquetball		40.00	1,000 sf GFA		
Tennis		30.00	court		
Military Base	501	1.78	Employee	1.0	1.0
Elementary School	520	1.09	Student	1.08	1.0

Notes:

(a) Abbreviations used in "Units" column:

GFA = Gross Floor Area sf = square feet

It is assumed that the ratio between GFA and Gross Leasable Area (GLA) is 1.15 : 1.0.

The ITE Trip Generation rates, which are based on GLA, are factored up by 15 percent to give GFA weekday trip rates shown in Table 7.

(b) The ITE Trip Generation has less than 5 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.

(c) The fitted relationship between the number of units and the average weekday trip generation as noted in ITE Trip Generation has a coefficient of correlation (R^2) of less than 0.70. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.

(d) The rate shown has been approximated from the published p.m. peak hour trip generation rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.

(e) Average of elementary and high school trip generation rates.

(f) "Linked" trip rate adjustment assumed to be same as Service Station with Convenience Market (#845).

updated 9/1/94

City of Canby Transportation System Plan

Systems Development Charge

ITE Land Use	ITE Land Use Code	Average Weekday ITE Trip Rate		Equivalent Length New Daily Trip Adjustment Factor	
		Rate	Unit (a)	Trip Length	Linked Trip
Junior High School (e)		1.20	Student	1.08	1.0
High School	530	1.38	Student	1.08	1.0
Junior/Community College (b, d)	540	1.35	Student	1.08	1.0
University	550	2.37	Student	1.08	1.0
Church (c)	560	9.32	1,000 sf GFA	1.08	1.0
Day Care Center/Preschool (c)	585	4.95	Student	0.23	1.0
Library (b)	590	45.50	1,000 sf GFA	0.49	1.0
Hospital	610	16.78	1,000 sf GFA	0.95	1.0
Nursing Home	620	2.80	Occupied Bed	0.95	1.0
BUSINESS & COMMERCIAL					
Hotel/Motel	310	8.70	Occupied Room	0.69	0.75
Building Materials/Lumber	812	30.56	1,000 sf GFA	0.49	0.75
Specialty Retail Center (b)	814	40.67	1,000 sf GFA	0.49	0.75
Discount Stores	815	70.13	1,000 sf GFA	0.49	0.75
Hardware/Paint Stores (b)	816	51.29	1,000 sf GFA	0.49	0.75
Nursery-Retail (c)	817	36.08	1,000 sf GFA	0.49	0.75
Shopping Center	820				
(under 50,000 sf GLA)	820	142.45	1,000 sf GFA	0.31	0.28
(50,000-99,999 sf GLA)	820	77.90	1,000 sf GFA	0.33	0.50
(100,000-199,999 sf GLA)	820	68.87	1,000 sf GFA	0.40	0.61
(200,000-299,999 sf GLA)	820	46.33	1,000 sf GFA	0.49	0.67
(300,000-399,999 sf GLA)	820	39.79	1,000 sf GFA	0.49	0.71
(400,000-499,999 sf GLA)	820	35.72	1,000 sf GFA	0.49	0.73
(500,000-599,999 sf GLA)	820	32.85	1,000 sf GFA	0.49	0.80
High Turnover Sit-Down Restaurant (b)	832	205.36	1,000 sf GFA	0.19	0.75

Adjusted Rates

Notes:

(a) Abbreviations used in "Units" column:

(GFA = Gross Floor Area sf = square feet)

It is assumed that the ratio between GFA and Gross Leasable Area (GLA) is 0.75:1.0.

The ITE Trip Generation rates, which are based on GLA, are increased by 15 percent to give GFA weekday trip rates shown in Table 7.

(b) The ITE Trip Generation has less than 5 studies supporting the average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.

(c) The stated relationship between the number of units and the average weekday trip generation as noted in ITE Trip Generation has a coefficient of correlation (R^2) of less than 0.70. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.

(d) The rate shown has been approximated from the published peak hour trip generation rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.

(e) Average of elementary and high school trip generation rates.

(f) "Linked" trip rate adjustments assumed to be same as Service Station with Convenience Market (8845).

ITE Land Use	ITE Land Use Code	Average Weekday ITE Trip Rate		Equivalent Length New Daily Trip Adjustment Factor	
		Rate	Unit (a)	Trip Length	Linked Trip
Junior High School (e)		1.20	Student	1.08	1.0
High School	530	1.38	Student	1.08	1.0
Junior/Community College (b, d)	540	1.33	Student	1.08	1.0
University	550	2.37	Student	1.08	1.0
Church (c)	560	9.32	1,000 sf GFA	1.08	1.0
Day Care Center/Preschool (c)	565	4.65	Student	0.23	1.0
Library (b)	590	45.50	1,000 sf GFA	0.49	1.0
Hospital	610	16.78	1,000 sf GFA	0.95	1.0
Nursing Home	620	2.60	Occupied Bed	0.95	1.0
BUSINESS & COMMERCIAL					
Hotel/Motel	310	8.70	Occupied Room	0.69	0.75
Building Materials/Lumber	812	30.56	1,000 sf GFA	0.49	0.75
Specialty Retail Center (b)	814	40.67	1,000 sf GFA	0.49	0.75
Discount Stores	815	70.13	1,000 sf GFA	0.49	0.75
Hardware/Paint Stores (b)	816	51.29	1,000 sf GFA	0.49	0.75
Nursery-Retail (c)	817	36.08	1,000 sf GFA	0.49	0.75
Shopping Center	820				
(under 50,000 sf GLA)	820	192.73	1,000 sf GFA	0.31	0.28
(50,000-99,999 sf GLA)	820	105.40	1,000 sf GFA	0.33	0.50
(100,000-199,999 sf GLA)	820	81.27	1,000 sf GFA	0.40	0.61
(200,000-299,999 sf GLA)	820	62.68	1,000 sf GFA	0.49	0.67
(300,000-399,999 sf GLA)	820	53.83	1,000 sf GFA	0.49	0.71
(400,000-499,999 sf GLA)	820	48.32	1,000 sf GFA	0.49	0.73
(500,000-599,999 sf GLA)	820	44.45	1,000 sf GFA	0.49	0.80
High Turnover Sit-Down Restaurant (b)	832	205.36	1,000 sf GFA	0.19	0.75

Notes:

(a) Abbreviations used in "Units" column:

GFA = Gross Floor Area sf = square feet

It is assumed that the ratio between GFA and Gross Leasable Area (GLA) is 1.15 : 1.0.

The ITE Trip Generation rates, which are based on GLA, are factored up by 15 percent to give GFA weekday trip rates shown in Table 7.

- (b) The ITE Trip Generation has less than 5 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (c) The fitted relationship between the number of units and the average weekday trip generation as noted in ITE Trip Generation has a coefficient of correlation (R^2) of less than 0.70. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (d) The rate shown has been approximated from the published p.m. peak hour trip generation rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (e) Average of elementary and high school trip generation rates.
- (f) "Linked" trip rate adjustment assumed to be same as Service Station with Convenience Market (#845).

ITE Land Use	ITE Land Use Code	Average Weekday ITE Trip Rate		Equivalent Length New Daily Trip Adjustment Factor	
		Rate	Unit (a)	Trip Length	Linked Trip
Fast Food Restaurant (c)	833	786.22	1,000 sf GFA	0.09	0.51
New Car Sales (b)	841	47.91	1,000 sf GFA	0.60	0.75
Service Station (b, d)	844	142.54	Gasoline Pump	0.07	0.77
Supermarket (b)	850	87.82	Employee	0.14	0.46
Convenience Market (c)	851	737.99	1,000 sf GFA	0.08	0.35
Convenience Market w/ Gas Pump (d,f)	853	194.34	Gasoline Pump	0.32	0.22
Apparel Store (d)	870	31.27	1,000 sf GFA	0.49	0.75
Furniture Store (c)	890	4.34	1,000 sf GFA	0.49	0.75
Bank/Savings: Walk-in (b)	911	140.61	1,000 sf GFA	0.17	0.75
Bank/Savings: Drive-in (c)	912	265.21	1,000 sf GFA	0.17	0.55
OFFICE					
Clinic (b)	630	23.79	1,000 sf GFA	0.53	1.0
General Office	710				
(Under 100,000 sf GFA)	710	16.58	1,000 sf GFA	0.65	1.0
(100,000-199,999 sf GFA)	710	14.03	1,000 sf GFA	0.65	1.0
(200,000 sf GFA and over)	710	11.85	1,000 sf GFA	0.65	1.0
Medical Office Building	720	34.17	1,000 sf GFA	0.53	1.0
Government Office Bldg. (b)	730	68.93	1,000 sf GFA	0.96	1.0
State Motor Vehicles Dept.	731	166.02	1,000 sf GFA	0.96	1.0
U.S. Post Office (c)	732	87.12	1,000 sf GFA	0.96	1.0
Walk-in Only	732	90.00	1,000 sf GFA		
Walk-in w/ mail Drop-Off Lane	732	300.00	1,000 sf GFA		
Research Center	760	7.70	1,000 sf GFA	0.67	1.0
Business Park	770	14.37	1,000 sf GFA	0.67	1.0
INDUSTRIAL					

Notes:

(a) Abbreviations used in "Units" column:

GFA = Gross Floor Area sf = square feet

It is assumed that the ratio between GFA and Gross Leasable Area (GLA) is 1.15 : 1.0.

The ITE Trip Generation rates, which are based on GLA, are factored up by 15 percent to give GFA weekday trip rates shown in Table 7.

- (b) The ITE Trip Generation has less than 5 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (c) The fitted relationship between the number of units and the average weekday trip generation as noted in ITE Trip Generation has a coefficient of correlation (R^2) of less than 0.70. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (d) The rate shown has been approximated from the published p.m. peak hour trip generation rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (e) Average of elementary and high school trip generation rates.
- (f) "Linked" trip rate adjustment assumed to be same as Service Station with Convenience Market (#845).

ITE Land Use	ITE Land Use Code	Average Weekday ITE Trip Rate		Equivalent Length New Daily Trip Adjustment Factor	
		Rate	Unit (a)	Trip Length	Linked Trip
General Light Industrial	110	6.97	1,000 sf GFA	1.12	1.0
General Heavy Industrial (b)	120	1.50	1,000 sf GFA	1.12	1.0
Industrial Park (c)	130	6.97	1,000 sf GFA	1.12	1.0
Manufacturing	140	3.85	1,000 sf GFA	1.12	1.0
Warehouse	150	4.88	1,000 sf GFA	1.12	1.0
Mini-Warehouse	151	2.61	1,000 sf GFA	0.47	1.0
Utilities (b)	170	1.06	Employees	1.0	1.0
Wholesale (b)	860	6.73	1,000 sf GFA	0.49	1.0

Notes:

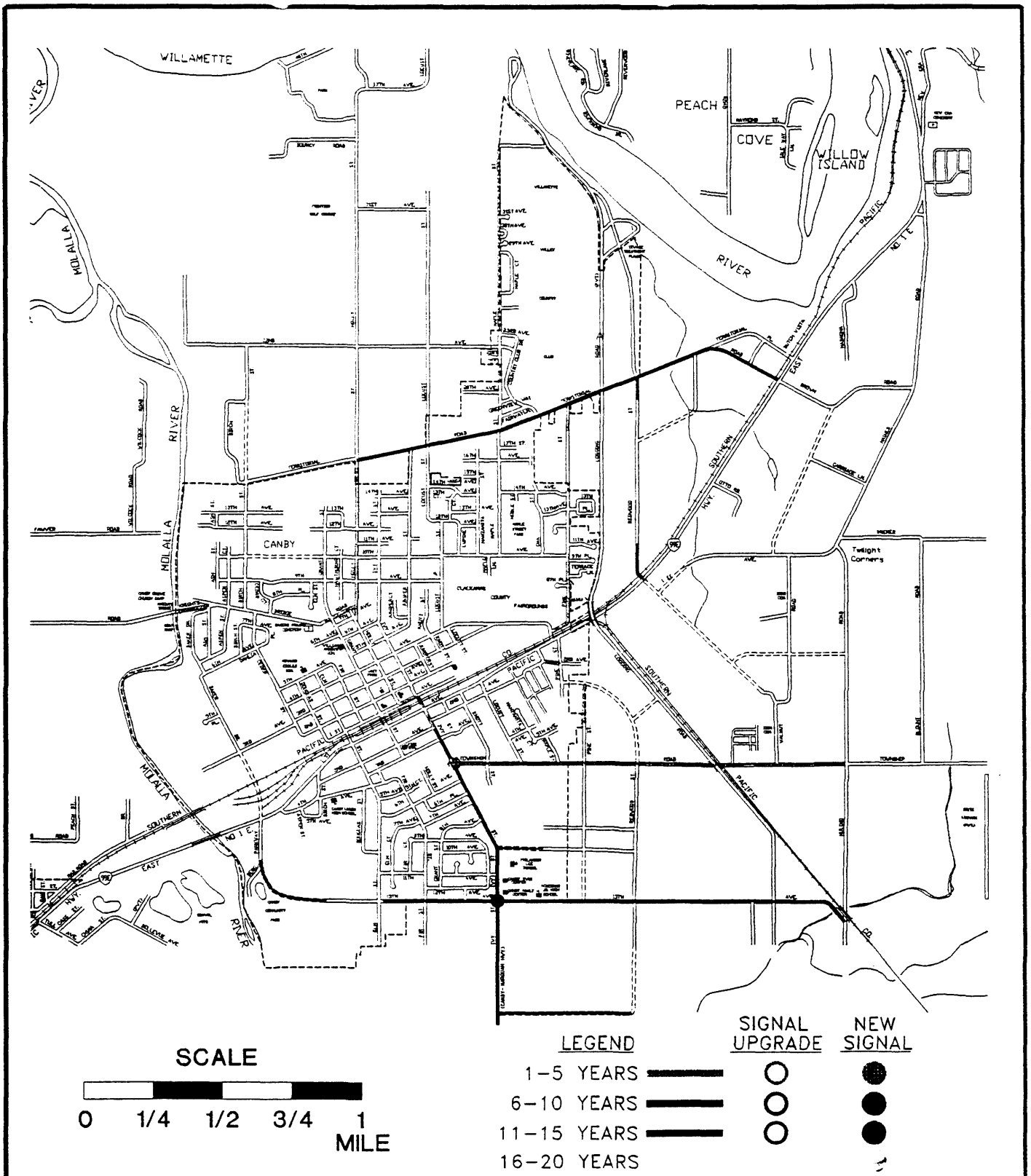
- (a) Abbreviations used in "Units" column:

GFA = Gross Floor Area sf = square feet

It is assumed that the ratio between GFA and Gross Leasable Area (GLA) is 1.15 : 1.0.

The ITE Trip Generation rates, which are based on GLA, are factored up by 15 percent to give GFA weekday trip rates shown in Table 7.

- (b) The ITE Trip Generation has less than 5 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (c) The fitted relationship between the number of units and the average weekday trip generation as noted in ITE Trip Generation has a coefficient of correlation (R^2) of less than 0.70. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (d) The rate shown has been approximated from the published p.m. peak hour trip generation rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (e) Average of elementary and high school trip generation rates.
- (f) "Linked" trip rate adjustment assumed to be same as Service Station with Convenience Market (#845).



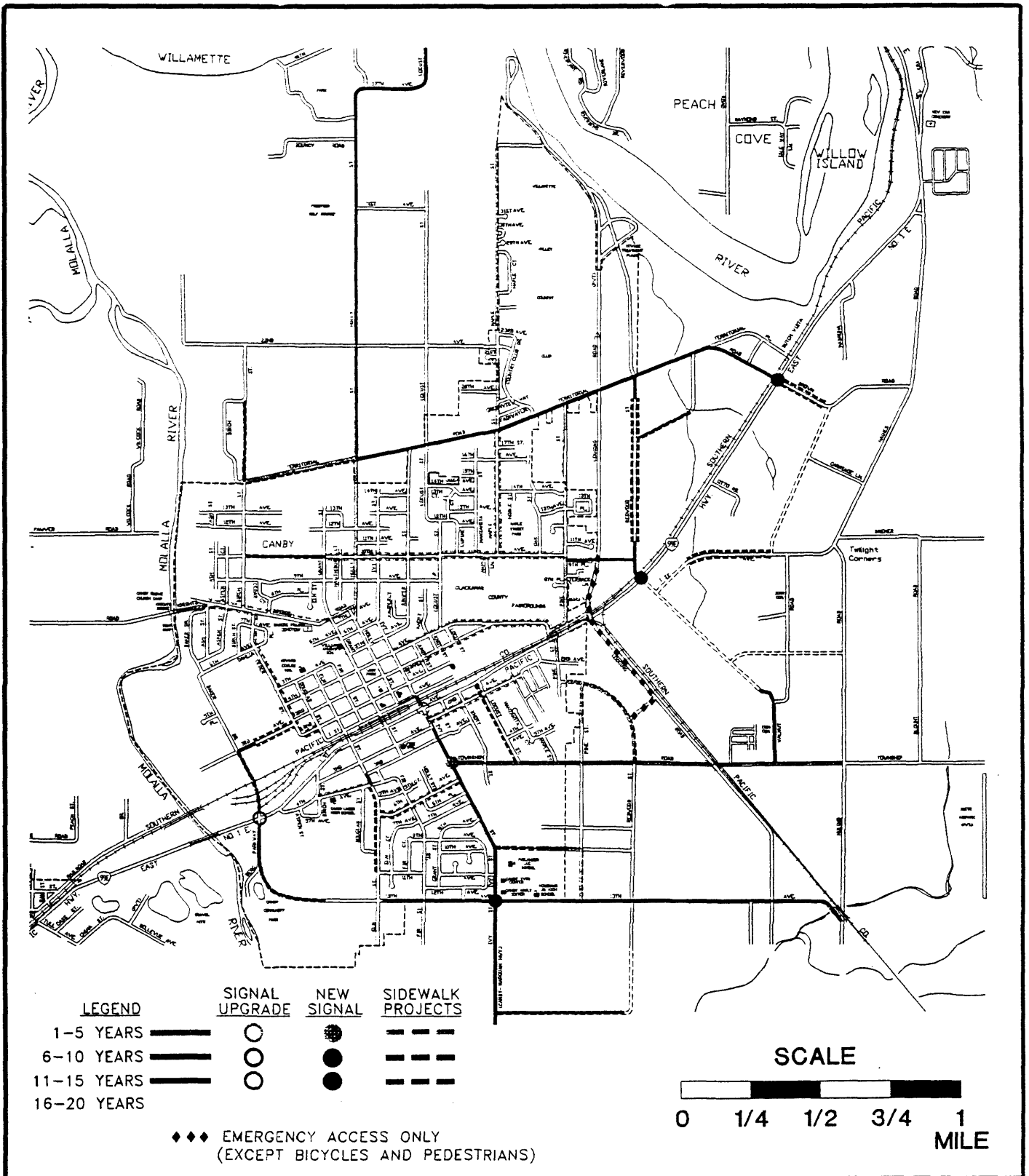
SDC FUNDED PROJECT SCHEDULE

CITY OF CANBY
TRANSPORTATION SYSTEM PLAN
AUGUST 1994

FIGURE
1



1127F009.04



NEW PROJECTS SCHEDULE

CITY OF CANBY
TRANSPORTATION SYSTEM PLAN
AUGUST 1994

FIGURE
2



1127F-11

APPENDIX A STREET IMPROVEMENT PROJECT SUMMARY

**TABLE A-1
Transportation Improvements Schedule**

Time Frame (years)	Project Costs in Thousands of Dollars							
	City	County	State	LID*	Grant	Development	SDC	TOTAL
1-5	1,303	347	0	594	150	1,831	3,925	8,148
6-10	1,118	1,496	6,323	48	0	513	5,392	13,889
11-15	635	621	150	218	0	3,481	814	5,918
16-20	0	0	0	0	0	3,021	138	3,159
TOTAL	3,056	1,464	6,473	859	150	8,846	10,270	31,114

* LID = Local Improvement District

**TABLE A-2
New Street Projects**

Project	Funding Responsibility						
	City	County	State	LID*	Grant	Development	SDC
Arterial Streets							
Berg Parkway							846,000
Collector Streets							
NW Birch	228,000					228,000	
N 10th Ave	285,000					285,000	
N Baker			6,173,000				
NE 10th Ave	279,000					1,580,000	
SE Walnut						1,104,000	
SE 3rd Ave						725,000	
SE 1st Ave						138,000	138,000
SE Redwood						1,354,000	
SE Pine						1,150,000	333,000
SE 10th Ave						224,000	224,000
SE 16th Ave						729,000	182,000
Subtotal	1,792,000	0	6,173,000	0	0	7,517,000	1,723,000

* LID = Local Improvement District

TABLE A-3
Street Widening Projects

Project	Funding Responsibility						
	City	County	State	LID*	Grant	Development	SDC
Arterial Streets							
Holly							517,000
NW 1st Ave							60,000
N Ivy							51,000
S Ivy		245,000					1,792,000
Territorial		263,000					1,928,000
Knightsbridge							167,000
Berg Parkway							494,000
S 13th Street	1,097,000	621,000				310,000	836,000
Collector Streets							
Territorial						599,000	
Maple				165,000			
N Pine	773,000						325,000
Redwood	151,000						84,000
Walnut						420,000	
SE 2nd	214,000						
S Elm	29,000						
Township		280,000					1,872,000
Subtotal	1,167,000	280,000		165,000		1,019,000	2,281,000
Total	2,264,000	1,408,000		165,000		1,329,000	8,129,000

* LID = Local Improvement District

**TABLE A-4
Traffic Signal Projects**

Project	Funding Responsibility						
	City	County	State	LID*	Grant	New Dev.	SDC
New Signals							
Hwy 99/Territorial			150,000				
Highway 99/Redwood			150,000				
Highway 99/Pine					150,000		
Ivy/Township							150,000
Ivy/13th Ave							150,000
Signal Upgrades							
Highway 99/Ivy							80,000
Highway 99/Berg Pkwy							40,000
Subtotal			300,000		150,000		420,000

In addition to the projects listed in the above tables, 17 sidewalk construction projects have been identified. These projects are located where no other road building projects are planned, so separate sidewalk improvement projects will be needed. They are shown in Figure 1, and listed in the Street Improvements in Appendix B.

**TABLE A-5
Total Project Costs**

	Project costs in Thousands of Dollars						
	City	County	State	LID	Grant	New Dev	SDC
Total	3,056	1,464	6,473	859	150	8,846	10,270

**APPENDIX B
STREET IMPROVEMENT SCHEDULE**

TABLE 1

NEW STREETS

CAP
NC

NAME	FROM	TO	X-SECTION	WIDTH	LENGTH	@ COST	PRICE	ROW	TOTAL
A) ARTERIAL STREETS									

BERG PKWY	HWY 99	ELM	3 IN. BKE	48	1200	405	486,000	360,000	846,000
-----------	--------	-----	-----------	----	------	-----	---------	---------	---------

B) COLLECTOR STREETS

NW BIRCH	TERRITORIAL	NW 22ND	2LN, NO B	24	1600	285	456,000	456,000
N 10TH AVE	BIRCH	GRANT	3LN, NO B	40	1585	360	570,600	570,600
NW BAKER ST	3RD	HWY 99	3LN, NO B	36	500	345	172,500	172,500
	BRIDGE	STRUCT					8,000,000	8,000,000
NE 10TH EXT	N PINE	REDWOOD	3LN, NO B	36	4750	345	1,638,750	1,638,750
SE WALNUT	SE 1ST	BROWN RD	3LN, NO B	36	3200	345	1,104,000	1,104,000
SE 3RD AVE	S REDWOOD	MULINO	3LN, NO B	36	2100	345	724,500	724,500
SE 1ST	NEW ALIGN	S. REDWOOD	3LN, NO B	36	800	345	276,000	276,000
SE REDWOOD	HWY 99	TOWNSHIP	2LN, NO B	24	3700	285	1,054,500	1,054,500
	TOWNSHIP	SE 13TH	2LN, NO B	24	1050	285	299,250	299,250
SE PINE	NEW ST	TOWNSHIP	3LN, BIKE	46	1100	408	445,500	445,500
	TOWNSHIP	SE 13TH	3LN, BIKE	46	1200	408	485,000	485,000
REDWOOD	SE 16TH	2LN, BIKE		36	1600	345	552,000	552,000
RED PINE	PINE	TOWNSHIP	3LN, NO B	36	2250		810,000	810,000
SE 10TH AVE	IVY	PINE	2LN, PARK	36	1300	345	448,500	448,500
SE 16TH AVE	IVY	PINE	2LN, BIKE	36	2640	345	910,800	910,800

Shaded Projects are Capacity Required

TABLE 2

STREET WIDENING/UPGRADING COSTS

NAME	FROM	TO	X-SECTION	PAVEW	XWIDT	WIDEN	LENGTH	@COST	PRICE	ROW	TOTAL
A) ARTERIAL STREETS											

A) ARTERIAL STREETS

HOLLY	TERRITORIAL	7TH AVE	3LN, B	48	40	8	1935	138	283,160	253,500	516,660
	7TH	1ST	3LN, B	48	56				0		0
NW 1ST AVE	HOLLY	IVY	3LN, B	48	35	13	370	181	59,570		59,570
N IVY	NW 1ST	HWY 99	3LN, B	80	36	24	240	211	60,640		60,640
S IVY	HWY 99E	SW 2ND	4LN, B	60	38	24	280	355	92,300		92,300
	SW 2ND	SW 13TH	3LN, B	48	32	16	3700	315	1,165,500		1,165,500
	SW 13TH	SOUTH	2LN, B	34	26	9	2840	295	778,800		778,800
TERRITORIAL	HOLLY	LOCUST	3LN, B	48	44	4	1320	238	314,180		314,180
	LOCUST	LAUREL W D	3LN, B	48	44	4	627	238	125,428		125,428
		MAPLE	3LN, B	48	36	12	826	250	206,500		206,500
		OAK	3LN, B	48	40	8	859	238	204,442		204,442
		REDWOOD	3LN, B	48	24	24	1984	290	575,380		575,380
		TERRITORIAL	3LN, B	48	34	14	1618	258	391,128		391,128
		HWY 99E	3LN, B	48	34	14	1450	258	374,100		374,100
KNIGHTSBRIDGE	HOLLY	GRANT	3LN, B	48	40	8	500	144	72,000		72,000
	ASH	K-BRIDGE	2LN, B	34	26	8	280	335	93,800		93,800
BERG PKWY	HWY 99	M1	3LN, B	48	40	8	425	238	101,150		101,150
	M1	JCTN	3LN, B	48	25	23	575	290	166,750		166,750
	END	ELM	3LN, B	48	40	8	1570	144	226,080		226,080
S 13TH	ELM	IVY	3LN, B	48	38	12	2180	300	854,000	62,000	706,000
	IVY	M3	3LN, B	48	32	16	1307	310	406,170	25,000	430,170
	M3	M4	3LN, B	48	22	28	494	345	170,430	62,750	223,180
	M4	REDWOOD LN	3LN, B	48	32	16	850	310	263,500		263,500
		LOG ROAD	2LN, B	34	22	12	335	100	771,400		771,400
		MULLING	2LN, B	34	22	12	100	100	1,000		1,000
HWY 99E	TOWN LIMIT	TOWN LIMIT	3LN, B	48	20	12	100	100	1,000		1,000
		SUBTOTAL							7,995,366		8,378,616

Shaded Projects are Capacity Required

FUNDING RESPONSIBILITY (%)						
CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

50				50	
50				50	
		100			
		100			
15				85	
				100	
				100	
				50	5
				100	
				100	
				50	5
				100	
				80	2
				5	5
				50	5
				80	2

Page 1

A* = Quarter Scheduled for Project

1=1-5 yrs 3=11-15 yrs

2=6-10 yrs; 4=16-20 yrs

FUNDING RESPONSIBILITY \$\$							
CITY	COUNTY	STATE	LID	GRANT	NEWDEV	SDC	A*

	0	0	0	0	0	0	846,000	2
--	---	---	---	---	---	---	---------	---

228,000	0	0	0	0	228,000	0	2
285,300	0	0	0	0	285,300	0	2
0	0	172,500	0	0	0	0	2
0	0	6,000,000	0	0	0	0	2
278,813	0	0	0	0	1,579,938	0	3
0	0	0	0	0	1,104,000	0	4
0	0	0	0	0	724,500	0	4
0	0	0	0	0	138,000	138,000	4
0	0	0	0	0	1,054,500	0	4
0	0	0	0	0	299,250	0	1
0	0	0	0	0	222,750	2	1
0	0	0	0	0	480,000	0	1
0	0	0	0	0	441,600	110,400	3
0	0	0	0	0	224,250	224,250	1
0	0	0	0	0	728,640	182,160	3
792,113	0	6,172,500	0	0	7,516,728	877,560	

Page 2

A* = Quarter Scheduled for Project

FUNDING RESPONSIBILITY \$\$							
CITY	COUNTY	STATE	IID	GRANT	NEWDEV	SDC	A*

	0	0	0	0	0	0	516,660	1
	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	59,570	1
	0	0	0	0	0	0	50,640	1
	11,078	0	0	0	0	0	81,224	1
	139,860	0	0	0	0	0	1,025,640	2
	93,456	0	0	0	0	0	685,344	2
	37,699	0	0	0	0	0	278,481	2
	15,051	0	0	0	0	0	110,375	2
	24,780	0	0	0	0	0	181,720	2
	24,533	0	0	0	0	0	179,909	2
	69,043	0	0	0	0	0	508,317	2
	46,935	0	0	0	0	0	344,103	2
	44,892	0	0	0	0	0	3	1
	0	0	0	0	0	0	7	1
	0	0	0	0	0	0	93,800	1
	0	0	0	0	0	0	101,150	2
	0	0	0	0	0	0	186,750	2
	0	0	0	0	0	0	228,080	2
529,500	0	0	0	0	0	0	178,500	1
268,214	0	0	0	0	0	0	141,958	1
102,683	0	0	0	0	0	0	120,617	2
176,545	0	0	0	0	0	0	50,655	3
0	295,700	0	0	0	0	0	177,150	3
0	1,000,000	0	0	0	0	0	0	3
1,096,922	1,128,026	0	0	0	310,350	5,843,318		

TABLE 2 CONT. STREET WIDENING/UPGRADING COSTS

[illegible]

Shaded Projects are Capacity Required

TABLE 3 TRAFFIC SIGNAL PROJECTS

INTERSECTING STREETS		Price	Total
NEW SIGNALS			
Highway 99	Territorial	150,000	150,000
Highway 99	Redwood	160,000	150,000
Highway 99	Pine	150,000	150,000
Hy	Township	150,000	150,000
Hy	13th Ave	150,000	150,000
Subtotal		750,000	750,000

SIGNAL UPGRADE/MODIFICATION				
Highway 99	1 hr		80,000	80,000
Highway 99	Born Performance		40,000	40,000
Subtotal			120,000	120,000

TOTAL

TABLE 4. SIDEWALK PROJECTS

NAME	FROM	TO	1 SIDE	2 SIDE				COST	PRICE	
N Maple	N 10th	N 17th	280	1650				15/25	45,450	45,450
N Pine	N 10th	N 13th	800					15	12,000	12,000
N Redwood	Hwy 99	Territorial		3200				25	80,000	80,000
NE Brown	Hwy 99	Walnut		1100				25	27,500	27,500
N 10th Ave	Grant	Pine	550	4400				15/25	118,250	118,250
SE 1st Ave	Redwood	Walnut		2600				25	65,000	65,000
N Cedar	N 2nd	N 6th	1700	500				15/25	38,000	38,000
N Grant	N 5th	N 6th	300					15	4,500	4,500
NE 4th Ave	Ivy	Pine		3200				25	80,000	80,000
NW 3rd Ave	Cedar	End		1800				25	45,000	45,000
NE 3rd Ave	Ivy	NE 4th		1800				25	45,000	45,000
NW 2nd Ave	Elm	Cedar		800				25	20,000	20,000
SE 2nd Ave	Ivy	Maple	600	2000				15/25	59,000	59,000
SW 4th Ave	Elm	Birch	1100					15	16,500	16,500
S Locust	Hwy 99	Township	1600					15	24,000	24,000
Knights Bridge	City Limits	Grant	1580	1050				15/25	49,950	49,950
S Elm	SW 4th	SW 13th	1600					15	24,000	24,000
SE 6th Ave	Elm	Ivy		1850				25	46,250	46,250
									800,400	800,400

TOTAL PROJECTS

29,935,960

31,164,210

FUNDING RESPONSIBILITY (%)						
CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC

		100	100	100
60				4
100				
50				5
58				4
67				3
67				3
			100	
				100
100				
na				
100				
	13			6
	13			5
	13			2
	13			8

	FUNDING RESPONSIBILITY \$\$						
CITY	COUNTY	STATE	IID	GRANT	NEWDEV	SDC	A*

0	0	0	0	598,500	0
0	0	31,800	0	0	0
0	0	133,200	0	0	0
40,800	0	0	0	0	27,200
435,000	0	0	0	0	0
297,500	0	0	0	0	297,500
34,180	0	0	0	0	25,840
77,720	0	0	0	0	38,280
38,860	0	0	0	0	19,140
0	0	0	0	0	0
0	0	0	0	420,000	0
213,500	0	0	0	0	0
0	0	0	0	0	0
29,344	0	0	0	0	0
0	55,675	0	0	0	371,925
0	30,537	0	0	0	204,363
0	34,298	0	0	0	220,463
0	159,250	0	0	0	1
1,166,884	279,650	0	164,800	0	1,018,500
3,055,918	1,407,675	6,172,500	164,800	0	8,845,578
					9,847,339

Page 3

A* = Quarter Scheduled for Project

FUNDING RESPONSIBILITY (%)						
CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC

		100			
		100			
			100		
				100	
					100

FUNDING RESPONSIBILITY \$\$				A = Grant Scheduled for Project			
CITY	COUNTY	STATE	FID	GRANT	NEWDEV	SDC	A*

0	0	150,000	0	0	0	0
0	0	150,000	0	0	0	0
0	0	0	0	150,000	0	0
0	0	0	0	0	0	150,000
0	0	0	0	0	0	150,000

5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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9	0	0	0	0	0	0	80,000
0	0	0	0	0	0	0	0

FUNDING RESPONSIBILITY (%)						
CITY	CNTY	STATE	LID	GRANT	NEWDE	SDC

[illegible]

	FUNDING RESPONSIBILITY \$\$						
CITY	COUNTY	STATE	LID	GRANT	NEWDEV	SDC	A*

0	0	0	45,450	0	0	0
0	0	0	12,000	0	0	0
0	0	0	80,000	0	0	0
0	0	0	27,500	0	0	0
0	0	0	118,250	0	0	0
0	0	0	65,000	0	0	0
0	0	0	38,000	0	0	0
0	0	0	4,500	0	0	0
56,000	0	0	24,000	0	0	0
0	0	0	45,000	0	0	0
0	0	0	45,000	0	0	0
0	0	0	20,000	0	0	0
0	0	0	59,000	0	0	0
0	0	0	16,500	0	0	0
0	0	0	24,000	0	0	0
0	0	0	24,000	0	0	0
0	0	0	46,250	0	0	0
0	56,000	0	694,450	0	0	0

3,055,918 1,463,675 6,472,500 859,250 150,000 8,845,578 10,267,339

APPENDIX C INFLATION RATE ADJUSTMENT FACTORS

Time Period ¹ (Years)	Adjustment Factors ²	1994 Costs (Thousands)	Costs Adjusted for Inflation (Thousands)
1-5	1.1041	\$ 3,925	\$ 4,334
6-10	1.3459	\$ 5,392	\$ 7,257
11-15	1.6406	\$ 814	\$ 1,335
16-20	1.9999	\$ 138	\$ 276
		\$ 10,270	\$ 13,655

1 Assuming Median (2.5 year mid-point) for each 5-year period.

2 Assuming 2% bi-annual compounded growth rate.