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Water, Parks, and Transportation System Development Charges Update

Final Report

Prepared for:

CITY OF BANKS
BEAUTIFUL BOUNTIFUL
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City of Banks
2023 Water, Parks, and Transportation SDCs Update

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Introduction

The City of Banks (the City) conducts periodic updates to its public facilities plans to provide orderly and sustainable growth of municipal infrastructure. A key component to funding these public facilities is the system development charge (SDC) program. SDCs are one-time charges for new development designed to recover the costs of infrastructure capacity needed to serve new development. This section describes the policy context and project scope upon which the body of this report is based. It concludes with a non-numeric overview of the calculations presented in subsequent sections of this report.

The City's current schedule of SDCs for water, parks, and transportation were last reviewed in August of 2019. Upon completion of that review, the City Council adopted its current water SDC methodology via Ordinance No. 2019-12-01 dated January 14, 2020. The methodology is now memorialized in the City's municipal code Chapter 33. Over the last two years, the City has embarked on a review and update of its facilities plans for water, parks, and transportation. This effort is now complete and the City Council adopted these plans on the following dates via the following resolutions and ordinances:

- Water – Resolution no. 2023-03; adopted by the Council on March 14, 2023
- Parks – Ordinance no. 2023-09-03; adopted by the Council on September 12, 2023
- Transportation – Ordinance no. 2024-01-01; adopted by the Council on February 13, 2024

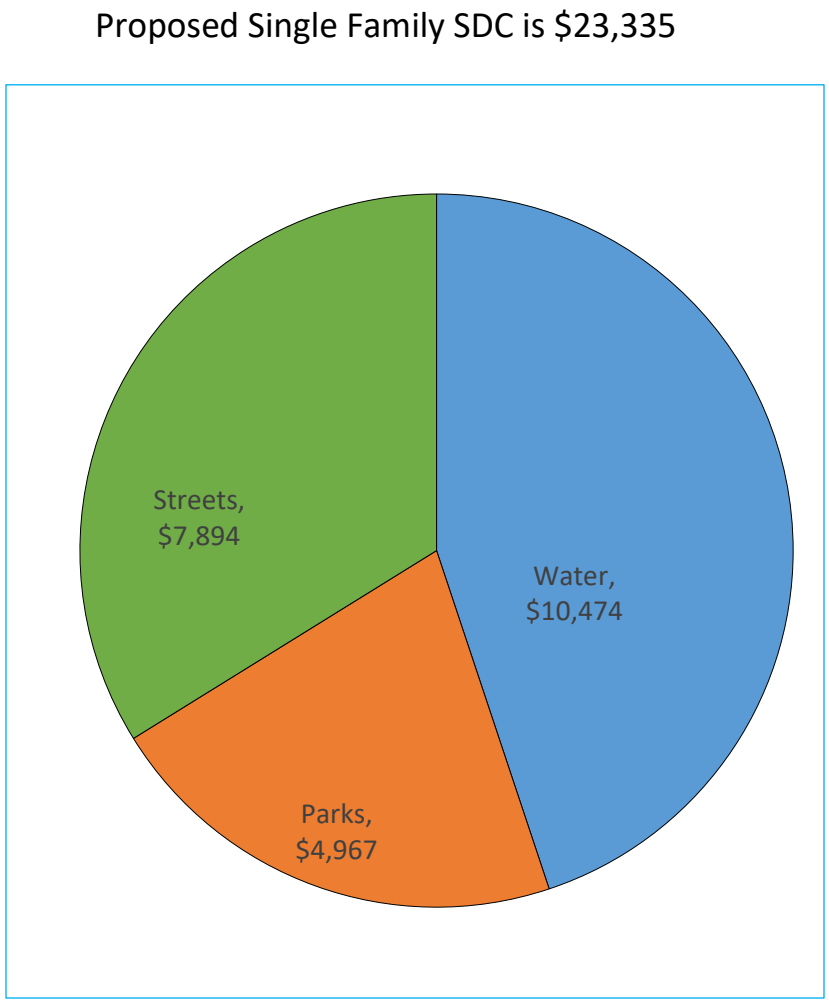
These updated plans and plan amendments contain the City's current twenty-year capital improvement plans (CIPs) for water, parks, and transportation. With the preparation/adoption of the new CIPs, the City commissioned this update of its water, parks, and transportation SDCs to get the methodology and rates current. With this review and update, the City has stated a number of objectives:

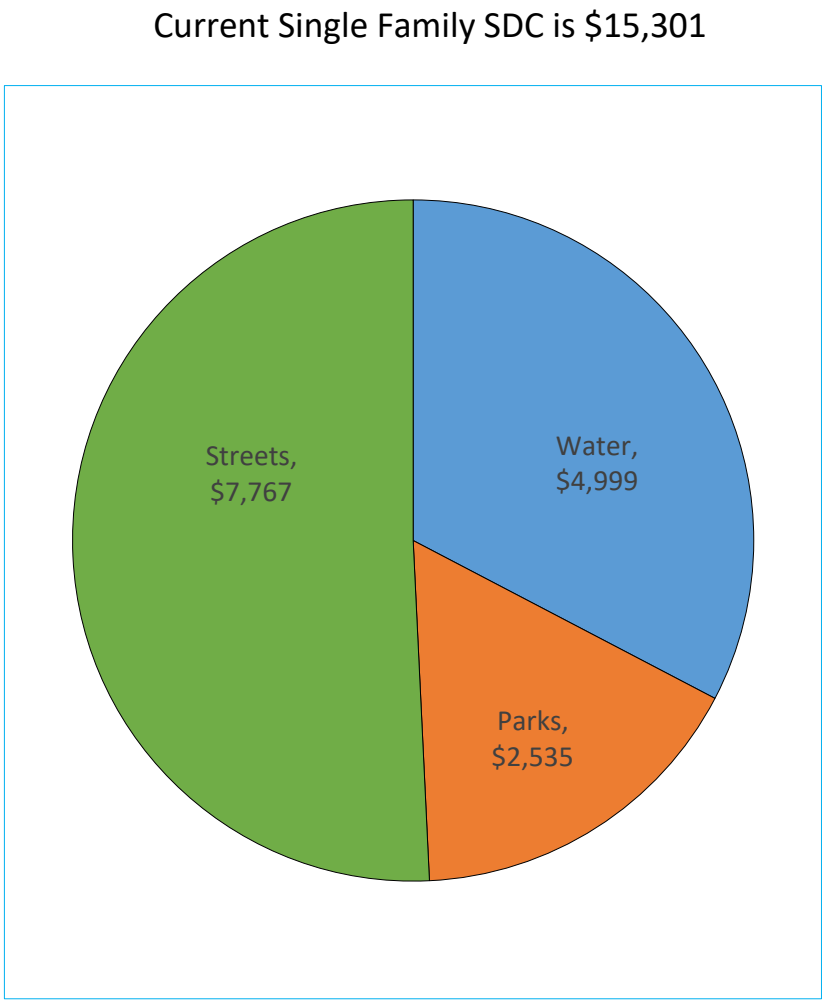
- Review the basis for charges to ensure a consistent methodology;
- Address specific policy, administrative, and technical issues which had arisen from application of the existing SDCs;
- Determine the most appropriate and defensible fees, ensuring that development is paying its way;
- Consider possible revisions to the structure or basis of the charges which might improve equity or proportionality to demand;
- Provide clear, orderly documentation of the assumptions, methodology, and results, so that City staff can, by reference, respond to questions or concerns from the public.

This report provides the documentation of that effort and was done in close coordination with City staff and available facilities planning documents. The SDC update complies with the City's municipal code Chapter 33.

Figure 1 gives a component breakdown for the current and proposed residential equivalent SDCs for water, parks, and transportation. Appendix A to this report shows the detailed calculations that were used to arrive at the proposed SDCs for these services.

Figure 1 - Component Breakdown of the Proposed Residential Equivalent SDCs for Water, Parks, and Transportation





The framework for SDC calculation is established by Oregon Revised Statute (ORS) 223.297-314 which is the basis for this review. Under ORS 223.299, SDC's are defined as one-time fees imposed on new development and have two components: reimbursement and improvement.

The reimbursement fee considers the cost of existing facilities, prior contributions by existing users of those facilities, the value of the unused/available capacity, and generally accepted ratemaking principles. The objective is future system users contribute no more than an equitable share of the cost of existing facilities. The reimbursement fee can be spent on capital costs or debt service related to the systems for which the SDC is applied.

The improvement fee portion of the SDC is based on the cost of planned future facilities that expand the system's capacity to accommodate growth or increase its level of performance. An example is a facility which improves system capacity to better serve current customers and includes oversizing to serve growth. Only capacity increasing/level of performance costs provide the basis for the SDC calculation. The improvement SDC is calculated as a function of the estimated number of identified demand units to be served by the City's facilities over the planning period. Such a fee represents the greatest potential for future SDC changes. In this case, the specified demand units for each service are as follows:

- Water – equivalent ¾" water meters
- Parks – per new person expressed as a permanent resident
- Transportation – per PM peak hour vehicle trip

The administration fee recovers costs incurred by the City for 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. The City's current water SDC does not have an administration fee component.

SDC Legal Authorization

SDCs are authorized by Oregon Revised Statute (ORS) 223.297-314. The statute is specific in its definition of system development charges, their application, and their accounting. In general, an SDC is a one-time fee imposed on new development or expansion of existing development and assessed at the time of development approval or increased usage of the system. Overall, the statute is intended to promote equity between new and existing customers by recovering a proportionate share of the cost of existing and planned/future capital facilities that serve the developing property. Statute further provides the framework for the development and imposition of SDCs and establishes that SDC receipts may only be used for capital improvements and/or related debt service.

The methodology used to determine the improvement fee portion of the SDC must consider the cost of projected capital improvements needed to increase system capacity or level of performance. The improvement fee must also provide a credit for construction of a qualified public improvement.

Finally, two cost basis adjustments are potentially applicable to both reimbursement and improvement fees: fund balance and compliance costs.

- *Fund Balance* - To the extent that SDC revenue is currently available in fund balance, that revenue should be deducted from its corresponding cost basis. For example, if the City has water, parks, and transportation improvement fees that it has collected but not spent, then those unspent improvement fees should be deducted from the corresponding system's improvement fee cost basis to prevent charging twice for the same capacity.

- *Compliance Costs* - ORS 223.307(5) authorizes the expenditure of SDCs on "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, this report includes an estimate of compliance costs in its SDCs.

SDC Methodology

The essential ingredient in the development of an SDC methodology for water, parks, and transportation services is valid sources of data. For this project, the consultant team has relied on a number of data sources. The primary sources have been the adopted 2023 CIPs. We have supplemented these data sources with City utility billing records, certified census data, and other documents that we deemed helpful, accurate, and relevant to this study. Table 1 contains a bibliography of the key documents/sources that we relied upon to facilitate our analysis and hence the resulting SDCs.

Table 1 - Data Sources for the Calculation of SDCs

Master Plan Document and/or Corroborating Source Documentation
Water: • Water System Capital Improvement Plan; adopted by the City Council on March 14, 2023. • City of Banks Water Master Plan Amendment; adopted by the City Council on March 14, 2023. • Banks System Development Charges Update memo dated August 16, 2019; FCS Group. • City water system fixed asset schedule; June 30, 2022; City records. • City utility billing system – active water meters in service report; June 27, 2023. • Portland State University, College of Urban Affairs, Population Research Center; Coordinated Population Forecast 2022 through 2072 for Washington County, Oregon; June 30, 2022 • City of Banks Annual Financial Reports; fiscal years ended June 30, 2021 and 2022. • American Water Works Association Manual of Practice M6; Water Meters – Selection, Installation, Testing, and Maintenance; Fifth Edition. **Parks:** • U.S. Census Bureau, 2021 American Community Survey; Tables DP03, DP04, DP05, B25024, B25033, and B08008. • City of Banks Parks Master Plan; adopted by the City Council on September 12, 2023. • City of Banks Revised Guidelines for Park & Trail Acquisition, Design, and Development; June, 2023; Table 3: Needed Park Types and Amounts. • Parks System Capital Improvement Plan; adopted by the City Council on October 10, 2023. • City parks system fixed asset schedule; June 30, 3022; City records. • Hourly parks demand forecast - Donovan Enterprises, Inc.; A Guide to Community Park and Recreation Planning for Oregon Communities, April, 2013; Oregon Department of Parks and Recreation. • City of Banks Annual Financial Reports; fiscal years ended June 30, 2021 and 2022. **Transportation:** • U.S. Census Bureau, 2021 American Community Survey; Tables B25024 and S2403. • City of Banks Transportation System Plan; adopted by the City Council on September 12, 2023. • Estimation of Growth in Transportation System Demand; DKS Engineers; July, 2023. • Trip Generation Manual; Institute of Transportation Engineers; 10th Edition. • City transportation fixed asset schedule; June 30, 2022; City records. • City of Banks Annual Financial Reports; fiscal years ended June 30, 2021 and 2022.

Reimbursement Fee Methodology

The reimbursement fee represents a buy-in to the cost, or value, of infrastructure capacity within the existing system. Generally, if a system were adequately sized for future growth, the reimbursement fee might be the only charge imposed, since the new customer would be buying existing capacity. However, staged system expansion is needed, and an improvement fee is imposed to allocate those growth-related costs. Even in those cases, the new customer also relies on capacity within the existing system, and a reimbursement component is warranted.

In order to determine an equitable reimbursement fee to be used in conjunction with an improvement fee, two points should be highlighted. First, the cost of the system to the City's customers may be far less than the total plant-in-service value. This is due to the fact that elements of the existing system may have been contributed, whether from developers, governmental grants, and other sources. Therefore, the net investment by the customer/owners is less. Second, the value of the existing system to a new customer is less than the value to an existing customer, since the new customer must also pay, through an improvement fee, for expansion of some portions of the system.

The method used for determining the reimbursement fee accounts for both of these points. First, the charge is based on the net investment in the system, rather than the gross cost. Therefore, donated facilities, typically including water infrastructure built by developers and dedicated to the City as a condition of land use approval and grant-funded facilities, would be excluded from the cost basis. Also, the charge should be based on investments clearly made by the current users of the system, and not already supported by new customers. Tax supported activities fail this test since funding sources have historically been from general revenues, or from revenues which emanate, at least in part, from the properties now developing. Second, the cost basis is allocated between used and unused capacity, and, capacity available to serve growth. This approach reflects the philosophy, consistent with the City's adopted Rules and Regulations, that facilities have been sized to meet the demands of the customer base within the established planning period.

Improvement Fee Methodology

There are three basic approaches used to develop improvement fee SDCs: "standards driven," "improvements-driven," and "combination/hybrid" approaches. The "standards-driven" approach is based on the application of Level of Service (LOS) standards for facilities. Facility needs are determined by applying the LOS standards to projected future demand, as applicable. SDC-eligible amounts are calculated based on the costs of facilities needed to serve growth. This approach works best where the level of service standards has been adopted but no specific list of projects is available. The "improvements-driven" approach is based on a specific list of planned capacity increasing capital improvements. The portion of each project that is attributable to growth is determined, and the SDC-eligible costs are calculated by dividing the total costs of growth-required projects by the projected increase in projected future demand, as applicable. This approach works best where a detailed master plan or project list is available, and the benefits of projects can be readily apportioned between growth and current users. Finally, the combination/hybrid-approach includes elements of both the "improvements driven" and "standards-driven" approaches. Level of Service standards may be used to create a list of planned capacity-increasing projects, and the growth required portions of projects are then used as the basis for determining SDC eligible costs. This approach works best where levels of service have been identified and the benefits of individual projects are not easily apportioned between growth and current users.

The City's current methodology utilizes the "improvements" approach for the calculation of SDCs. This study is using the "improvements-driven" method and has relied on the capital improvement plans that are incorporated in the 2023 adopted CIPs.

For this SDC update, the improvement fee represents a proportionate share of the cost to expand the systems to accommodate growth. This charge is based on the capital improvement plans established by the City for the municipal services. The costs that can be applied to the improvement fees are those that can reasonably be allocable to growth. Statute requires that the capital improvements used as a basis for the charge be part of an adopted capital improvement schedule, whether as part of a system plan or independently developed, and that the improvements included for SDC eligibility be capacity or level of service expanding. The improvement fee is intended to protect existing customers from the cost burden and impact of expanding a system that is already adequate for their own needs in the absence of growth.

The key step in determining the improvement fee is identifying capital improvement projects that expand the system and the share of those projects attributable to growth. Some projects may be entirely attributable to growth, such as a new water line to serve a developing area. Other projects, however, are of mixed purpose, in that they may expand capacity, but they also improve service or correct a deficiency for existing customers. An example might be a distribution reservoir that both expands water storage capacity and corrects a chronic capacity issue for existing users. In this case, a rational allocation basis must be defined.

The improvement portion of the SDC is based on the proportional approach toward capacity and cost allocation in that only those facilities (or portions of facilities) that either expand the water system capacity to accommodate growth or increase its respective level of performance have been included in the cost basis of the fee. As part of this SDC update, City Staff and their engineering consultants were asked to review the planned capital improvement lists in order to assess SDC eligibility. The criteria in Figure 2 were developed to guide the City's evaluation:

Figure 2 - SDC Eligibility Criteria

City of Banks

Steps Toward Evaluating

Capital Improvement Lists for SDC Eligibility

ORS 223

1. Capital improvements mean the facilities or assets used for:
    a. Water supply, transmission, storage, and distribution
    b. Parks, open space, and trails/connections
    c. Transportation – intersection improvements, street reconstruction and widening, roadway enhancement, and bike/ped expansion

    This definition DOES NOT ALLOW costs for operation or routine maintenance of the improvements;
2. The SDC improvement base shall consider the cost of projected capital improvements needed to increase the capacity of the systems to which the fee is related;
3. An increase in system capacity is established if a capital improvement increases the "level of performance or service" provided by existing facilities or provides new facilities.

Under the City' approach, the following rules will be followed.

1. Repair costs are not to be included;
2. Replacement costs will not be included unless the replacement includes an upsizing of system capacity and/or the level of performance of the facility is increased;
3. New regulatory compliance facility requirements fall under the level of performance definition and should be proportionately included;
4. Costs will not be included which bring deficient systems up to established design levels.

In developing the improvement fee, the project team in consultation with City staff evaluated each of its CIP projects to exclude costs related to correcting existing system deficiencies or upgrading for historical lack of capacity. Only capacity increasing/level of performance costs were used as the basis for the SDC calculation, as reflected in the capital improvement schedules developed by the City. The improvement fee is calculated as a function of the estimated number of projected additional Equivalent Residential Units for water and parks over the planning horizon.

We measure demand for transportation facilities in PM Peak Hour Vehicle Trips. An industry standard for allocating demands on a transportation system is to proportion the costs based on the relative number of trips created by a development. Trips are technically referred to as PMPHVTs, and trip rates are published by the Institute of Transportation Engineers (ITE) for various land uses. Once the future costs to serve growth have been segregated (i.e., the numerator), they can be divided into the total number of new PMPHVTs that will use the capacity derived from those investments (i.e., the denominator).

Methodology for the Granting of Credits, Exemptions, and Discounts

SDC Credits Policy

ORS 223.304 requires that credit be allowed for the construction of a "qualified public improvement" which is required as a condition of development approval, is identified in the Capital Improvement Plan, and either is not located on or contiguous to property that is the subject of development approval or is located on or contiguous to such property and is required to be built larger or with greater capacity than is necessary for the particular development project. The credit for a qualified public improvement may only be applied against an SDC for the same type of improvement and may be granted only for the cost of that portion of an improvement which exceeds the minimum standard facility size or capacity needed to serve the particular project. For multi-phase projects, any excess credit may be applied against SDCs that accrue in subsequent phases of the original development project. In addition to these required credits, the City may, if it so chooses, provide a greater credit, establish a system providing for the transferability of credits, provide a credit for a capital improvement not identified in the Capital Improvement Plan, or provide a share of the cost of an improvement by other means.

The City does have an adopted a policy for granting SDC credits and is codified in the Banks Municipal Code (BMC) Title III, Chapter 33, section 33.11. That code language is shown below:

BMC §33.11 Credits:

A. A SDC shall be imposed when a change of use of a parcel or structure occurs, but credit shall be given in an amount equal to the existing SDC as applied to the preexisting type and level use. The credit so computed shall not exceed the calculated SDC. No refund shall be made on account of such credit.

B. An improvement fee credit shall be given for the cost of a qualified public improvement associated with a development, subject to the following:

1. Such credit shall be only for the improvement fee charged for the type of improvement being constructed, and credit for qualified public improvements under §33.03 may be granted only for the cost of that portion of such improvement that exceeds the city's minimum standard facility size or capacity needed to serve the particular development property or project. The applicant shall have the burden of demonstrating that a particular improvement qualifies as a §33.03 qualified public improvement.
2. When the construction of a qualified public improvement gives rise to a credit amount greater than the improvement fee that would otherwise be levied against the project receiving development approval, the excess credit may be applied against improvement fees that accrue in subsequent phases of the original development project, if any.
3. Credits shall be used within 10 years of the date the credit is given, after which the credit shall expire, and be invalid, without the need for the city to take any further action.
4. Credit shall not be transferable from one development to another nor from one type of capital improvement to another.

Partial and Full SDC Exemptions Policy

The City may exempt certain types of development from the requirement to pay SDCs. Exemptions reduce SDC revenues and, therefore, increase the amounts that must come from other sources, such as user fees

and property taxes. As in the case of SDC credits, the City does have an articulated policy relative to partial and full SDC exemption. That exemption policy is codified in BMC Title III, Chapter 33, section 33.10 and is articulated as follows:

BMC §33.10 Exemptions:

A. The following are exempt from SDC:

   1. Additions to single-family dwellings that do not constitute the addition of a dwelling unit. Dwelling unit means any building or portion thereof that contains living facilities, including provisions for sleeping, eating, cooking and sanitation;

   2. An alteration, addition, replacement or change in use that does not increase the parcel's or structure's use of the system to which the systems development charge applies;

B. Any enlargement or change and any new connection or utilization of the system to which a SDC applies shall not be exempt.

SDC Discount Policy

The City, at its sole discretion, may discount the SDC rates by choosing not to charge a reimbursement fee for excess capacity, or by reducing the portion of growth-required improvements to be funded with SDCs. A discount in the SDC rates may also be applied on a pro-rata basis to any identified deficiencies, which must be funded from sources other than improvement fee SDCs. The portion of growth-required costs to be funded with SDCs must be identified in the CIP. Because discounts reduce SDC revenues, they increase the amounts that must come from other sources, such as user fees or general fund contributions, in order to acquire the facilities identified in the updated water system master/facilities plans.

Accounting for SDCs in Compliance With ORS 223.311

The Oregon SDC law has very specific accounting and reporting requirements. These requirements are codified in ORS 223.311 and are shown below:

223.311 Deposit of system development charge revenues; annual accounting.

1) System development charge revenues must be deposited in accounts designated for such moneys. The local government shall provide an annual accounting, to be completed by January 1 of each year, for system development charges showing the total amount of system development charge revenues collected for each system and the projects that were funded in the previous fiscal year.

2) The local government shall include in the annual accounting:

   a) A list of the amount spent on each project funded, in whole or in part, with system development charge revenues; and

   b) The amount of revenue collected by the local government from system development charges and attributed to the costs of complying with the provisions of ORS 223.297 to 223.316, as described in ORS 223.307.

Based on our research and discussions with Staff, the City is currently accounting for and tracking SDC receipts and expenditures in a dedicated fund. Under Oregon budget law, Special revenue funds are set up for dedicated local option tax levies, specific purpose grants and other revenues when required by statute (i.e., the SDC statute), charter provision, or the terms of a grant. The number of such funds

depends upon the activities of the local government and how it is funded. The general requirement is that dedicated revenues must be used for the specific purpose authorized, and separate funds should be established for them (ORS 311.350). In terms of industry practice, it is very common for cities, counties, and special Cities to account for and track SDCs in dedicated special revenue funds.

The City does not provide an annual accounting of SDC receipts and expenditures as required under the statute. We recommend the Council direct Staff to set up systems and procedures to get in compliance with this annual SDC reporting requirement.

Conclusions and Recommendations

The 2023 Water, Parks, and transportation SDC methodology update was done in accordance with City adopted Rules and Regulations and with the benefit of the 2023 adopted twenty-year CIPs for these services. We recommend the City update the SDC charge to reflect the current capital improvement program. This will provide additional revenues to help fund the City's future infrastructure capital needs. The components of this fee for the standard new single family equivalent customer are as follows in Table 2.

Table 2 - Proposed and Current SDCs for Single Family Residential Equivalent Customers

Line Item Description	Demand Unit	Proposed	Current	Difference
Water:	per 3/4" water meter			
Reimbursement fee		$834	$ -	$834
Improvement fee		9,141	4,999	4,142
Compliance fee @ 5%		499	-	499
Total		$ 10,474	$ 4,999	$ 5,475
Parks:	per detached SF residence			
Reimbursement fee		$ -	$ -	$ -
Improvement fee		4,730	2,535	2,195
Compliance fee @ 5%		237	-	237
Total		$ 4,967	$ 2,535	$ 2,432
Transportation:	per detached SF residence			
Reimbursement fee		$756	$ -	$756
Improvement fee		6,762	7,767	(1,005)
Compliance fee @ 5%		376	-	376
Total		$ 7,894	$ 7,767	$ 127
Total SDCs:				
Reimbursement fee		$1,590	$ -	$1,590
Improvement fee		20,633	15,301	5,332
Compliance fee @ 5%		1,112	-	1,112
Total		$ 23,335	$ 15,301	$ 8,034

Appendix A – SDC Calculations

Water SDC Calculations

Water Demand Analysis

Existing Water Demand and Population Growth

Current City water demands are based on historical customer billing records, and actual water meters in service as of June, 2023. Projected demands are estimated based on an approximate population growth rate of 6.09 percent per year within the established limits of the City's service area. This annual population growth factor is based on the population forecasts contained in the City's adopted 2023 Water Master Plan Amendment (Table 3-1).

Estimated Demand per Equivalent 5/8" or 3/4" Water Meter

The City principally serves single-family residential customers and to a lesser extent, small commercial and industrial customers. Single-family residential water services generally have a consistent daily pattern of water use whereas water demands for multifamily residences, commercial and industrial users may vary significantly from service to service depending on the number of multifamily units per service or the type of commercial enterprise. When projecting future water demands based on population change, the water needs of nonresidential and multi-family residential customers are represented by comparing the water use volume at these services to the average single-family residential water service. A method to estimate this relationship is to calculate "equivalent dwelling units (EDUs)." In the case of the City, the standard residential unit of demand is the rated capacity (in gallons per minute) of the 5/8" x 3/4" water meter. As of June, 2023, the City had 732 active water meters in service, 701 of which were 5/8" x 3/4" meters serving single family residential customers. In other words, roughly 96% of all active water services were assigned to the single-family residential customer class. The process for calculating equivalent 5/8" x 3/4" meters is shown below in Table 3.

Table 3 – Estimated ¾" Equivalent Meters in Service as of June, 2023

Meter Size	Total Meters In Service	AWWA Rated Flow (GPM)*	Flow Factor Equivalence	5/8" Meter Equivalents
Small/residential meters:				
0.625" x 0.75" - Displacement or Multi-jet	-	30	1.00	-
0.75"x 0.75" - Displacement or Multi-jet	701	30	1.00	701
1.00 inch - Displacement or Multi-jet	9	50	1.67	15
1.50 inch - Displacement or Class I Turbine	11	100	3.33	37
2.00 inch - Displacement or Class I & II Turbine	5	160	5.33	27
Large/commercial & industrial meters:				
3 inch meters:				
Displacement	-	300	10.00	-
Compound	5	320	10.67	53
Class I & II turbine	-	350	11.67	-
4 inch meters:				
Displacement or Compound	-	500	16.67	-
Class I turbine	-	600	20.00	-
6 inch meters:				-
Displacement or Compound	-	1000	33.33	-
Class I turbine	-	1250	41.67	-
8 inch meters:				-
Compound	-	1600	53.33	-
Class I turbine	-	1800	60.00	-
10 inch meters:				-
Compound	1	2300	76.67	77
Class I turbine	-	2900	96.67	-
Total	732			909

* - AWWA Manual of Practice M6; Water Meters - Selection, Installation, Testing, and Maintenance; Table 2-2 Total Quantities Registered per Month by Meters Operating at Varying Percentages of Maximum Capacity

Projected Demands

The planning horizon that was used for the City's 2023 adopted water facilities CIP is 20 years, through the year 2042. That is the forecast horizon that is used for the water SDC update. In the 2022-2023 capital planning effort, an estimated number of EDUs per acre for each land use type was established based on (then) current water demands by customer class and total developed land area by land use type. Land use type is analogous to customer class, which is to say the land use or zoning of a particular property reflects the type of water service, such as residential or commercial, provided to that property. The estimated number of potential EDUs per acre was applied to developable land within the existing water service area to estimate water demand.

For this SDC update, the project team did not use this strategy to forecast future water demand based on land use. With the benefit of actual meters in service, and a population growth forecast that is predicated on existing growth trends for the City a forecast of future equivalent ⅝" x ¾" meters was developed.

Based upon these decision rules, the forecast of equivalent meters in use for this water SDC update are shown below in Table 4.

Table 4 – Forecast of Equivalent ⅝" x ¾" Meters for the 2023 Water SDC Update Study

	2021	2042	Growth	CAGR[1]
Service Population Forecast[2]	2,100	7,270	5,170	6.0918%
Total number of 5/8" or 3/4" meter equivalents[3]	909	3,148	2,239	6.0917%

[1] Compound Annual Growth Rate

[2] Source: City of Banks Water System Master Plan Amendment; March 9, 2023; Kenned Jenks Engineers; Adopted by the Banks City Council on March 14, 2023

[3] Source: City of Banks Water utility billing system records

Water Reimbursement Fee Calculations

Derivation of the Water reimbursement fee methodology is a six (6) step process. The methodological steps in its construction are restated here.

Step 1: Calculate the original cost of water fixed assets in service. From this starting point, eliminate any assets that do not conform to the ORS 223.299 definition of a capital improvement. This results in the **adjusted original cost of Water fixed assets**.

Step 2: Subtract from the adjusted original cost of water fixed assets in service the accumulated depreciation of those fixed assets. This arrives at the **modified book value of Water fixed assets in service**.

Step 3: Subtract from the modified book value of water assets in service any grant funding or contributed capital. This arrives at the **modified book value of Water fixed assets in service net of grants and contributed capital**.

Step 4: Subtract from the modified book value of water fixed assets in service net of grants and contributed capital any principal outstanding on long term debt used to finance those assets. This arrives a **gross water reimbursement fee basis**.

Step 5: Subtract from the gross water reimbursement fee basis the fund balance held in the water Reimbursement SDC fund (if available). This arrives at the **net water reimbursement fee basis**.

Step 6: Divide the net water reimbursement fee basis by the sum of existing and future ⅝" x ¾" meter equivalents to arrive at the **unit net reimbursement fee**.

The actual data that was used to calculate the total Water reimbursement fee is shown below in Table 5.

Table 5 - Water Reimbursement Fee Calculations

Line Item Description	2022
Utility Plant-in-Service (original cost):[1]	
Land and land improvements	$ 583,133
Utility systems	9,584,396
Building and Building improvements	413,638
Machinery and equipment	251,715
Vehicles and rolling stock[2]	eliminated
Construction work in progress	26,721
Total Utility Plant-in-Service	10,859,603
Accumulated depreciation[1]	
Land and land improvements	-
Utility systems	2,552,719
Building and Building improvements	169,805
Machinery and equipment	109,119
Vehicles and rolling stock[2]	eliminated
Construction work in progress	-
Total accumulated depreciation	2,831,643
Book value of water utility plant-in-service @ June 30, 2022	8,027,960
Eliminating entries:	
Principal outstanding on bonds, notes, and loans payable[3]	
June, 1992 USDA water treatment plant loan	105,580
October, 2010 LOCAP certificates of participation, Series 2010B	445,908
November, 2017 Safe Drinking Water Loan (S18006)	4,678,794
January, 2020 Safe Drinking Water Loan (S20011)	172,453
Developer Contributions	-
Grants, net of amortization	-
Total eliminating entries	5,402,735
Net basis in utility plant-in-service available to serve future customers	$ 2,625,225
Estimated existing and future 3/4" Meter Equivalents (MEs)	3,148
Calculated reimbursement fee - $ per 5/8" or 3/4"ME	$ 834

[1] Source: City of Banks Audit Report for the fiscal year ended June 30, 2022; Note D - Capital Assets; page 26

[2] ORS 223.299 specifically states that a "capital improvement" does not include costs of the operation or routine maintenance of capital improvements. This means the assets on the balance sheet such as certain vehicles and equipment used for heavy repair and maintenance of infrastructure cannot be included in the basis of the reimbursement fee.

[3] Source: City of Banks Audit Report for the fiscal year ended June 30, 2022; Note F - Long Term Debt; page 27

2023 Water Capital Improvement Plan

As discussed in the introduction of this report, the City Council adopted a new City-wide CIP on March 14, 2023. For this water SDC update, the water CIP was reviewed for accuracy with Staff and where appropriate, amended. This amendment process consisted of two steps. The first step was to eliminate master plan projects that Staff deemed unnecessary at the current time due to the very long lead times anticipated for their development. The second step in the CIP amendment process was to eliminate the cost of planned projects (or portions of projects) that have been funded and constructed since the adoption of the last water master plan. In this case, the planned future costs are deducted from the CIP. The actual costs spent on these projects were capitalized by the City, and now reside in the water system fixed asset inventory (i.e., balance sheet assets). These historical costs will be included in the reimbursement fee calculations.

The amended water system CIP now consists of future projects that remain a 20-year priority for the City, and only consists of projects yet to be completed. The resulting CIP that was used for this SDC update is shown in summary form in Table 6.

Table 6 - 2023 20-year Capital Improvement Plan

Project No.	Project Description	Total Project Cost	Projected Funding Sources: Rates	Outside of 20 Year Planning Window	Developer Contributions	System Development Charges	Total
Functional Cost Allocations:							
Storage and Metering Improvements							
1	1.0 MG welded steel reservoir	$4,900,000	0%	0%	0%	100%	100%
2	Reservoir #2 rehabilitation	950,000	100%	0%	0%	0%	100%
3	Reservoir site power/control building/security improvements	810,000	60%	0%	0%	40%	100%
4	AMR metering expansion	1,100,000	100%	0%	0%	0%	100%
	Subtotal storage and metering	**$7,760,000**					
Distribution System Improvements							
5	Cedar canyon road dairy creek crossing	$500,000	100%	0%	0%	0%	100%
6	Banks road waterline replacement reach A	1,700,000	75%	0%	0%	25%	100%
7	Banks road waterline replacement reach B	1,100,000	100%	0%	0%	0%	100%
8	East loop/aerts road water main	2,800,000	0%	0%	75%	25%	100%
9	Westside loop	2,600,000	0%	0%	75%	25%	100%
10	Northwest loop (cedar canyon to hwy 26)	2,800,000	0%	0%	75%	25%	100%
11	South loop (wilkesboro)	3,500,000	0%	0%	75%	25%	100%
12	Northeast extension	1,100,000	0%	0%	75%	25%	100%
	Subtotal distribution system	**$16,100,000**					
Phase 1 Water Supply Improvements							
13	East springs improvements	$170,000	100%	0%	0%	0%	100%
14	Mechanical prefiltration unit	220,000	100%	0%	0%	0%	100%
15	Filet plant piping gallery improvements	190,000	100%	0%	0%	0%	100%
16	Retrofit existing sedimentation basin to slow sand filter	350,000	100%	0%	0%	0%	100%
17	Combine diversion points for large and small springs	20,000	100%	0%	0%	0%	100%
18	Evaluate well #1	60,000	100%	0%	0%	0%	100%
19	Sodium hypochlorite generation upgrades	250,000	100%	0%	0%	0%	100%
20	Chemical room climate controls	30,000	100%	0%	0%	0%	100%
21	Plant security	190,000	100%	0%	0%	0%	100%
	Subtotal phase 1 water supply	**$1,480,000**					
Phase 2 Water Supply Improvements							
22	New shallow wells #3 & #4 building/controls/conveyance pipeline	$3,750,000	0%	0%	50%	50%	100%
23	Modify well #2	430,000	0%	0%	50%	50%	100%
24	New deep well #5/building/controls/conveyance pipeline	2,800,000	0%	0%	50%	50%	100%
25	ASR pilot testing	500,000	0%	0%	50%	50%	100%
	Subtotal phase 2 water supply	**$7,480,000**					
Phase 3 Implement ASR							
26	Water right acquisition/legal/permitting	$380,000	0%	0%	50%	50%	100%
27	Land acquisition for water treatment plant	350,000	0%	0%	50%	50%	100%
28	Water treatment plant/diversion structure/conveyance pipeline	6,260,000	0%	0%	33%	67%	100%
29	Land acquisition for well building	130,000	0%	0%	33%	67%	100%
30	Construct new well #6/building/controls/conveyance pipeline	5,100,000	0%	0%	33%	67%	100%
	Subtotal phase 3 implement ASR	**$12,220,000**					
	Total master plan CIP cost	**$45,040,000**					

Table 6 - 2023 20-year Capital Improvement Plan - Continued

Project No.	Project Description	Total Project Cost	Projected Funding Sources: Rates	Outside of 20 Year Planning Window	Developer Contributions	System Development Charges	Total
Resultant Cost Allocations:							
Storage and Metering Improvements							
1	1.0 MG welded steel reservoir	$4,900,000	$0	$0	$0	$4,900,000	$4,900,000
2	Reservoir #2 rehabilitation	950,000	950,000	-	-	-	950,000
3	Reservoir site power/control building/security improvements	810,000	486,000	-	-	324,000	810,000
4	AMR metering expansion	1,100,000	1,100,000	-	-	-	1,100,000
	Subtotal storage and metering	**$7,760,000**	**$2,536,000**	**$0**	**$0**	**$5,224,000**	**$7,760,000**
Distribution System Improvements							
5	Cedar canyon road dairy creek crossing	$500,000	$500,000	$0	$0	$0	$500,000
6	Banks road waterline replacement reach A	1,700,000	1,275,000	-	-	425,000	1,700,000
7	Banks road waterline replacement reach B	1,100,000	1,100,000	-	-	-	1,100,000
8	East loop/aerts road water main	2,800,000	-	-	2,100,000	700,000	2,800,000
9	Westside loop	2,600,000	-	-	1,950,000	650,000	2,600,000
10	Northwest loop (cedar canyon to hwy 26)	2,800,000	-	-	2,100,000	700,000	2,800,000
11	South loop (wilkesboro)	3,500,000	-	-	2,625,000	875,000	3,500,000
12	Northeast extension	1,100,000	-	-	825,000	275,000	1,100,000
	Subtotal distribution system	**$16,100,000**	**$2,875,000**	**$0**	**$9,600,000**	**$3,625,000**	**$16,100,000**
Phase 1 Water Supply Improvements							
13	East springs improvements	$170,000	$170,000	$0	$0	$0	$170,000
14	Mechanical prefiltration unit	220,000	220,000	-	-	-	220,000
15	Filet plant piping gallery improvements	190,000	190,000	-	-	-	190,000
16	Retrofit existing sedimentation basin to slow sand filter	350,000	350,000	-	-	-	350,000
17	Combine diversion points for large and small springs	20,000	20,000	-	-	-	20,000
18	Evaluate well #1	60,000	60,000	-	-	-	60,000
19	Sodium hypochlorite generation upgrades	250,000	250,000	-	-	-	250,000
20	Chemical room climate controls	30,000	30,000	-	-	-	30,000
21	Plant security	190,000	190,000	-	-	-	190,000
	Subtotal phase 1 water supply	**$1,480,000**	**$1,480,000**	**$0**	**$0**	**$0**	**$1,480,000**
Phase 2 Water Supply Improvements							
22	New shallow wells #3 & #4 building/controls/conveyance pipeline	$3,750,000	$0	$0	$1,875,000	$1,875,000	$3,750,000
23	Modify well #2	430,000	-	-	215,000	215,000	430,000
24	New deep well #5/building/controls/conveyance pipeline	2,800,000	-	-	1,400,000	1,400,000	2,800,000
25	ASR pilot testing	500,000	-	-	250,000	250,000	500,000
	Subtotal phase 2 water supply	**$7,480,000**	**$0**	**$0**	**$3,740,000**	**$3,740,000**	**$7,480,000**
Phase 3 Implement ASR							
26	Water right acquisition/legal/permitting	$380,000	$0	$0	$190,000	$190,000	$380,000
27	Land acquisition for water treatment plant	350,000	-	-	175,000	175,000	350,000
28	Water treatment plant/diversion structure/conveyance pipeline	6,260,000	-	-	2,086,667	4,173,333	6,260,000
29	Land acquisition for well building	130,000	-	-	43,333	86,667	130,000
30	Construct new well #6/building/controls/conveyance pipeline	5,100,000	-	-	1,700,000	3,400,000	5,100,000
	Subtotal phase 3 implement ASR	**$12,220,000**	**$0**	**$0**	**$4,195,000**	**$8,025,000**	**$12,220,000**
	Total master plan CIP cost	**$45,040,000**	**$6,891,000**	**$0**	**$17,535,000**	**$20,614,000**	**$45,040,000**
	Tota master plan CIP percentages	**100%**	**15%**	**0%**	**39%**	**46%**	

Water Improvement Fee Calculations

The calculation of the water improvement fee also follows the logic discussed in the body of this report. As earlier stated, this study uses the improvements-driven method, and has relied on the capital improvement plans, and plan updates for the water infrastructure. Under this methodology, only three steps are required to arrive at the improvement fee. These steps are:

Step 1: Accumulate the future cost of planned improvements needed to serve growth. This arrives at **the gross improvement fee basis**.

Step 2: Subtract from the gross improvement fee basis the fund balance held in the Water Improvement SDC Fund. This arrives at **the net water improvement fee basis**.

Step 3: Divide the net water improvement fee basis by the forecasted number of growth ⅝" x ¾" meter equivalents over the planning period. This arrives at **the total water improvement fee**.

The actual data that was used to calculate the total Water improvement fee is shown below in Table 7.

Table 7 - Water Improvement Fee Calculations

Line Item Description	Total Cost	SDC Ineligible	SDC Eligible
Storage and Metering Improvements			
1.0 MG welded steel reservoir	$4,900,000	$0	$4,900,000
Reservoir #2 rehabilitation	950,000	950,000	-
Reservoir site power/control building/security improvements	810,000	486,000	324,000
AMR metering expansion	1,100,000	1,100,000	-
Subtotal storage and metering	$7,760,000	$2,536,000	$5,224,000
Distribution System Improvements			
Cedar canyon road dairy creek crossing	$ 500,000	$ 500,000	$ -
Banks road waterline replacement reach A	1,700,000	1,275,000	425,000
Banks road waterline replacement reach B	1,100,000	1,100,000	-
East loop/aerts road water main	2,800,000	2,100,000	700,000
Westside loop	2,600,000	1,950,000	650,000
Northwest loop (cedar canyon to hwy 26)	2,800,000	2,100,000	700,000
South loop (wilkesboro)	3,500,000	2,625,000	875,000
Northeast extension	1,100,000	825,000	275,000
Subtotal distribution system	$ 16,100,000	$ 12,475,000	$ 3,625,000
Phase 1 Water Supply Improvements			
East springs improvements	$ 170,000	$170,000	$ -
Mechanical prefiltration unit	220,000	220,000	-
Filet plant piping gallery improvements	190,000	190,000	-
Retrofit existing sedimentation basin to slow sand filter	350,000	350,000	-
Combine diversion points for large and small springs	20,000	20,000	-
Evaluate well #1	60,000	60,000	-
Sodium hypochlorite generation upgrades	250,000	250,000	-
Chemical room climate controls	30,000	30,000	-
Plant security	190,000	190,000	-
Subtotal phase 1 water supply	$ 1,480,000	$ 1,480,000	$ -
Phase 2 Water Supply Improvements			
New shallow wells #3 & #4 building/controls/conveyance pipeline	$ 3,750,000	1,875,000	$ 1,875,000
Modify well #2	430,000	215,000	215,000
New deep well #5/building/controls/conveyance pipeline	2,800,000	1,400,000	1,400,000
ASR pilot testing	500,000	250,000	250,000
Subtotal phase 2 water supply	$ 7,480,000	$ 3,740,000	$ 3,740,000
Phase 3 Implement ASR			
Water right acquisition/legal/permitting	$ 380,000	$ 190,000	$ 190,000
Land acquisition for water treatment plant	350,000	175,000	175,000
Water treatment plant/diversion structure/conveyance pipeline	6,260,000	2,086,667	4,173,333
Land acquisition for well building	130,000	43,333	86,667
Construct new well #6/building/controls/conveyance pipeline	5,100,000	1,700,000	3,400,000
Subtotal phase III improvements	$ 12,220,000	$ 4,195,000	$ 8,025,000
Capital Improvement Plan Total	$ 45,040,000	$ 24,426,000	$ 20,614,000
	100%	54%	46%

Total Improvement Fee Eligible Costs for Future System Improvements	$ 20,614,000
less: Water improvement SDC Fund balance as of June 30, 2022	150,554
Adjusted Improvement Fee Eligible Costs for Future System Improvements	$20,463,446
Total Growth in 3/4" Meter Equivalents (20 year forecast)	2,239
Calculated Water Improvement Fee SDC per Meter Equivalent	$9,141

Water SDC Model Summary

The 2023 Water SDC methodology update was done in accordance with City adopted Rules and Regulations and with the benefit of the 2023 adopted twenty-year CIP for water services. We recommend the City update the SDC charge to reflect the current capital improvement program. This will provide additional revenues to help fund the utility's future capital needs. The components of this fee for the standard ⅝" x ¾" meter are as follows:

Water SDC Components	Proposed	Current	Difference
Reimbursement fee	834	-	834
Improvement fee	9,141	4,999	4,142
Administration fee at 5%	499	-	499
Total water SDC	$ 10,474	$ 4,999	$ 5,475

For water meters larger than ⅝" x ¾," the project team has developed a schedule of SDCs based on the general design criteria for meters that are installed in the City's water service area. This criterion is from the standard approach of using American Water Works Association design criteria for displacement and compound water meters. The resulting schedule of water SDCs for the array of potential meter sizes is shown below in Table 8.

Table 8 - Water SDCs by Water Meter Size

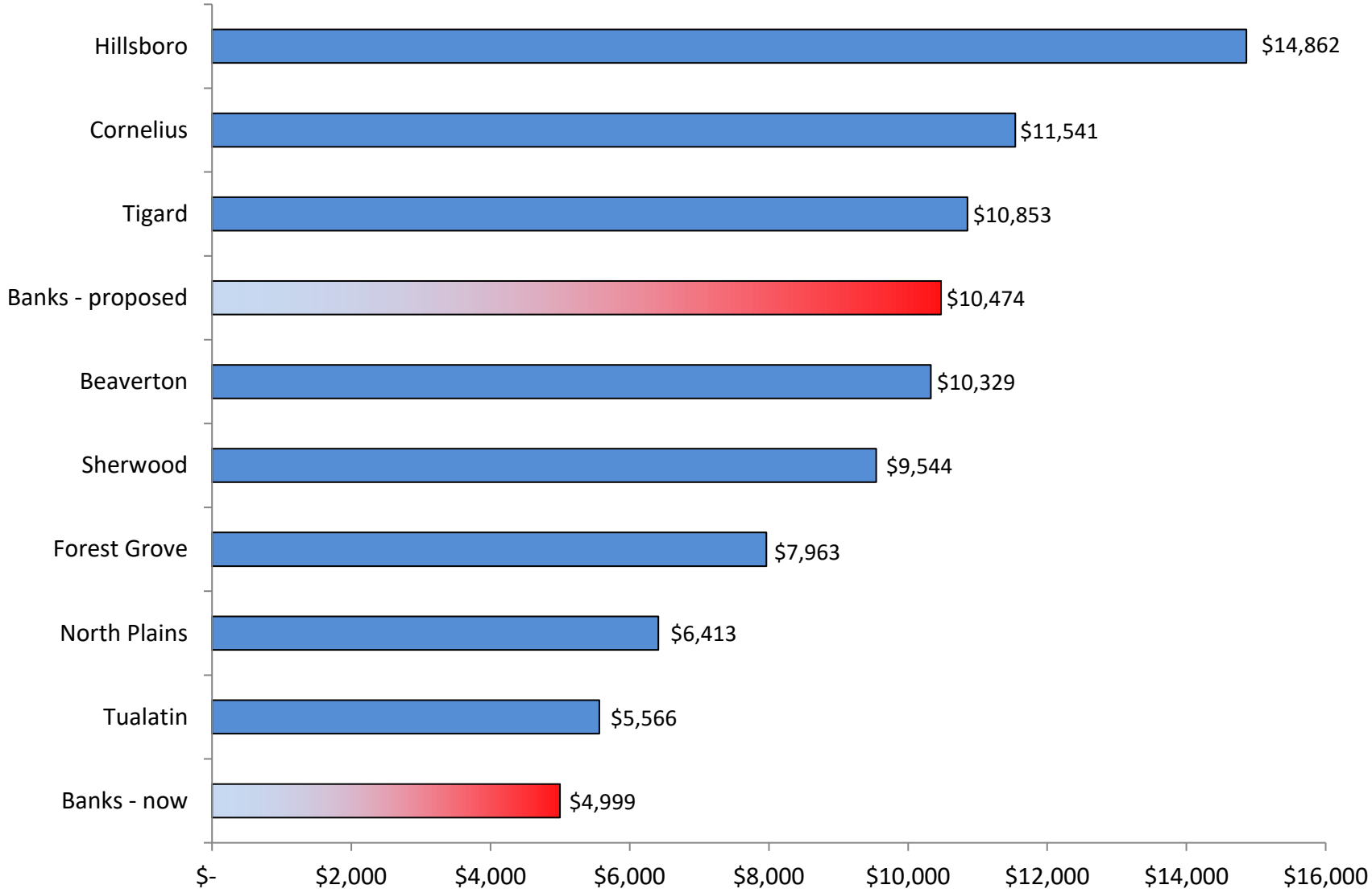
Meter Size	AWWA Rated Flow (GPM)*	Flow Factor Equivalence	Proposed Schedule of Water SDCs			
			Reimbursement	Improvement	Compliance	Total
Small/residential meters:						
0.625" x 0.75" - Displacement or Multi-jet	30	1.00	$ 834	$ 9,141	$ 499	$ 10,474
0.75"x 0.75" - Displacement or Multi-jet	30	1.00	834	9,141	499	10,474
1.00 inch - Displacement or Multi-jet	50	1.67	1,390	15,235	832	17,457
1.50 inch - Displacement or Class I Turbine	100	3.33	2,780	30,470	1,663	34,913
2.00 inch - Displacement or Class I & II Turbine	160	5.33	4,448	48,752	2,661	55,861
Large/commercial & industrial meters:						
3 inch meters:						
Displacement	300	10.00	8,340	91,410	4,990	104,740
compound	320	10.67	8,896	97,504	5,323	111,723
Class I & II turbine	350	11.67	9,730	106,645	5,822	122,197
4 inch meters:						
Displacement or Compound	500	16.67	13,900	152,350	8,317	174,567
Class I turbine	600	20.00	16,680	182,820	9,980	209,480
6 inch meters:						
Displacement or Compound	1000	33.33	27,800	304,700	16,633	349,133
Class I turbine	1250	41.67	34,750	380,875	20,792	436,417
8 inch meters:						
Compound	1600	53.33	44,480	487,520	26,613	558,613
Class I turbine	1800	60.00	50,040	548,460	29,940	628,440
10 inch meters:						
Compound	2300	76.67	63,940	700,810	38,257	803,007
Class I turbine	2900	96.67	80,620	883,630	48,237	1,012,487

* - AWWA Manual of Practice M6; Water Meters - Selection, Installation, Testing, and Maintenance; Table 2-2 Total Quantities Registered per Month by Meters Operating at Varying Percentages of Maximum Capacity

Water SDCs in Neighboring Communities

Shown below in Figures 3 is a chart that compares the current and proposed water SDC for a single-family customer in the City to the same charge in similar communities in nearby Douglas and Lane Counties.

Figure 3 - Neighboring Communities' Water SDCs (Detached Single Family) July, 2023



Parks SDCs

The 2023 Parks Master Plan

In 2023, the City completed a parks master plan that established parks and recreation needs assessments for the next twenty years. That needs assessment relied on levels of service (LOS) to determine the adequacy/needs for current and future parks and trails infrastructure. To determine adequacy, park and recreation providers typically measure existing parklands and facilities and compare them against established standards, typically LOS Standards. LOS standards are measures of the amount of public recreation parklands and facilities being provided to meet that jurisdiction's basic needs and expectations. For example, the amount of parkland currently needed in a particular jurisdiction may be determined by comparing the ratio of existing developed park acres per 1,000 residents (by all providers within the jurisdiction) to the jurisdiction's desired level of parks relative to population. The gap between the two ratios is the currently needed park acreage. As the population grows, the objective is to provide enough additional acreage to maintain the jurisdiction's desired ratio of park acres to 1,000 residents. These ratios can provide insight and act as tools to determine the amount of parkland or trails needed to meet current and future recreation needs.

The City currently charge a parks SDC on new development. For this parks SDC update, the project team relied on the City's 2023 Revised Guidelines for Park & Trail Acquisition, Design, and Development to arrive at the City's preferred parks and trails level of service. Per that planning document, the recommended Plan LOS by parks category are shown below in Table 9.

Table 9 – Parks and Recreation LOS Standards for Banks

Park Class	Definition	Existing City Parks & Trails (Acres)	Potential Future Parks (Acres)*	Total Acres	Potential LOS (acres/ 1,000)
Neighborhood Park	Small parks that support close-to-home play, active recreation, and family gatherings	None	▪ Westside (±2 ac) ▪ Eastside (±4 ac)	6.0 ac	1.3
Community Park	Medium-sized parks that help meet larger needs for sports, community events, and a variety of recreation activities.	Greenville City Park (5.8 ac) [Sunset Park is managed privately]	▪ None identified	5.8 ac	1.3
Citywide Park	Large parks that are hubs of community activities to support organized sports, recreation, community gatherings, and play	None owned and operated by the City	▪ Golf Course Site (±20ac)	±20 ac	4.4
Special Use Site	Stand-alone parks, such as a plaza, trailhead, or historical resource, which may attract residents from beyond the city.	Log Cabin Park (0.23 ac)	▪ Banks-Vernonia Trailhead Expansion (±1 ac)	1.23 ac	0.3
Trail Corridors	Linear multi-use corridors that support regional trail connectivity or local access to parks/schools. Includes paved trail and adjacent buffers.	None owned and operated by the City [Arbor Village Path is managed separately]	▪ Westside trails (±2.0 ac; from preliminary site concept plans) ▪ Eastside trails (±6.6 ac; trails should connect residents to local parks)	8.6 ac	1.9
Total Citywide All Parks Categories		**6.03**	**35.6 ac**	**41.63 ac**	**9.2**

A "trail" corridor includes multi-use, pedestrian, and soft surface trails that accommodate a variety of activities such as walking, running, biking, dog walking, rollerblading, skateboarding, and horseback riding. Multi-use trails are designed for use by pedestrians, bicyclists, skateboarders, wheelchairs, and other non-motorized vehicle users. Such trails may be located within parks or along existing streets and roadways as part of the citywide transportation system. For this park SDC study, the City established a minimum trails LOS of 1.9 acres per 1,000 residents with both the current population and a population projection for 2042.

Having established the LOS standards for park lands and trails, the next step is to compare the City's current parks and trails inventory to the standard and analyze the surpluses/deficiencies by parks category. That data is shown below in Table 10.

Table 10 - Existing Parks and Trails LOS Surplus/Deficiency

Classification and Park Name	Current Parks Inventory (Acres)	Current Level of Service[1]	Recommended LOS[1]	LOS Surplus or (Deficiency)	% Capacity Remaining	
Citywide Parks:						
None	0.00	0.00	4.40	(4.40)	**Zero**	✓
Neighborhood Parks:						
None	0.00	0.00	1.30	(1.30)	**Zero**	✓
Community Parks:						
Greenville City Park	5.80	2.76	1.30	1.46	**112%**	✓
Special Use Parks:						
Log Cabin Park	0.23	0.11	0.30	(0.19)	**Zero**	✓
Trail Corridors:						
None	0.00	0.00	1.90	(1.90)	**Zero**	✓
Parks Totals	6.03	2.87	9.20	(6.33)	**Zero**	✓

Notes:

[1] City of Banks Revised Guidelines for Park & Trail Acquisition, Design, and Development, June, 2023; 2021 population per 2023 Banks Water Master Plan; level of service expressed in acres per 1,000 residents 2,100

As the data in Table 10 shows, currently, the City is "park deficient" in all park categories except community parks. This will impact the calculation of the parks SDC reimbursement fee in that the current LOS implies 100% of the City's current parks and trails capacity is being absorbed by the City's current population.

Existing and Projected Future Demand for Parks and Trails

Growth should be measured in units that most directly reflect the source of demand. In the case of parks, the most applicable units of growth are population and, where appropriate, employees (or new jobs). ORS 223.29 to 223.314 allow local governments to impose parks and recreation SDCs on non-residential

development as well as on residential development. The Banks program imposes parks and recreation SDCs on new residential development and does not impose SDCs on non-residential development.

However, the units in which demand is expressed may not be the same as the units in which SDC rates are charged. Many SDCs, for example, are charged on the basis of new dwelling units. Therefore, conversion is often necessary from units of demand to units of payment. For example, using an average number of residents per household, the number of new residents can be converted to the number of new dwelling units.

Parks and recreation facilities benefit City residents, businesses, non-resident employees, and visitors. The methodology used to update the City's parks and recreation SDCs establishes the required connection between the demands of growth and the SDC by identifying specific types of park and recreation facilities and analyzing the proportionate need of residents and employees for each type of facility. The SDCs to be paid by a development meet statutory requirements because they are based on the nature of the development and the extent of the impact of that development on the types of park and recreation facilities for which they are charged.

The parks and recreation SDCs are calculated based on the specific impact a development is expected to have on the City's population. For facilities that benefit residents, an SDC may be charged for residential development.

Table 11 contains existing and projected population, housing units, and employment for the City. The data in this table establishes the units of demand and the units of payment for the reimbursement and improvement parks SDCs.

Table 11 - Existing and Projected Population, Housing Units, and Employment

		2021 Census Est.	2021 City Est.	2042 Projected	Analysis of Growth Units	Analysis of Growth CAGR*
1	Population	2,080	2,100	7,270	5,170	6.09%
	Single family residential	1,846	1,864	6,452	4,588	
	Multi-family residential	234	236	818	582	
2	Total Housing Units	766	773	2,677	1,904	
	Single family residential	649	655	2,268	1,613	
	Multi-family residential	117	118	409	291	
	Number of persons per Housing Unit	2.72				
	Single family residential	2.84				
	Multi-family residential	2.00				
3	Employment	1,204		4,208	3,004	6.14%
	Employment to population ratio	57.88%				

Data Sources and Notes:

1 Current population source: U.S. Census Bureau, 2021 American Community Survey 5-year summary, Table DP05; City estimates and projections per City of Banks 2023 Water Master Plan Amendment adopted by the City Council on March 14, 2023

2 Current Housing units source: U.S. Census Bureau, 2021 American Community Survey 5-year summary, Table DP04, Table B25024, B25033; 2042 projection based on 2021 number of persons per occupied housing unit

3 Current employment source: U.S. Census Bureau, 2021 American Community Survey 5-year summary, Table DP03; 2042 projection based on 2021 employment to population ratio

* CAGR - Compound Annual Growth Rate

Reimbursement Fee Calculations

As we discussed above, the City is park deficient in all park categories except community parks. This has adversely impacted the calculation of the parks SDC reimbursement fee in that the current LOS implies 100% of the City's current parks and trails capacity is being absorbed by the City's current population. That means none of the system's-built capacity is available to serve growth. Therefore, there is no recommended parks reimbursement fee SDC.

Parks CIP

The 2023 Parks and Open Space CIP lays out a very specific and prioritized capital improvement plan for the City through 2042. The CIP identifies future costs for new parks and trails, and the future costs for improvements to the City's existing parks inventory. The total CIP from the Plan is shown below in Table 12.

Table 12 - 2021 Parks CIP

	Future Park Improvement Costs			Future Park Improvements Funding Sources		
	Existing	Proposed	Total	SDCs	Development	Total
Citywide Parks:						
Golf Course Site	$ -	$ 22,000,000	$ 22,000,000	$ -	$ 22,000,000	$ 22,000,000
Neighborhood Parks:						
Westside Park	-	2,480,000	2,480,000	2,480,000	-	2,480,000
Eastside Park	-	6,500,000	6,500,000	6,500,000	-	6,500,000
Subtotal neighborhood parks	-	8,980,000	8,980,000	8,980,000	-	8,980,000
Community Parks:						
Greenville City Park	470,000	-	470,000	470,000	-	470,000
Special Use Parks:						
Log Cabin Park	300,000	-	300,000	300,000	-	300,000
Trail Corridors:						
Westside Trail	-	450,000	450,000	450,000	-	450,000
Eastside Trail	-	1,863,000	1,863,000	1,863,000	-	1,863,000
Subtotal trial corridors	-	2,313,000	2,313,000	2,313,000	-	2,313,000
Total Parks Master Plan CIP	$ 770,000	$ 33,293,000	$ 34,063,000	$ 12,063,000	$ 22,000,000	$ 34,063,000

SDC Eligibility of Parks CIP

For purposes of this SDC study, each of the City's park facilities falls into one of the following five categories:

- Citywide parks
- Neighborhood parks
- Community parks
- Special use parks
- Trail corridors

Table 13 compares the current inventory of facilities in each category with that category's adopted level of service. That comparison leads to a determination of surplus or deficiency for each category. Projects are eligible for improvement fee funding only to the extent that the projects will benefit future users. Therefore, only the categories with no deficiency or categories with targeted improvements to serve growth within an existing park footprint are eligible for improvement fee funding. The eligibility percentages of the remaining parks categories are reduced to reflect the level of deficiency.

Table 13 - Calculation of Parks CIP SDC Eligibility

Classification	LOS (units/1,000 population) [1, 2]	Inventory Units	Parks Inventory at Current [2]	Parks Inventory at Planned Additions [2]	Parks Inventory at Planned 2042	Level of Service Analysis Current need	Level of Service Analysis Surplus / (Deficiency)	Parks SDC Eligibility Growth Need	Parks SDC Eligibility Growth %
Citywide Parks:	4.40	Acres	-	31.99	31.99	9.24	(9.24)	22.75	71.11%
Neighborhood Parks:	1.30	Acres	-	9.45	9.45	2.73	(2.73)	6.72	71.11%
Community Parks:	1.30	Acres	5.80	-	5.80	2.73	3.07	-	100.00%
Special Use Parks:	0.30	Acres	0.23	1.95	2.18	0.63	(0.40)	1.55	79.50%
Trail Corridors:	1.90	Acres	-	13.81	13.81	3.99	(3.99)	9.82	71.11%
Subtotal Parks	9.20		6.03	57.20	63.23	19.32	(13.29)	40.84	71.40%

[1] 2023 Water Master Plan 2021 population estimate 2,100

Level of Service expressed in acres per 1,000 residents 2.10

Estimated 2042 service population per 2023 Water Master Plan 7,270

Level of Service expressed in acres per 1,000 residents 7.27

[2] Planned additions to attain City adopted level of service

Classification	Notes
Citywide Parks:	9.24 acres to cure existing deficiencies; 22.75 acres to serve growth
Neighborhood Parks:	2.73 acres to cure existing deficiencies; 6.72 acres to serve growth
Community Parks:	All master plan CIP existing site improvements to serve growth
Special Use Parks:	0.63 acres to cure existing deficiencies; 1.55 acres to serve growth
Trail Corridors:	3.99 acres to cure existing deficiencies; 9.82 acres to serve growth

Improvement Fee Calculations

The improvement fee is the cost of capacity-increasing capital projects per unit of growth that those projects will serve. The unit of growth, the number of new residents, is 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 SDC rate, growth-related costs must be isolated, and costs related to current demand must be excluded. We have used the "capacity approach" to allocate costs to the improvement fee basis. Under this approach, the cost of a given project is allocated to growth in proportion to the growth-related capacity that projects of a similar type will create. The capacity analysis of the parks CIP is shown numerically in Table 13. Table 14 lays out the capacity approach to deriving the parks improvement fee.

Table 14 - Calculation of the Parks Improvement Fee

		Funding Responsibility			Funding Sources for Parks Master Plan CIP		City Share	
Classification	Total MP CIP	Development	City	SDC Eligible %	Existing Users	Total SDC	Residential	Non-Residential
Citywide Parks:	$ 22,000,000	$ 22,000,000	$ -	71.11%	$ -	$ -	$ -	$ -
Neighborhood Parks:	8,980,000	-	8,980,000	71.11%	2,593,948	6,386,052	6,386,052	-
Community Parks:	470,000	-	470,000	100.00%	-	470,000	470,000	-
Special Use Parks:	300,000	-	300,000	79.50%	61,507	238,493	238,493	-
Trail Corridors:	2,313,000	-	2,313,000	71.11%	668,129	1,644,871	1,644,871	-
Total	$ 34,063,000	$ 22,000,000	$ 12,063,000		$ 3,323,584	$ 8,739,416	$ 8,739,416	$ -
	100%	65%	35%		28%	72%		

	Total SDC	Residential	Non-Residential
Future parks master plan capacity-expanding costs	$ 8,739,416	$ 8,739,416	$ -
Adjustments to improvement fee basis:			
Parks improvement fee SDC fund balance	139,311	139,311	-
Adjusted future parks master plan capacity-expanding costs	$ 8,600,105	$ 8,600,105	$ -
Future Demand Units:			
Growth in population (People)		5,170	
Growth in occupied housing units:			
Single family residential		1,613	
Multi-family residential		291	
Growth in employment (Employees)			
Unit improvement fee Parks SDCs:			
Per person		$ 1,663	
Per occupied housing unit:			
Single family residential		$ 4,730	
Multi-family residential (per unit)		$ 3,326	
Per employee		N/A	

Parks SDC Model Summary

The 2023 parks SDC update was done in accordance with Banks Municipal Code Chapter 33, and with the benefit of the adopted parks CIP. We recommend the City update the SDC charge reflect the current capital improvement program. The complete proposed schedule of parks SDCs is shown below in Table 15.

Table 15 - Proposed Parks SDCs

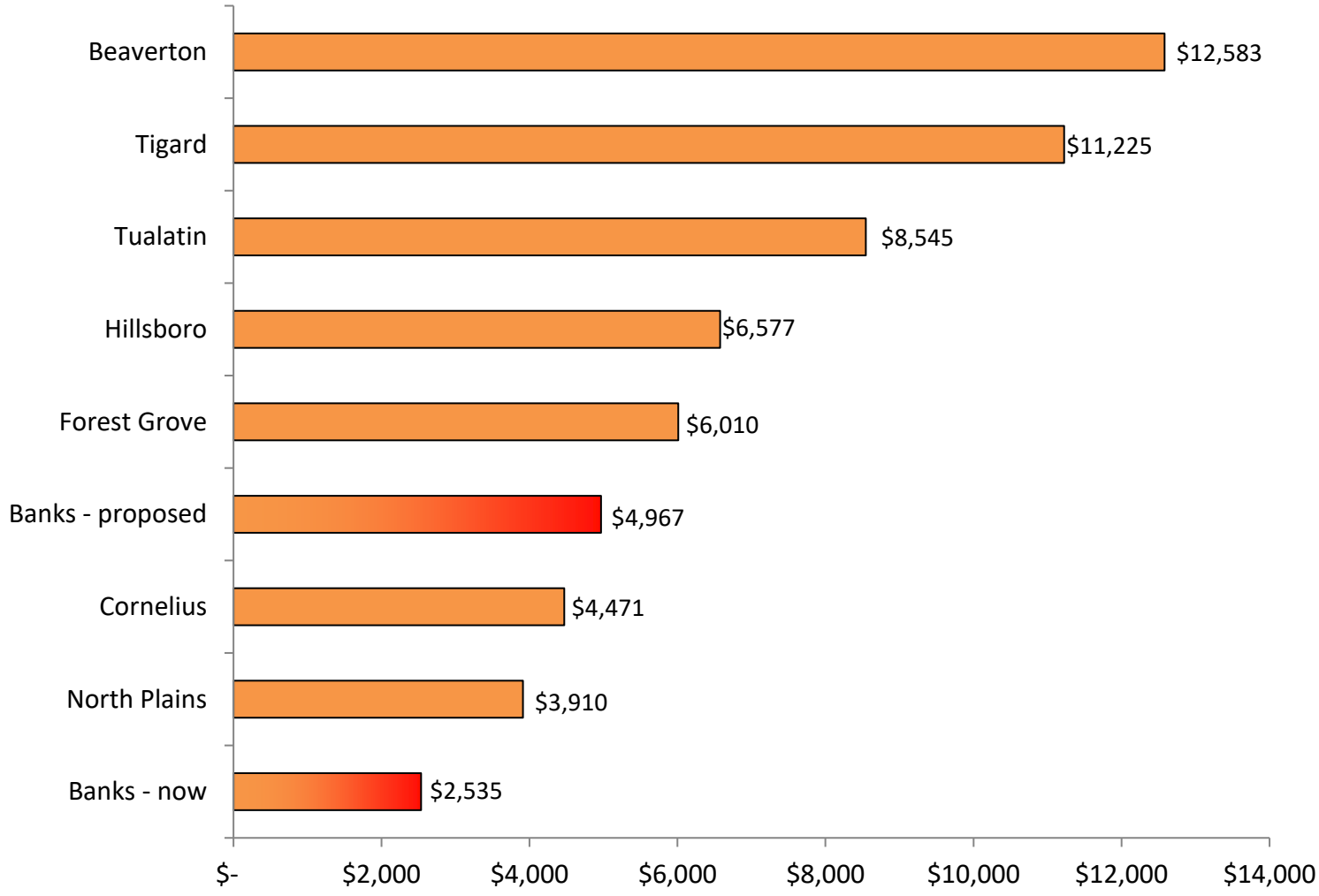
Customer Classification	Number of Dwelling Units	Proposed Schedule of Parks SDCs Reimbursement	Improvement	Compliance	Total
Detached single family	1	$ -	$ 4,730	$ 237	$ 4,967
Mobil/manufactured home	1	-	4,730	237	4,967
Multifamily - $/dwelling unit	1	-	3,326	166	3,492
Duplex	2	-	6,652	333	6,985
Tri-plex	3	-	9,978	499	10,477
Four-plex	4	-	13,304	665	13,969
Apartment complex	*	*	*		*
Condominium complex	*	*	*		*
Retirement/Assisted Living cc	*	*	*		*
Business - $/FTE Employee		$ -	$ -	$ -	$ -

* - multiply the number of dwelling units by the corresponding detached multi-family per dwelling unit fee component

Parks SDCs in Neighboring Communities

Shown below in Figures 4 is a chart that compares the current and proposed Parks SDC for a single-family customer in Banks to the same charge in similar communities in Washington County.

Figure 4 - Neighboring Communities' Parks SDCs (Detached Single Family) July, 2023



Transportation SDCs

Transportation Capital Improvement Plan

The principal source of data for the transportation system CIP is the 2023 Transportation System Plan (TSP) update. At the time of this SDC study, the City's TSP was in the final stages of completion and was ultimately adopted by the City Council on September 12, 2023. This TSP sets the vision for Bank's transportation system, creates a plan for enhancing the transportation system to better accommodate all modes of travel, and identifies projects, that when implemented, would achieve the goals documented in the TSP. What this TSP does not do is identify funding for the projects or require commitment to funding included in the project list. The TSP sets priorities for spending anticipated funds and identifies projects that would be possible with additional funding. Typically, a city has more projects than it will be able to fund in a 20-year time period. In order to recognize this conundrum, the TSP prioritized projects and grouped them into two categories: financially constrained and aspirational projects. Itemized below is a brief description of these two project categories:

- Constrained projects - Projects that are reasonably likely to be funded during the 20-year planning horizon based on the constrained funding threshold established through City, County, and ODOT funding analysis.
- Aspirational projects - All identified projects for improving Banks' transportation system, regardless of their primary funding source and priority. In contrast to constrained projects, they are not reasonably likely to be funded during the 20-year planning horizon but do address an identified problem and are supported by the City, the County, and ODOT.

For this transportation SDC analysis, the City has requested, and we agree, to only consider the constrained project list for inclusion in the analysis. With the assistance of City Staff, the project team has summarized the 2023 transportation system CIP for this SDC update. The 2023 transportation system CIP is shown in Table 16.

Table 16 - 2023 Transportation System CIP

Pjt. ID	Project Description	Cost Est.	Funding Source: City SDCs	Wa. County	ODOT	Developers	Priority	Package*
Motor Vehicle Projects:								
1	OR 47/OR6/Wilkesboro Rd. Intersection Improvement	$ 2,200,000		50%	50%		low	2
2	Disconnect Washington Ave. from Aerts Rd.	1,500,000	50%			50%	medium	1
3	Banks Rd./Aerts Rd. intersection improvements	1,200,000				100%	high	1
4	Banks Rd. Upgrade	7,800,000	23%	10%		67%	medium	1
5	Aerts Rd./OR 6 Intersection Improvement	4,500,000		33%	33%	33%	high	1
6	Oak Way/Main St. Intersection Improvement	800,000	25%		50%	25%	high	1
7	At-Grade Railroad Crossing	1,400,000	100%				low	2
8	Wilkes St. Extension in West Banks	1,900,000	0%			100%	low	1
9	New North-South Collector in West Banks	4,900,000	50%			50%	medium	1
10	New North-South Collector in East Banks	12,500,000	50%			50%	low	1
11	Upgrade 6th St. to Collector	2,700,000	50%			50%	low	1
12	Extend 6th St. South to Wilkesboro	2,400,000	50%			50%	low	2
13	New East-West Collector in East Banks	8,500,000	50%			50%	low	1
14	New East-West Collector in West Banks	3,000,000	50%			50%	low	1
15	OR 47/Trellis Ave. Intersection Improvements	800,000	50%		50%		medium	2
16	Aerts Rd. Upgrade	8,700,000		50%		50%	medium	1
17	Wilkesboro Rd. Upgrade	8,000,000		50%		50%	low	2
18	Sellers Rd. Upgrade	4,200,000		50%		50%	low	2
19	Depot Street Extension in West Banks	950,000	50%			50%	high	1
	Subtotal Motor Vehicle Projects	$ 77,950,000						

*TSP - CIP Sorted by Package Number (1=Constrained, 2= Aspirational)

Table 16 - 2023 Transportation System CIP Continued

Pjt. ID	Project Description	Cost Est.	Funding Source				Priority	Package*
			City SDCs	Wa. County	ODOT	Developers		
Active Transportation Projects:								
1	Main St. Sidewalk Infill Sunset Park to Oak Way	$ 400,000	50%		50%		high	1
2	Railroad Trail	1,200,000	50%		50%		medium	2
3	NW Oak Way Bicycle Lane	400,000	100%				high	2
4	Main St. Crosswalk at Sunset Avenue	400,000	50%		50%		medium	1
5	Main St. Crosswalk at NW Trellis Way	400,000	50%		50%		medium	1
6	Pedestrian/Bicycle Access Between Wilkes St. and Schools	800,000	100%				medium	2
7	Main Street Lighting	700,000	50%		50%		low	2
8	Main St. Bike Lanes From Wilkesboro Rd. to Oak Way	110,000	50%		50%		medium	2
9	Bike/Ped Overcrossing of Railroad	1,700,000	50%			50%	medium	1
10	Citywide Curb Ramp Replacements	800,000	100%				medium	2
11	Main St. Radar-Activated Speed Limit Sign	-	100%				medium	2
12	Main St. Bicycle Parking	-	100%				medium	2
13	Main St. Crossing at Banks High School	-	100%				medium	2
14	Main Street Trail	-	100%				low	2
15	OR 6 Multipurpose Path	-	50%			50%	low	2
	Subtotal Active Transportation Projects	$ 6,910,000						
	TSP Totals	$ 84,860,000						

*TSP - CIP Sorted by Package Number (1=Constrained, 2= Aspirational)

Transportation System Current and Future Demand

Existing Transportation Demand

Demand for transportation facilities is measured in PM peak-hour vehicle trips (PM PHVTs). One PM PHVT represents one person beginning or ending a vehicular trip at a certain property during the afternoon rush hour. Based on data from both the U. S. Census Bureau and the 2023 Banks Transportation System Plan, we estimate the transportation system is currently serving 1,618 PM PHVTs. The statistical process that was used to arrive at the current demand value is shown in Table 17.

Table 17 – Existing Transportation System Demand

	2021 Dwelling Units	2021 Employees	ITE Code[3]	PM peak hour vehicle trips per unit	Total PM peak hour vehicle trips
Number of dwelling units:[1]					
Detached single family	625		210	0.99	619
Attached single family	11		270	0.69	8
Duplex	26		210	0.99	26
Three or Fourplex	35		210	0.99	35
Multifamily:					
5 to 9 units	14		220	0.56	8
10 to 19 units	17		220	0.56	10
20 to 49 units	25		220	0.56	14
50 or more units	-		220	0.56	-
Mobil home	13		240	0.46	6
Boat, RV, van, etc..	-		240	0.46	-
Subtotal dwelling units	766				724
Number of employees:[2]					
Agriculture, Forestry, Fishing and Hunting		-	150	0.66	-
Mining, Quarrying, and Oil and Gas Extraction		-	150	0.66	-
Utilities		15	170	0.76	11
Construction		49	110	0.49	24
Manufacturing		155	140	0.33	51
Wholesale Trade		10	860	1.76	18
Retail Trade		156	820	1.62	253
Transportation and Warehousing		70	150	0.66	46
Information		13	160	0.09	1
Finance and Insurance		25	750	0.37	9
Real Estate and Rental and Leasing		35	770	0.39	14
Professional, Scientific, and Technical Services		68	770	0.39	27
Management of Companies and Enterprises		9	770	0.39	4
Admin. & Support, Waste Management and Remediation		23	538	0.72	17
Educational Services		189	538	0.72	136
Health Care and Social Assistance		113	720	0.97	110
Arts, Entertainment, and Recreation		17	495	2.66	45
Accommodation and Food Services		89	310	0.89	79
Other Services (excluding Public Administration)		33	710	0.63	21
Public Administration		41	730	0.71	29
Subtotal employees		1,110			894
Total PM peak hour vehicle trips					1,618

[1] Source: U.S. Bureau of the Census; American Community Survey; Table B25024 2021 ACS 5-year estimate

[2] Source: U.S. Bureau of the Census; American Community Survey; Table S2403 All Sectors: Geographic Area Series: Economy-Wide Statistics: 2021

[3] Trip Generation Manual; Institute of Transportation Engineers; 10th Edition

As discussed earlier in this report, an industry standard for allocating demands on a transportation system is to proportion the costs based on the relative number of trips created by a development. Trip rates are published by the Institute of Transportation Engineers (ITE) for various land uses. This SDC Update adopts the use of PMPHVTs as contained in the current ITE Trip Generation Manual, 10th Edition, as the basis for the

trip generation standards. In addition, this update incorporates the number of shared trips and pass-by trips. This factor is an estimate of how many of the trips specific to the subject land use are linked to other destinations, where the actual trip is shared by multiple destinations or multiple stops on the same trip.

Forecasted Transportation Demand

The TSP engineering team estimate the City's transportation system will serve 4,556 PMPHVTs by 2042. These estimates imply growth of 2,938 PMPHVTs from 2021 (observed counts) to 2042. The TSP future demand forecast is shown below in Table 18 and in graphical form in Figure 5.

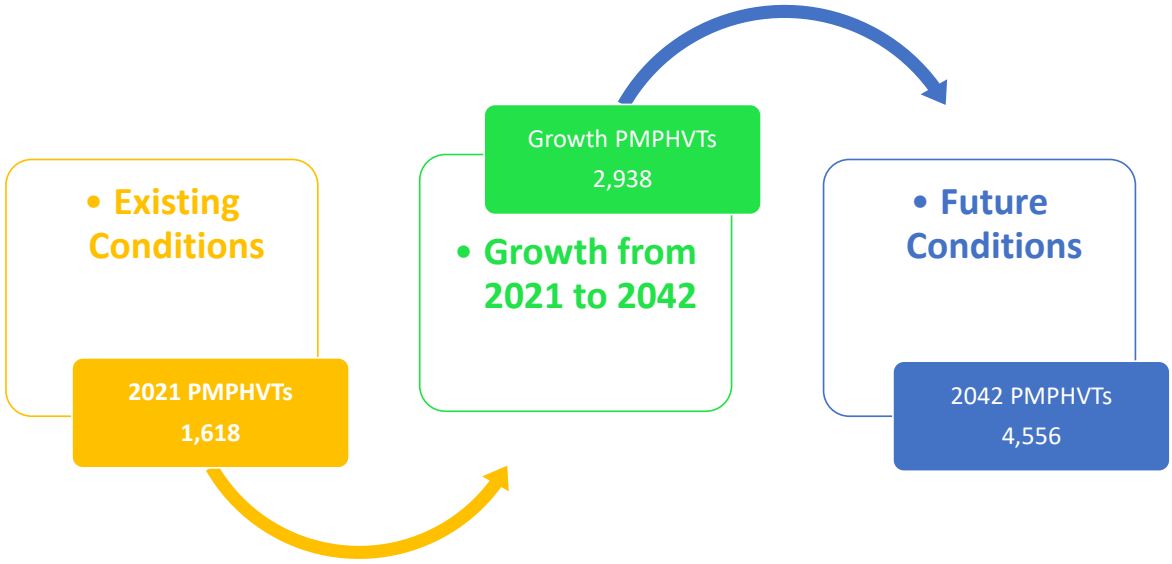
Table 18 – Forecasted Future Transportation System Demand Expressed in PMPHVTs

Planning Zone	Zoning District	Zone Description/Definition	Acres	Land Use Category (ITE)	Units*	Rate	PM Peak Hour Vehicle Trips Total	in	out	in%
Zone 1										
	MDR-H	Medium Density Residential - high	5.9	210 Single Family	77	0.94	72	45	27	63
	HDR	High Density Residential	2.9	220 MF low rise	49	0.84	41	26	15	63
	MU	Mixed Use	4.6	220 MF low rise	78	0.84	66	42	24	63
	MU	Mixed Use	1.4	822 Strip Retail	12	6.59	79	40	39	50
	I	General Industrial	12.6	110 LI	165	0.65	107	15	92	14
		Subtotal Zone 1	27.4				**365**	**168**	**197**	**46%**
Zone 2										
	LDR	Low Density Residential	45.5	210 Single Family	273	0.94	257	162	95	63
	MDR-L	Medium Density Residential - Low	16.1	210 Single Family	129	0.94	121	76	45	63
	MDR-H	Medium Density Residential - High	22.0	210 Single Family	286	0.94	269	169	100	63
		Subtotal Zone 2	83.6				**647**	**407**	**240**	**63%**
Zone 3										
	C	General Commercial	1.5	710 General Office	16	1.44	23	4	19	17
	C	General Commercial	3.0	822 Strip Retail	26	6.59	171	86	85	50
	C	General Commercial	3.0	932 High Turnover Restaurant	26	9.05	235	143	92	61
	I	General Industrial	13.8	110 LI	180	0.65	117	16	101	14
		Subtotal Zone 3	21.3				**546**	**249**	**297**	**46%**
Zone 4										
	MDR-L	Medium Density Residential - Low	9.7	210 Single Family	78	0.94	73	46	27	63
	MDR-H	Medium Density Residential - High	4.1	210 Single Family	53	0.94	50	32	18	63
	HDR	High Density Residential	4.7	220 MF low rise	80	0.84	67	42	25	63
	C	General Commercial	0.7	710 General Office	8	1.44	12	2	10	17
	C	General Commercial	1.0	822 Strip Retail	9	6.59	59	30	29	50
	C	General Commercial	2.0	932 High Turnover Restaurant	17	9.05	154	94	60	61
		Subtotal Zone 4	22.2				**415**	**246**	**169**	**59%**
Zone 5										
	I	General Industrial	44.0	110 LI	575	0.65	**374**	**52**	**322**	**14**
Quail Valley										
		Current Zoning					570	336	234	
		Proposed Zoning					1,161	705	456	
		Total New Trips After Rezone					**591**	**369**	**222**	
Total		Total growth in PMPHVTs					**2,938**	**1,491**	**1,447**	**51%**

* Assumed residential dwelling units per acre

LDR	6.00
MDR-L	8.00
MDR-H	13.00
HDR	17.00

Figure 5 - Existing and Future Transportation System Demand Expressed in PMPHVTs



Reimbursement Fee Calculations

The transportation reimbursement fee methodology mirrors that used for the water reimbursement fee. The methodological steps in its construction are restated here.

Step 1: Calculate the original cost of transportation fixed assets in service. From this starting point, eliminate any assets that do not conform to the ORS 223.299 definition of a capital improvement. This results in the **adjusted original cost of transportation fixed assets**.

Step 2: Subtract from the adjusted original cost of transportation fixed assets in service the accumulated depreciation of those fixed assets. This arrives at the **modified book value of transportation fixed assets in service**.

Step 3: Subtract from the modified book value of transportation assets in service any grant funding or contributed capital. This arrives at the **modified book value of transportation fixed assets in service net of grants and contributed capital**.

Step 4: Subtract from the modified book value of transportation fixed assets in service net of grants and contributed capital any principal outstanding on long term debt used to finance those assets. This arrives a **gross transportation reimbursement fee basis**.

Step 5: Subtract from the gross transportation reimbursement fee basis the fund balance held in the Transportation Reimbursement SDC fund (if available). This arrives at the **net transportation reimbursement fee basis**.

Step 6: Divide the net transportation reimbursement fee basis by the sum of existing and future ELNDTs to arrive at the **unit net reimbursement fee**.

The actual data that was used to calculate the total transportation reimbursement fee is shown below in Table 19.

Table 19 - Calculation of the Transportation Reimbursement Fee

Utility Plant-in-Service (original cost):[1]		
Land	$	668,557
Construction work in progress		147,564
Infrastructure		2,113,087
Buildings and improvements		1,550,891
Vehicles[2]		eliminated
Total Utility Plant-in-Service		4,480,099
Accumulated depreciation[1]		
Land		-
Construction work in progress		-
Infrastructure		415,263
Buildings and improvements		580,265
Vehicles[2]		eliminated
Total accumulated depreciation		995,528
Book value of transportation plant-in-service @ June 30, 2022		3,484,571
Eliminating entries:		
Principal outstanding on bonds, notes, and loans payable:		
LOCAP series 2010B - public works building portion		5,626
Developer Contributions		-
Grants, net of amortization		-
		5,626
Net basis in utility plant-in-service available to serve future customers	$	3,478,945
Estimated existing and future pm peak hour vehicle trips		4,556
Transportation reimbursement fee per PM peak hour vehicle trip		$764

[1] Source: City of Banks Audit Report for the fiscal year ended June 30, 2022; Note D - Capital Assets; page 25

[2] ORS 223.299 specifically states that a "capital improvement" does not include costs of the operation or routine maintenance of capital improvements. This means the assets on the balance sheet such as certain vehicles and equipment used for heavy repair and maintenance of infrastructure cannot be included in the basis of the reimbursement fee.

Improvement Fee Calculations

The calculation of the transportation improvement fee also follows the logic that was used to calculate the water improvement fee. As in the case of water, this study continues to use the improvements-driven method, and has relied on the capital improvement plans, and plan updates for the transportation infrastructure. Under this methodology, only three steps are required to arrive at the improvement fee. These steps are:

Step 1: Accumulate the future cost of planned improvements needed to serve growth. This arrives at **the gross improvement fee basis**.

Step 2: Subtract from the gross improvement fee basis the fund balance held in the Transportation Improvement SDC Fund. This arrives at **the net transportation improvement fee basis**.

Step 3: Divide the net transportation improvement fee basis by the forecasted number of growth PM PHVTs over the planning period. This arrives at **the total transportation improvement fee**.

The actual data that was used to calculate the total transportation improvement fee is shown below in Table 20.

Table 20 - Calculation of the Transportation Improvement Fee

Pjt. ID	Project Description	Cost Est.	Funding Source: City SDCs	Wa. County	ODOT	Developers
Motor Vehicle Projects:						
1	OR 47/OR6/Wilkesboro Rd. Intersection Improvement	Aspirational	-	-	-	-
2	Disconnect Washington Ave. from Aerts Rd.	1,500,000	750,000	-	-	750,000
3	Banks Rd./Aerts Rd. intersection improvements	1,200,000	-	-	-	1,200,000
4	Banks Rd. Upgrade	7,800,000	1,820,000	780,000	-	5,200,000
5	Aerts Rd./OR 6 Intersection Improvement	4,500,000	-	1,500,000	1,500,000	1,500,000
6	Oak Way/Main St. Intersection Improvement	800,000	200,000	-	400,000	200,000
7	At-Grade Railroad Crossing	Aspirational	-	-	-	-
8	Wilkes St. Extension in West Banks	1,900,000	-	-	-	1,900,000
9	New North-South Collector in West Banks	4,900,000	2,450,000	-	-	2,450,000
10	New North-South Collector in East Banks	12,500,000	6,250,000	-	-	6,250,000
11	Upgrade 6th St. to Collector	2,700,000	1,350,000	-	-	1,350,000
12	Extend 6th St. South to Wilkesboro	Aspirational	-	-	-	-
13	New East-West Collector in East Banks	8,500,000	4,250,000	-	-	4,250,000
14	New East-West Collector in West Banks	3,000,000	1,500,000	-	-	1,500,000
15	OR 47/Trellis Ave. Intersection Improvements	Aspirational	-	-	-	-
16	Aerts Rd. Upgrade	8,700,000	-	4,350,000	-	4,350,000
17	Wilkesboro Rd. Upgrade	Aspirational	-	-	-	-
18	Sellers Rd. Upgrade	Aspirational	-	-	-	-
19	Depot Street Extension in West Banks	950,000	475,000	-	-	475,000
Active Transportation Projects:						
1	Main St. Sidewalk Infill Sunset Park to Oak Way	400,000	200,000	-	200,000	-
2	Railroad Trail	Aspirational	-	-	-	-
3	NW Oak Way Bicycle Lane	Aspirational	-	-	-	-
4	Main St. Crosswalk at Sunset Avenue	400,000	200,000	-	200,000	-
5	Main St. Crosswalk at NW Trellis Way	400,000	200,000	-	200,000	-
6	Pedestrian/Bicycle Access Between Wilkes St. and Schools	Aspirational	-	-	-	-
7	Main Street Lighting	Aspirational	-	-	-	-
8	Main St. Bike Lanes From Wilkesboro Rd. to Oak Way	Aspirational	-	-	-	-
9	Bike/Ped Overcrossing of Railroad	1,700,000	850,000	-	-	850,000
10	Citywide Curb Ramp Replacements	Aspirational	-	-	-	-
11	Main St. Radar-Activated Speed Limit Sign	Aspirational	-	-	-	-
12	Main St. Bicycle Parking	Aspirational	-	-	-	-
13	Main St. Crossing at Banks High School	Aspirational	-	-	-	-
14	Main Street Trail	Aspirational	-	-	-	-
15	OR 6 Multipurpose Path	Aspirational	-	-	-	-
		$ 61,850,000	$ 20,495,000	$ 6,630,000	$ 2,500,000	$ 32,225,000
			33%	11%	4%	52%

Total Improvement Fee Eligible Costs for Future System Improvements	$ 20,495,000
less: Transportation improvement fee SDC Fund balance as of June 30, 2022	428,012
Adjusted Improvement Fee Eligible Costs for Future System Improvements	$ 20,066,988
Future PMPHVT's created by growth	2,938
Transportation improvement fee per PMPHVT	$ 6,830

Transportation SDC Model Summary

The 2023 transportation SDC update was done in accordance with Banks Municipal Code Chapter 33, and with the benefit of adopted capital improvement plans and plan updates for transportation services. The proposed transportation SDCs per PMPHVT is shown below in Table 21.

Table 21 - Proposed Transportation SDCs per PMPHVT

Transportation SDC Components		Proposed
Reimbursement fee	$	764
Improvement fee		6,830
Administration fee @5%		380
Total transportation SDC	$	7,974

To charge the appropriate SDC, the City must estimate how many PMPHVTs will be generated by the development in question. That number can then be multiplied by $8,403 to determine the amount of SDC owed by new development projects.

The number of PMPHVTs that a property will generate is a function of the increase in scope and scale of activities that will occur on that property. By "scope of activities," we mean land use. For example, a new single-family residence will generate trip-ends differently from a new retail store of the same size. By "scale of activities," we mean some measure of quantity. For residential land uses, the number of dwelling units is an appropriate measure of scale. For many commercial and industrial land uses, building floor area is the best measure. For example, a 20,000-square-foot store is likely to generate twice the number of trip-ends as a 10,000-square-foot store of the same type. Table 22 presents proposed transportation SDCs per unit of scale for land uses in the 9th edition of Trip Generation Manual, published by the Institute of Transportation Engineers (ITE):

Table 22 - Proposed Transportation SDCs by ITE Code

ITE Code	Land Use	Total Trip Ends	Diverted/Linked Trips	Pass-by Trips	Diverted/Linked and pass-by Trip Adjustment	Primary Trip Ends	Improve.	Reimb.	Compliance	Total SDC	Basis for Calculating a Customer's SDC
Port and Terminal (Land Uses 000-099)											
010	Waterport/Marine Terminal*	17.15	0.00%	0.00%	-	17.15	117,148	13,104	6,513	136,765	Berth
021	Commercial Airport	5.75	0.00%	0.00%	-	5.75	39,273	4,393	2,183	45,849	Average flights per day
022	General Aviation Airport	1.57	0.00%	0.00%	-	1.57	10,723	1,199	596	12,519	Employee
030	Intermodal Truck Terminal	1.87	0.00%	0.00%	-	1.87	12,772	1,429	710	14,911	1,000 square feet of gross floor area
090	Park-an-Ride Lot with Bus Service	0.43	0.00%	0.00%	-	0.43	2,937	329	163	3,428	Parking space
093	Light Rail Transit Station with Parking	1.24	0.00%	0.00%	-	1.24	8,469	947	471	9,888	Parking space
Industrial (Land Uses 100-199)											
110	General light industrial	0.63	0.00%	0.00%	-	0.63	4,303	481	239	5,023	1,000 square feet of gross floor area
120	General heavy industrial	0.68	0.00%	0.00%	-	0.68	4,644	520	258	5,422	1,000 square feet of gross floor area
130	Industrial park	0.40	0.00%	0.00%	-	0.40	2,732	306	152	3,190	1,000 square feet of gross floor area
140	Manufacturing	0.67	0.00%	0.00%	-	0.67	4,576	512	254	5,342	1,000 square feet of gross floor area
150	Warehousing	0.19	0.00%	0.00%	-	0.19	1,298	145	72	1,515	1,000 square feet of gross floor area
151	Mini-warehouse	0.17	0.00%	0.00%	-	0.17	1,161	130	65	1,356	1,000 square feet of gross floor area
154	High-Cube transload & short-term warehouse	0.10	0.00%	0.00%	-	0.10	683	76	38	797	1,000 square feet of gross floor area
155	High-Cube fulfillment center warehouse	1.37	0.00%	0.00%	-	1.37	9,357	1,047	520	10,924	1,000 square feet of gross floor area
156	High-Cube Parcel hub warehouse	0.64	0.00%	0.00%	-	0.64	4,371	489	243	5,103	1,000 square feet of gross floor area
157	High-Cube cold storage warehouse	0.12	0.00%	0.00%	-	0.12	820	92	46	957	1,000 square feet of gross floor area
160	Data center	0.09	0.00%	0.00%	-	0.09	615	69	34	717	1,000 square feet of gross floor area
170	Utilities	2.27	0.00%	0.00%	-	2.27	15,504	1,734	862	18,100	1,000 square feet of gross floor area
180	Specialty trade contractor	1.97	0.00%	0.00%	-	1.97	13,455	1,505	748	15,708	1,000 square feet of gross floor area
Residential (Land Uses 200-299)											
210	Single family detached housing	0.99	0.00%	0.00%	-	0.99	6,762	756	376	7,894	Dwelling unit
220	Apartment	0.56	0.00%	0.00%	-	0.56	3,825	428	213	4,466	Dwelling unit
221	Low-Rise Apartment	0.44	0.00%	0.00%	-	0.44	3,005	336	167	3,508	Dwelling unit
222	High-Rise Apartment	0.36	0.00%	0.00%	-	0.36	2,459	275	137	2,871	Dwelling unit
225	Off-Campus studen apartment	0.25	0.00%	0.00%	-	0.25	1,708	191	95	1,994	Dwelling unit
231	Mid-Rise residential w/1st-floor commercial	0.36	0.00%	0.00%	-	0.36	2,459	275	137	2,871	Dwelling unit
232	High-Rise Residential w/1st-floor commercial	0.21	0.00%	0.00%	-	0.21	1,434	160	80	1,675	Dwelling unit
240	Mobile home park	0.46	0.00%	0.00%	-	0.46	3,142	351	175	3,668	Dwelling unit
251	Senior Adult Housing - Detatched	0.30	0.00%	0.00%	-	0.30	2,049	229	114	2,392	Dwelling unit
252	Senior Adult Housing - Attached	0.26	0.00%	0.00%	-	0.26	1,776	199	99	2,073	Dwelling unit
253	Congregate Care Facility	0.18	0.00%	0.00%	-	0.18	1,229	138	68	1,435	Dwelling unit
254	Assisted living	0.26	0.00%	0.00%	-	0.26	1,776	199	99	2,073	Bed
255	Continuing Care Retirement Community	0.16	0.00%	0.00%	-	0.16	1,093	122	61	1,276	Unit
260	Recreational Homes	0.28	0.00%	0.00%	-	0.28	1,912	214	106	2,232	Dwelling unit
265	Timeshare	0.63	0.00%	0.00%	-	0.63	4,303	481	239	5,023	Dwelling unit
270	Residential Planned Unit Development	0.69	0.00%	0.00%	-	0.69	4,713	527	262	5,502	Dwelling unit

Table 22 - Proposed Transportation SDCs by ITE Code (Continued)

ITE Code	Land Use	Total Trip Ends	Diverted/Linked Trips	Pass-by Trips	Diverted/Linked and pass-by Trip Adjustment	Primary Trip Ends	Improve.	Reimb.	Compliance	Total SDC	Basis for Calculating a Customer's SDC
Lodging (Land Uses 300-399)											
310	Hotel	0.60	0.00%	0.00%	-	0.60	4,098	458	228	4,784	Room
311	All Suites Hotel	0.36	0.00%	0.00%	-	0.36	2,459	275	137	2,871	Room
312	Business Hotel	0.32	0.00%	0.00%	-	0.32	2,186	244	122	2,552	Occupied Room
320	Motel	0.38	0.00%	0.00%	-	0.38	2,595	290	144	3,030	Room
330	Resort Hotel	0.41	0.00%	0.00%	-	0.41	2,800	313	156	3,270	Room
Recreational (Land Uses 400-499)											
411	Public park	0.11	0.00%	0.00%	-	0.11	751	84	42	877	Acre
416	Campground/Recreational Vehicle Park	0.98	0.00%	0.00%	-	0.98	6,693	749	372	7,814	Acre
420	Marina	0.21	0.00%	0.00%	-	0.21	1,434	160	80	1,675	Berth
430	Golf course	2.91	0.00%	0.00%	-	2.91	19,875	2,223	1,105	23,204	Hole
431	Miniature Golf Course	0.33	0.00%	0.00%	-	0.33	2,254	252	125	2,631	Hole
432	Golf Driving Range	1.25	0.00%	0.00%	-	1.25	8,538	955	475	9,968	Tees/Driving Position
433	Batting Cages	2.22	0.00%	0.00%	-	2.22	15,163	1,696	843	17,702	Cage
434	Rock climbing gym	1.64	0.00%	0.00%	-	1.64	11,201	1,253	623	13,077	1,000 square feet of gross floor area
435	Multipurpose Recreational Facility	3.58	0.00%	0.00%	-	3.58	24,451	2,735	1,359	28,546	1,000 square feet of gross floor area
436	Trampoline park	1.50	0.00%	0.00%	-	1.50	10,245	1,146	570	11,961	1,000 square feet of gross floor area
437	Bowling Alley	1.30	0.00%	0.00%	-	1.30	8,879	993	494	10,366	Bowling lane
440	Adult Cabaret	2.93	0.00%	0.00%	-	2.93	20,012	2,239	1,113	23,363	1,000 square feet of gross floor area
444	Movie Theater with Matinee - Friday pm peak hou	6.17	0.00%	0.00%	-	6.17	42,141	4,714	2,343	49,198	1,000 square feet of gross floor area
445	Multiplex Movie Theater - Friday pm peak hour	4.91	0.00%	0.00%	-	4.91	33,535	3,751	1,864	39,151	1,000 square feet of gross floor area
452	Horse Racetrack	0.06	0.00%	0.00%	-	0.06	410	46	23	479	Seat
453	Automobile Racetrack - Saturday peak hour	0.28	0.00%	0.00%	-	0.28	1,912	214	106	2,232	Attendee
454	Dog Racetrack	0.15	0.00%	0.00%	-	0.15	1,025	115	57	1,196	Attendee
460	Arena*	0.47	0.00%	0.00%	-	0.47	3,210	359	178	3,747	1,000 square feet of gross floor area
462	Professional baseball stadium	0.15	0.00%	0.00%	-	0.15	1,025	115	57	1,196	Attendee
465	Ice Skating Rink	1.33	0.00%	0.00%	-	1.33	9,084	1,016	505	10,605	1,000 square feet of gross floor area
466	Snow Ski Area	26.00	0.00%	0.00%	-	26.00	177,580	19,864	9,872	207,316	Slopes
470	Bingo hall	0.82	0.00%	0.00%	-	0.82	5,601	626	311	6,538	Attendee
473	Casino/Video Lottery Establishment	13.49	0.00%	0.00%	-	13.49	92,137	10,306	5,122	107,565	1,000 square feet of gross floor area
480	Amusement Park	3.95	0.00%	0.00%	-	3.95	26,979	3,018	1,500	31,496	Acre
482	Water slide park Saturday peak hour generator	22.92	0.00%	0.00%	-	22.92	156,544	17,511	8,703	182,757	Acre
488	Soccer Complex	16.43	0.00%	0.00%	-	16.43	112,217	12,553	6,238	131,007	Field
490	Tennis Courts	4.21	0.00%	0.00%	-	4.21	28,754	3,216	1,599	33,570	Court
491	Racquet/Tennis Club	3.82	0.00%	0.00%	-	3.82	26,091	2,918	1,450	30,459	Court
492	Health/Fitness Club	3.45	0.00%	0.00%	-	3.45	23,564	2,636	1,310	27,509	1,000 square feet of gross floor area
493	Athletic Club	6.29	0.00%	0.00%	-	6.29	42,961	4,806	2,388	50,154	1,000 square feet of gross floor area
495	Recreational Community Center	2.31	0.00%	0.00%	-	2.31	15,777	1,765	877	18,419	1,000 square feet of gross floor area

Table 22 - Proposed Transportation SDCs by ITE Code (Continued)

ITE Code	Land Use	Total Trip Ends	Diverted/Linked Trips	Pass-by Trips	Diverted/Linked and pass-by Trip Adjustment	Primary Trip Ends	Improve.	Reimb.	Compliance	Total SDC	Basis for Calculating a Customer's SDC
Institutional (Land Uses 500-599)											
501	Military Base	0.39	0.00%	0.00%	-	0.39	2,664	298	148	3,110	Employee
520	Elementary School	1.37	0.00%	0.00%	-	1.37	9,357	1,047	520	10,924	1,000 square feet of gross floor area
522	Middle School/Junior High School	1.19	0.00%	0.00%	-	1.19	8,128	909	452	9,489	1,000 square feet of gross floor area
530	High School	0.97	0.00%	0.00%	-	0.97	6,625	741	368	7,734	1,000 square feet of gross floor area
534	Private School (K-8) - pm peak hour generator	6.53	0.00%	0.00%	-	6.53	44,600	4,989	2,479	52,068	1,000 square feet of gross floor area
536	Private School (K-12) - pm peak hour generator	5.50	0.00%	0.00%	-	5.50	37,565	4,202	2,088	43,855	1,000 square feet of gross floor area
537	Charter elementary school	4.96	0.00%	0.00%	-	4.96	33,877	3,789	1,883	39,549	1,000 square feet of gross floor area
537	School district office	2.04	0.00%	0.00%	-	2.04	13,933	1,559	775	16,267	1,000 square feet of gross floor area
540	Junior/Community College	1.86	0.00%	0.00%	-	1.86	12,704	1,421	706	14,831	1,000 square feet of gross floor area
550	University/College	1.17	0.00%	0.00%	-	1.17	7,991	894	444	9,329	1,000 square feet of gross floor area
560	Church	0.49	0.00%	0.00%	-	0.49	3,347	374	186	3,907	1,000 square feet of gross floor area
561	Synagogue - Friday	2.92	0.00%	0.00%	-	2.92	19,944	2,231	1,109	23,283	1,000 square feet of gross floor area
562	Mosque - Friday	4.22	0.00%	0.00%	-	4.22	28,823	3,224	1,602	33,649	1,000 square feet of gross floor area
565	Day Care Center	11.12	56.00%	0.00%	6.23	4.89	33,418	3,738	1,858	39,014	1,000 square feet of gross floor area
566	Cemetary	0.46	0.00%	0.00%	-	0.46	3,142	351	175	3,668	Acres
571	Prison	2.91	0.00%	0.00%	-	2.91	19,875	2,223	1,105	23,204	1,000 square feet of gross floor area
575	Fire and rescue station	0.48	0.00%	0.00%	-	0.48	3,278	367	182	3,827	1,000 square feet of gross floor area
580	Museum	0.18	0.00%	0.00%	-	0.18	1,229	138	68	1,435	1,000 square feet of gross floor area
590	Library	8.16	0.00%	0.00%	-	8.16	55,733	6,234	3,098	65,065	1,000 square feet of gross floor area
Medical (Land Uses 600-699)											
610	Hospital	0.97	0.00%	0.00%	-	0.97	6,625	741	368	7,734	1,000 square feet of gross floor area
620	Nursing Home	0.59	0.00%	0.00%	-	0.59	4,030	451	224	4,704	1,000 square feet of gross floor area
630	Clinic	3.28	0.00%	0.00%	-	3.28	22,402	2,506	1,245	26,153	1,000 square feet of gross floor area
640	Animal Hospital/Veterinary Clinic	3.53	0.00%	0.00%	-	3.53	24,110	2,697	1,340	28,147	1,000 square feet of gross floor area
650	Free-Standing emergency room	1.52	0.00%	0.00%	-	1.52	10,382	1,161	577	12,120	1,000 square feet of gross floor area
Office (Land Uses 700-799)											
710	General office building	1.15	0.00%	0.00%	-	1.15	7,855	879	437	9,170	1,000 square feet of gross floor area
712	Small office building	2.45	0.00%	0.00%	-	2.45	16,734	1,872	930	19,535	1,000 square feet of gross floor area
714	Corporate Headquarters Building	0.60	0.00%	0.00%	-	0.60	4,098	458	228	4,784	1,000 square feet of gross floor area
715	Single Tenant Office Building	1.71	0.00%	0.00%	-	1.71	11,679	1,306	649	13,635	1,000 square feet of gross floor area
720	Medical-dental office building	3.46	0.00%	0.00%	-	3.46	23,632	2,643	1,314	27,589	1,000 square feet of gross floor area
730	Government Office Building	1.71	0.00%	0.00%	-	1.71	11,679	1,306	649	13,635	1,000 square feet of gross floor area
731	State Motor Vehicles Department	5.20	0.00%	0.00%	-	5.20	35,516	3,973	1,974	41,463	1,000 square feet of gross floor area
732	United States Post Office	11.21	0.00%	0.00%	-	11.21	76,564	8,564	4,256	89,385	1,000 square feet of gross floor area
733	Government Office Complex	2.82	0.00%	0.00%	-	2.82	19,261	2,154	1,071	22,486	1,000 square feet of gross floor area
750	Office park	1.07	0.00%	0.00%	-	1.07	7,308	817	406	8,532	1,000 square feet of gross floor area
760	Research and development center	0.49	0.00%	0.00%	-	0.49	3,347	374	186	3,907	1,000 square feet of gross floor area
770	Business park	0.42	0.00%	0.00%	-	0.42	2,869	321	159	3,348	1,000 square feet of gross floor area

Table 22 - Proposed Transportation SDCs by ITE Code (Continued)

ITE Code	Land Use	Total Trip Ends	Diverted/Linked Trips	Pass-by Trips	Diverted/Linked and pass-by Trip Adjustment	Primary Trip Ends	Improve.	Reimb.	Compliance	Total SDC	Basis for Calculating a Customer's SDC
Retail (Land Uses 800-899)											
810	Tractor Supply Store	1.40	0.00%	0.00%	-	1.40	9,562	1,070	532	11,164	1,000 square feet of gross floor area
811	Construction Equipment Rental Store	0.99	0.00%	0.00%	-	0.99	6,762	756	376	7,894	1,000 square feet of gross floor area
812	Building Materials and Lumber Store	2.06	0.00%	0.00%	-	2.06	14,070	1,574	782	16,426	1,000 square feet of gross floor area
813	Free Standing Discount Super Store	4.33	0.00%	29.00%	1.26	3.07	20,997	2,349	1,167	24,513	1,000 square feet of gross floor area
814	Variety Stoe	6.84	0.00%	34.00%	2.33	4.51	30,833	3,449	1,714	35,996	1,000 square feet of gross floor area
815	Free Standing Discount Store	4.83	35.25%	17.00%	2.52	2.31	15,752	1,762	876	18,390	1,000 square feet of gross floor area
816	Hardware/Paint Store	2.68	29.50%	26.00%	1.49	1.19	8,145	911	453	9,510	1,000 square feet of gross floor area
817	Nursery (Garden Center)	6.94	0.00%	0.00%	-	6.94	47,400	5,302	2,635	55,337	1,000 square feet of gross floor area
818	Nursery (Wholesale)	5.18	0.00%	0.00%	-	5.18	35,379	3,958	1,967	41,304	1,000 square feet of gross floor area
820	Shopping Center	3.81	15.86%	34.00%	1.90	1.91	13,048	1,459	725	15,232	1,000 square feet of gross leasable area
823	Factory Outlet Center	2.29	0.00%	0.00%	-	2.29	15,641	1,750	870	18,260	1,000 square feet of gross floor area
840	Automobile Sales (New)	2.43	0.00%	0.00%	-	2.43	16,597	1,857	923	19,376	1,000 square feet of gross floor area
841	Automobile Sales (Used)	3.75	0.00%	0.00%	-	3.75	25,613	2,865	1,424	29,902	1,000 square feet of gross floor area
842	Recreational Vehicle Sales	0.77	0.00%	0.00%	-	0.77	5,259	588	292	6,139	1,000 square feet of gross floor area
843	Automobile Parts Sales	4.91	13.00%	43.00%	2.75	2.16	14,756	1,651	820	17,226	1,000 square feet of gross floor area
848	Tire Store	3.98	3.33%	28.00%	1.25	2.73	18,666	2,088	1,038	21,792	1,000 square feet of gross floor area
849	Tire Superstore	2.11	0.00%	0.00%	-	2.11	14,411	1,612	801	16,824	1,000 square feet of gross floor area
850	Supermarket	9.24	25.25%	36.00%	5.66	3.58	24,455	2,736	1,360	28,550	1,000 square feet of gross floor area
851	Convenience Market	49.11	6.47%	51.00%	28.23	20.88	142,642	15,956	7,930	166,528	1,000 square feet of gross floor area
853	Convenience Market with Gasoline Pumps	49.29	17.80%	66.00%	41.31	7.98	54,537	6,101	3,032	63,670	1,000 square feet of gross floor area
854	Discount Supermarket	8.38	23.20%	21.00%	3.70	4.68	31,937	3,572	1,775	37,285	1,000 square feet of gross floor area
857	Discount Club	4.18	0.00%	37.00%	1.55	2.63	17,986	2,012	1,000	20,998	1,000 square feet of gross floor area
858	Farmers market - weekday pm peak hour	179.84	0.00%	0.00%	-	179.84	1,228,307	137,398	68,285	1,433,990	Acres
860	Wholesale Market	1.76	0.00%	0.00%	-	1.76	12,021	1,345	668	14,033	1,000 square feet of gross floor area
861	Sporting Goods Superstore	2.02	0.00%	0.00%	-	2.02	13,797	1,543	767	16,107	1,000 square feet of gross floor area
862	Home Improvement Superstore	2.33	6.00%	42.00%	1.12	1.21	8,275	926	460	9,661	1,000 square feet of gross floor area
863	Electronics Superstore	4.26	33.00%	40.00%	3.11	1.15	7,856	879	437	9,172	1,000 square feet of gross floor area
864	Toy/Children's Superstore	5.00	0.00%	0.00%	-	5.00	34,150	3,820	1,899	39,869	1,000 square feet of gross floor area
865	Baby Superstore	1.82	0.00%	0.00%	-	1.82	12,431	1,390	691	14,512	1,000 square feet of gross floor area
866	Pet Supply Superstore	3.55	0.00%	0.00%	-	3.55	24,247	2,712	1,348	28,307	1,000 square feet of gross floor area
867	Office Supply Superstore	2.77	0.00%	0.00%	-	2.77	18,919	2,116	1,052	22,087	1,000 square feet of gross floor area
868	Book Superstore	15.83	0.00%	0.00%	-	15.83	108,119	12,094	6,011	126,224	1,000 square feet of gross floor area
869	Discount Home Furnishing Superstore	1.57	0.00%	0.00%	-	1.57	10,723	1,199	596	12,519	1,000 square feet of gross floor area
872	Bed and Linen Superstore	2.22	0.00%	0.00%	-	2.22	15,163	1,696	843	17,702	1,000 square feet of gross floor area
875	Department Store	1.95	0.00%	0.00%	-	1.95	13,319	1,490	740	15,548	1,000 square feet of gross floor area
876	Apparel Store	4.12	0.00%	0.00%	-	4.12	28,140	3,148	1,564	32,851	1,000 square feet of gross floor area
879	Arts and Crafts Store	6.21	0.00%	0.00%	-	6.21	42,414	4,744	2,358	49,517	1,000 square feet of gross floor area
880	Pharmacy/Drugstore without Drive-Through	8.51	4.67%	53.00%	4.91	3.60	24,606	2,752	1,368	28,726	1,000 square feet of gross floor area
881	Pharmacy/Drugstore with Drive-Through	10.29	13.00%	49.00%	6.38	3.91	26,707	2,987	1,485	31,179	1,000 square feet of gross floor area
882	Marijuana Dispensary	21.83	0.00%	0.00%	-	21.83	149,099	16,678	8,289	174,066	1,000 square feet of gross floor area
890	Furniture Store	0.52	10.33%	53.00%	0.33	0.19	1,302	146	72	1,520	1,000 square feet of gross floor area
895	Beverage container recycling depot -PM peak hr	10.10	0.00%	0.00%	-	10.10	68,983	7,716	3,835	80,534	1,000 square feet of gross floor area
897	Medical Equipment Store	1.24	0.00%	0.00%	-	1.24	8,469	947	471	9,888	1,000 square feet of gross floor area
899	Liquor store	16.37	0.00%	0.00%	-	16.37	111,807	12,507	6,216	130,530	1,000 square feet of gross floor area

Table 22 - Proposed Transportation SDCs by ITE Code (Continued)

ITE Code	Land Use	Total Trip Ends	Diverted/Linked Trips	Pass-by Trips	Diverted/Linked and pass-by Trip Adjustment	Primary Trip Ends	Improve.	Reimb.	Compliance	Total SDC	Basis for Calculating a Customer's SDC
Services (Land Uses 900-999)											
911	Walk-in Bank	12.13	0.00%	0.00%	-	12.13	82,848	9,267	4,606	96,721	1,000 square feet of gross floor area
912	Drive-in Bank	20.45	9.24%	35.00%	9.05	11.40	77,885	8,712	4,330	90,927	1,000 square feet of gross floor area
918	Hair Salon	1.45	0.00%	0.00%	-	1.45	9,904	1,108	551	11,562	1,000 square feet of gross floor area
920	Copy, Print and Express Ship Store	7.42	0.00%	0.00%	-	7.42	50,679	5,669	2,817	59,164	1,000 square feet of gross floor area
925	Drinking Place	11.36	0.00%	0.00%	-	11.36	77,589	8,679	4,313	90,581	1,000 square feet of gross floor area
926	Food Cart Pod	3.08	0.00%	0.00%	-	3.08	21,036	2,353	1,169	24,559	Food Cart
930	Fast Casual Restaurant	14.13	0.00%	0.00%	-	14.13	96,508	10,795	5,365	112,668	1,000 square feet of gross floor area
931	Quality Restaurant	7.80	13.50%	44.00%	4.49	3.32	22,641	2,533	1,259	26,433	1,000 square feet of gross floor area
932	High-Turnover (Sit Down) Restaurant	9.77	17.25%	43.00%	5.89	3.88	26,525	2,967	1,475	30,967	1,000 square feet of gross floor area
933	Fast-food restaurant without drive-through	28.34	17.25%	43.00%	17.07	11.27	76,941	8,607	4,277	89,825	1,000 square feet of gross floor area
934	Fast-food restaurant with drive-through	32.67	9.06%	50.00%	19.29	13.38	91,362	10,220	5,079	106,661	1,000 square feet of gross floor area
935	Fast-food restaurant with drive-through and no in	42.65	0.00%	89.00%	37.96	4.69	32,043	3,584	1,781	37,408	1,000 square feet of gross floor area
936	Coffee/donut shop without drive-through	36.31	17.25%	43.00%	21.88	14.43	98,579	11,027	5,480	115,086	1,000 square feet of gross floor area
937	Coffee/donut shop with drive-through	43.38	0.00%	89.00%	38.61	4.77	32,591	3,646	1,812	38,049	1,000 square feet of gross floor area
938	Coffee/donut kiosk	83.33	0.00%	89.00%	74.16	9.17	62,606	7,003	3,480	73,089	1,000 square feet of gross floor area
939	Bread/Donut/Bagel Shop without Drive-Through W	28.00	0.00%	0.00%	-	28.00	191,240	21,392	10,632	223,264	1,000 square feet of gross floor area
940	Bread/Donut/Bagel Shop with Drive-Through Winc	19.02	0.00%	0.00%	-	19.02	129,907	14,531	7,222	151,660	1,000 square feet of gross floor area
941	Quick Lubrication Vehicle Shop	8.70	0.00%	0.00%	-	8.70	59,421	6,647	3,303	69,371	Servicing Position
942	Automobile Care Center	3.11	0.00%	0.00%	-	3.11	21,241	2,376	1,181	24,798	1,000 sq. ft. of occupied gross leasable area
943	Automobile Parts and Service Center	2.26	0.00%	0.00%	-	2.26	15,436	1,727	858	18,020	1,000 square feet of gross floor area
944	Gasoline/service station	109.27	23.00%	42.00%	71.03	38.24	261,210	29,219	14,521	304,950	1,000 square feet of gross floor area
945	Gasoline/service station with convenience market	88.35	31.22%	56.00%	77.06	11.29	77,105	8,625	4,286	90,016	1,000 square feet of gross floor area
947	Self-Service Car Wash	5.54	0.00%	0.00%	-	5.54	37,838	4,233	2,104	44,175	Wash stall
948	Automated Car Wash	13.60	0.00%	0.00%	-	13.60	92,888	10,390	5,164	108,442	Wash stall
949	Car Wash and Detail Center	14.20	0.00%	0.00%	-	14.20	96,986	10,849	5,392	113,227	1,000 square feet of gross floor area
950	Truck Stop	22.73	0.00%	0.00%	-	22.73	155,246	17,366	8,631	181,243	1,000 square feet of gross floor area
960	Super Convenience Market/Gas Station	69.28	0.00%	0.00%	-	69.28	473,182	52,930	26,306	552,418	1,000 square feet of gross floor area
970	Winery	7.31	0.00%	0.00%	-	7.31	49,927	5,585	2,776	58,288	1,000 square feet of gross floor area

* No ITE PM peak hour trip generation for this code/category, the trip generation shown is ITE weekday average divided by ten.

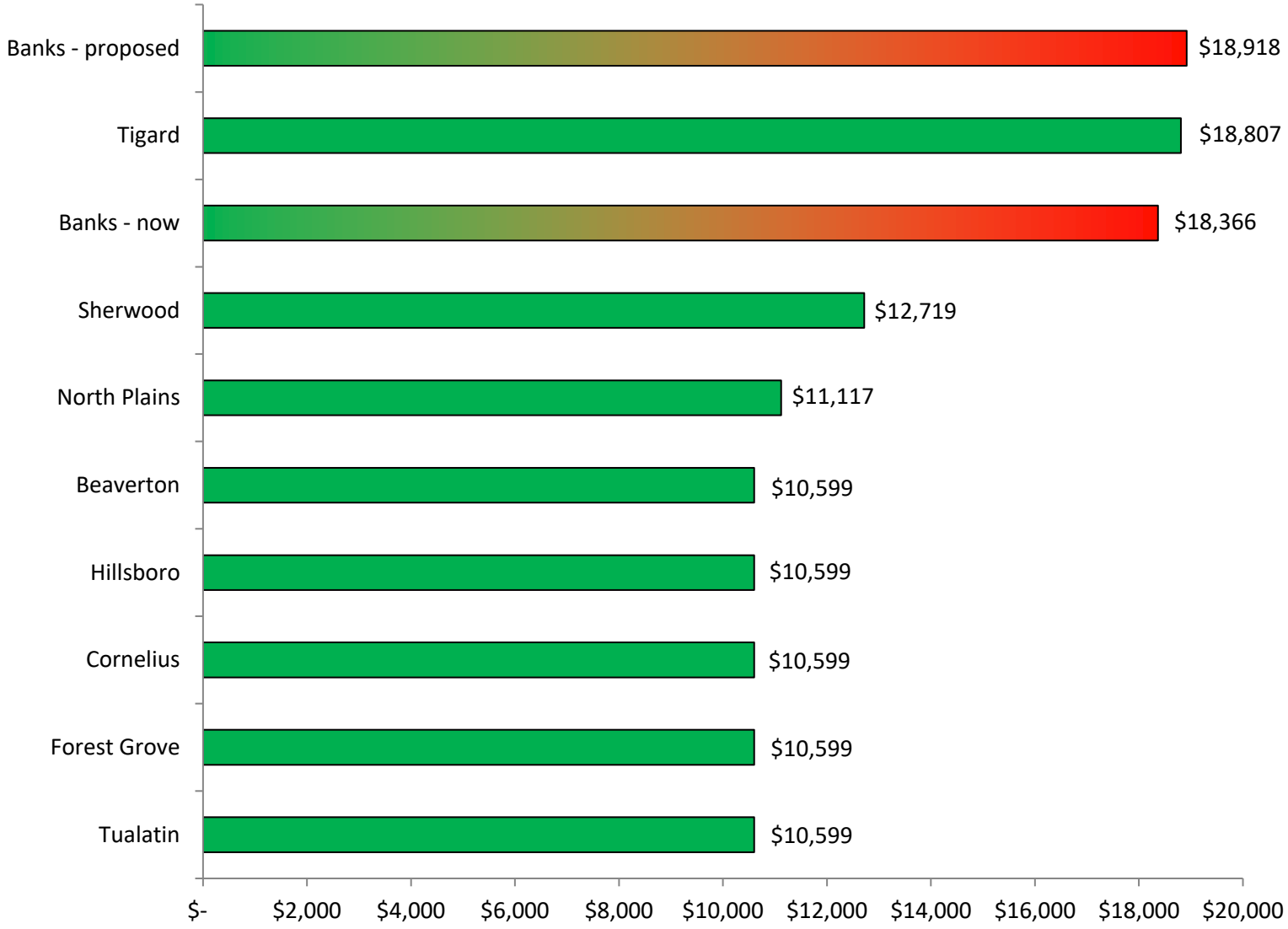
Source: ITE, Trip Generation Manual, 10th edition

PM peak vehicle trips expressed in trip ends on a weekday, peak hour of adjacent street traffic, one hour, between 4:00 pm and 6:00 pm unless otherwise noted

Transportation SDCs in Neighboring Communities

Shown below in Figures 6 is a chart that compares the current and proposed transportation SDC for a single-family customer in Banks to the same charge in similar communities in Washington County.

Figure 6 - Neighboring Communities' transportation SDCs (Detached Single Family) July, 2023



Appendix B – Historical Price Movements in the Engineering News Record Construction Cost Index

HOW ENR BUILDS THE INDEX: 200 hours of common labor at the 20-city average of common labor rates, plus 25 cwt of standard structural steel shapes at the mill price prior to 1996 and the fabricated 20-city price from 1996, plus 1.128 tons of portland cement at the 20-city price, plus 1,088 board ft of 2 x 4 lumber at the 20-city price.

ENR'S CONSTRUCTION COST INDEX HISTORY (1990-2020)

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG.	Annual Percent Change
2023	13175	13176	13176	13230	13288	13345	13425	13473						
2022	12556	12684	12791	12899	13004	13111	13167	13171	13173	13175	13175	13175	13007	7.07%
2021	11627	11698	11749	11849	11989	12112	12237	12463	12464	12464	12647	12482	12148	5.95%
2020	11392	11396	11397	11412	11418	11436	11439	11455	11499	11539	11579	11626	11466	1.46%
2019	11206	11213	11228	11228	11230	11268	11293	11311	11539	11326	11381	11381	11300	2.16%
2018	10878	10889	10959	10971	11013	11069	11116	11124	11170	11183	11184	11186	11062	3.04%
2017	10531	10559	10667	10678	10692	10703	10789	10826	10823	10817	10870	10873	10736	3.84%
2016	10132	10181	10242	10279	10315	10337	10379	10385	10403	10434	10442	10530	10338	3.02%
2015	9972	9962	9972	9992	9975	10039	10037	10039	10065	10128	10092	10152	10035	2.33%
2014	9664	9681	9702	9750	9796	9800	9835	9846	9870	9886	9912	9936	9807	2.72%
2013	9437	9453	9456	9484	9516	9542	9552	9545	9552	9689	9666	9668	9547	2.56%
2012	9176	9198	9268	9273	9290	9291	9324	9351	9341	9376	9398	9412	9308	2.63%
2011	8938	8998	9011	9027	9035	9053	9080	9088	9116	9147	9173	9172	9070	3.08%
2010	8660	8672	8671	8677	8761	8805	8844	8837	8836	8921	8951	8952	8799	2.67%
2009	8549	8533	8534	8528	8574	8578	8566	8564	8586	8596	8592	8641	8570	3.13%
2008	8090	8094	8109	8112	8141	8185	8293	8362	8557	8623	8602	8551	8310	4.30%
2007	7880	7880	7856	7865	7942	7939	7959	8007	8050	8045	8092	8089	7967	2.78%
2006	7660	7689	7692	7695	7691	7700	7721	7722	7763	7883	7911	7888	7751	4.10%
2005	7297	7298	7309	7355	7398	7415	7422	7479	7540	7563	7630	7647	7446	4.65%
2004	6825	6862	6957	7017	7065	7109	7126	7188	7298	7314	7312	7308	7115	6.28%
2003	6581	6640	6627	6635	6642	6694	6695	6733	6741	6771	6794	6782	6695	2.39%
2002	6462	6462	6502	6480	6512	6532	6605	6592	6589	6579	6578	6563	6538	3.09%
2001	6281	6272	6279	6286	6288	6318	6404	6389	6391	6397	6410	6390	6342	1.94%
2000	6130	6160	6202	6201	6233	6238	6225	6233	6224	6259	6266	6283	6221	2.67%
1999	6000	5992	5986	6008	6006	6039	6076	6091	6128	6134	6127	6127	6060	2.35%
1998	5852	5874	5875	5883	5881	5895	5921	5929	5963	5986	5995	5991	5920	1.64%
1997	5765	5769	5759	5799	5837	5860	5863	5854	5851	5848	5838	5858	5825	3.61%
1996	5523	5532	5537	5550	5572	5597	5617	5652	5683	5719	5740	5744	5622	2.76%
1995	5443	5444	5435	5432	5433	5432	5484	5506	5491	5511	5519	5524	5471	1.18%
1994	5336	5371	5381	5405	5405	5408	5409	5424	5437	5437	5439	5439	5408	3.78%
1993	5071	5070	5106	5167	5262	5260	5252	5230	5255	5264	5278	5310	5210	4.53%
1992	4888	4884	4927	4946	4965	4973	4992	5032	5042	5052	5058	5059	4985	3.10%
1991	4777	4773	4772	4766	4801	4818	4854	4892	4891	4892	4896	4889	4835	2.18%
1990	4680	4685	4691	4693	4707	4732	4734	4752	4774	4771	4787	4777	4732	